

# LOG

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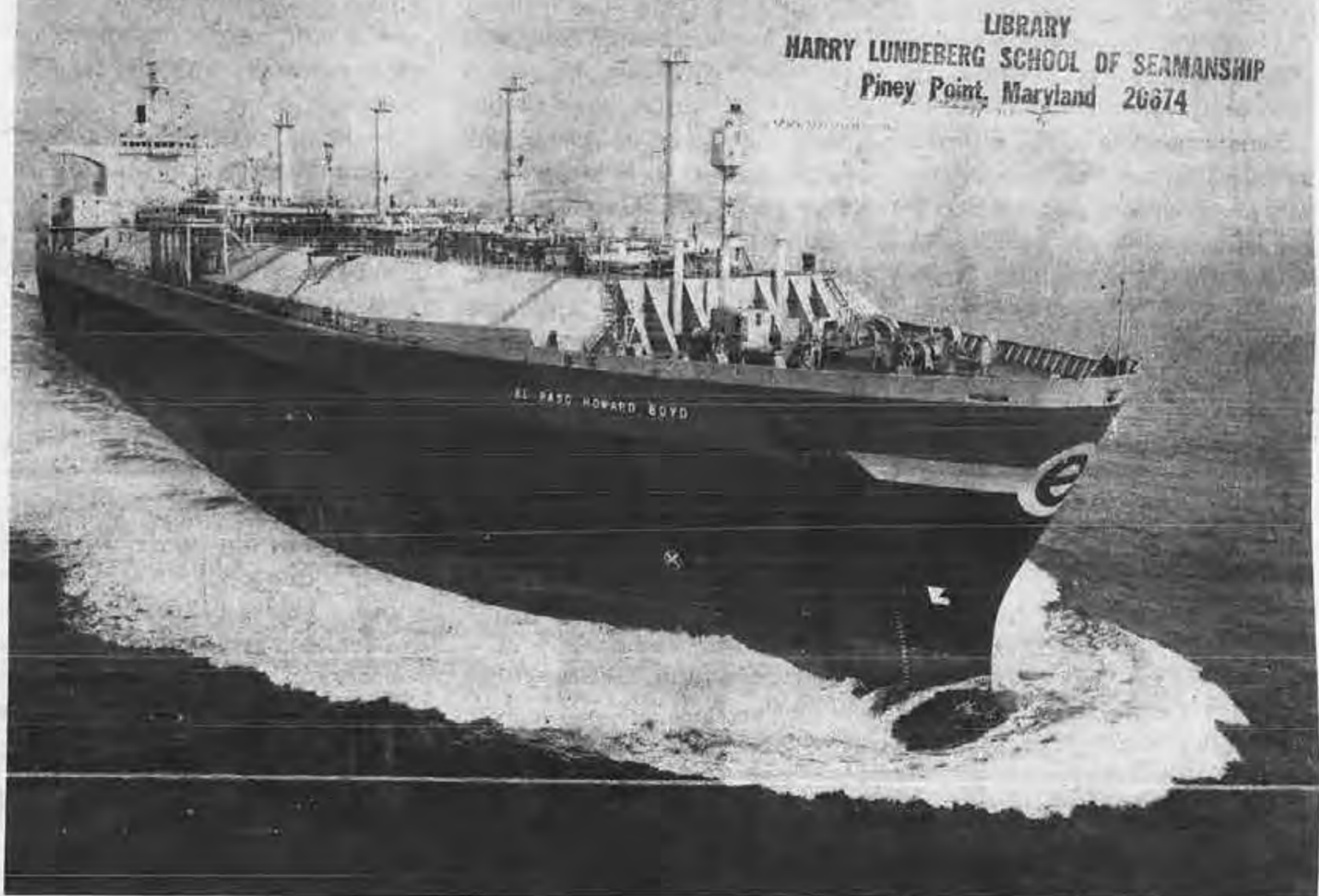
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# Senate Vote, 74-3 To Keep Alaska Oil in US

In a move that targets the energy needs of Americans as a top national priority, the U.S. Senate voted overwhelmingly this month to ban the export, sale or swap of Alaskan-produced crude to a foreign nation in any but the most critical emergency cases.

By a tally of 74-3, the Senate endorsed the Export Administration Act Amendments of 1979, sponsored by Sen. Don Riegle (D-Mich.)

The measure now moves to the House where its support is reportedly very strong.

**Senate passage of the bill was hailed as a major victory for the many consumer, public interest and labor groups who have waged an intense fight to have Alaskan oil reserved exclusively for domestic use.**

"Congress has become much more responsive to the energy needs of U.S. consumers," said a

spokesman for the Consumer Federation of America, "Opponents of the Act in the Senate had a difficult time explaining why we should be exporting oil in the face of nationwide shortages."

The Consumer Federation of America is an umbrella organization made up of 240 groups with a combined membership of close to 30 million.

An 11th hour attack on S. 737 in the form of an amendment introduced by Sen. Ted Stevens (R-Alaska) was beaten back by a vote of 52-30. Sen. Stevens' amendment would have undermined the intent of the Act by allowing the U.S. to swap Alaskan crude for Canadian or Mexican oil. He also sought to limit the Act's tenure to one year.

Aside from one relatively minor wording change, S. 737 was approved intact. The measure would allow the President to go ahead with an export or

exchange of Alaskan-produced oil only within the following strict framework:

- the export would not lessen either the quantity or quality of crude available to U.S. consumers;

- the export would result in the reduction in cost of imported crude to American refiners and the cost of oil to American consumers. Cost items would have to be verified by a semi-annual government audit.

- if any exports are approved their contracts must be terminable;

- the exports must be proved necessary for the protection of U.S. national security.

The House version of the Export Administration Act Amendments of 1979, sponsored by Rep. Howard Wolpe (D-Mich) is basically the same as the Senate bill. If the House approves the measure, as expected,

both versions would then be sent to a joint House/Senate conference committee where any differences would be ironed out.

Senate passage of S. 737 came during a summer when the primary concerns of the nation are energy-related. An aide to Sen. Riegle cited the country's critical energy needs as among the key factors behind the Senate's decisive support of the Act.

"We need every drop of oil we produce to be brought to market in this country," the spokesman said.

Congress became aware, the spokesman said, that "the only sure winners in any Alaskan oil export plan were the oil companies." Congress was also reaffirming their original intent in passing the Trans-Alaska Pipeline Act, he added. "From the beginning Alaskan oil was supposed to go for domestic markets."

## The PRESIDENT'S Report



Paul Hall

### Organization With a Future

One of the truly great advantages that we as an organization have over companies, conglomerates and multinational corporations is people—our kind of people.

We don't live and die by fluctuations in the stock market, the price of gold or profits of margin.

The strength of our organization is carried within each and every member of this Union. And the margin of our success is measured solely by our ability to provide a better and better life for people who make their living on ships, tugs and towboats.

The things we have achieved have not come easy to us. Our oldtimers especially know this. But because we have remained unified throughout our four-decade history, we have advanced tremendously. This advancement has come not only in regard to wages, conditions and benefits, but also in regard to the uplifted position of the American seaman in American society.

I believe that one of the real keys to our success is that the improvements and programs we fought to establish were always accomplished with the future in mind.

Our philosophy has always been to develop programs that will yield not only immediate good, but long term benefits as well.

This is a formula that has worked well for us. It is the same formula that went into the establishment of what I believe to be one of this Union's most important achievements—the Lundeberg School.

I say this because the future is what the Lundeberg School is all about.

We had the future in mind when the first class of trainees graduated from the brand new Lundeberg School in 1967. And we have the future in mind today as the trainees in class number 287

take their training in preparation for their first job at sea, in the harbors or out on the Rivers.

It is important to remember that the Lundeberg trainees of 10 and 12 years ago are among the veteran seamen of our Union today.

In fact, in our most recent class of the Bosun Recertification Program, which finished up earlier this month, six of the 12 participants were Lundeberg School Entry Trainee graduates. One of them was actually in the first graduating class ever at the School back in 1967.

Similar progress has also been made by Lundeberg Entry grads who chose to work in the Union's contracted inland fleet. A fine example of this progress is the fact that 50 percent of the most recent graduating class of the Towboat Operator Scholarship Program were Entry Trainees just a few years ago. These young Boatmen now have their Towboat Operator's licenses, a truly significant achievement in their individual careers.

In addition, many of our "A" Seniority Upgraders of today were Lundeberg trainees just a few years ago. And they will be making up the heart of the SIU membership for years to come.

This is how it works. The Lundeberg graduates of 10 years ago are the veterans of today. And the graduates of today will be the veterans and leaders 10 years from now.

This is what the Lundeberg School is all about—giving young people a break in life—giving them the opportunity for a rewarding career.

In addition, the Lundeberg School, through the wide variety of upgrading programs for every SIU member, continues to do the indispensable job of providing well trained, competent manpower to our contracted ships and tugs.

As it stands today, the Lundeberg School is the finest training facility for merchant seamen anywhere in the nation.

It is a School that offers career opportunities that will help a young person go from an entry rated job to the top of his chosen department in a relatively short time. This is true for those who ship deep sea, Great Lakes or inland.

It is a School that proves day after day that our Union is an organization that is not only anticipating the future, but is prepared for the future. And as such, we are an organization that has a future.

We should all be proud of the progress and accomplishments of the Lundeberg School. We should be proud because each and every member of this Union has contributed to its success.

# Hall Among Leaders At Camp David

## President Carter Hosts 10 Days of Meetings to Develop Energy Strategy

SIU President Paul Hall was among scores of national leaders from virtually every geographic area in the U.S., who were summoned to consult with President Carter early this month on the energy problem.

For 10 days, some of the most influential men and women in the country helicoptered in and out of the President's Camp David, Md., retreat. They were participating in summit sessions on the country's critical energy situation.

The skull sessions preceded Carter's nationally televised energy address to the country on Sunday, July 15. Carter had originally planned to speak ten days earlier but cancelled the broadcast. He opted instead, to speak with more than 150 leaders in labor, politics, economics and academics for counseling and advice.

"I decided to reach out and to listen to the voices of America," Carter said. "I invited to Camp David people from almost every segment of our society: business and labor; teachers and preachers; governors, mayors and private citizens."

SIU President Paul Hall participated in a July 10 summit session, providing a strong voice from American maritime labor.

Hall was one of 10 labor leaders who visited Camp David over a course of three days. Among the representatives of organized labor were: AFL-CIO Secretary-Treasurer Lane Kirkland, and Union Presidents Douglas Frazier (Auto Workers); Martin Ward (Plumbers); Jerry Wurf (AFSCME); Lloyd McBride (Steelworkers); John Lyons (Ironworkers); Sol Chaikin (Lady Garment Workers) and Bill Wynn (Food & Commercial Workers).

The President also tapped a



AFL-CIO Secretary-Treasurer Lane Kirkland took part in one of the summit meetings which President Carter said had confirmed his belief in the "decency and the strength and the wisdom of the American people."

delegation of U.S. governors who left the annual meeting of the National Governors Assn. to meet with him. Carter saw several members of Congress including: House Speaker Thomas P. O'Neil Jr. (D-Mass); Rep. Pete Domenici (R-N.M.) and Senators Daniel Moynihan (D-N.Y.), Russell Long (Chairman of the Senate Finance Committee and Edmund Muskie (chairman of the Senate Budget Committee).

Members of Carter's present Cabinet and those who served former presidents were asked to some meetings as were clerical leaders, business representatives and university professors.

Throughout the 10 days of conferences Carter was reported to have listened a great deal. Based on input from the meetings, Carter announced a sweeping energy plan in his July 15 television address. He filled in some of the details in two follow-up speeches the next day.

The platform, billed as a "war on the energy problems," is a six-point plan which stresses quotas on imported oil, conservation, development of alternative energy sources and increased domestic production. It's projected to cost \$142 billion over a 10-year period.



SIU President Paul Hall met with Carter at Camp David on July 10. Hall was among the many U.S. leaders who counseled and advised the President over the course of 10 days.

Among the "war-type actions" outlined in the President's speeches were the creation of two federal boards. One would build the synthetic fuels industry. The other would speed-up regulatory procedures for synthetic fuel plants, refineries, pipelines and other energy projects.

Reaction to the President's energy proposals from all sectors of American life followed swiftly on the heels of Carter's speech. Statements ranged from "can do" optimism to extreme doubt about the plan's workability.

AFL-CIO President George Meany, unable to attend the



Emerging from 10 days of summit meetings at Camp David, Md., President Carter delivered a speech on energy to the nation.

Camp David sessions, commended Carter for his "forceful" address which set goals that are "both necessary and attainable."

"We have long been urging action of the type the President is now spelling out," Meany said. "If his program is forcefully executed, America will be on the road to energy independence."

"The President's six-point energy program is good, long overdue and warrants the support of the American people," Meany stated, pledging that U.S. workers will accept "their fair share of the sacrifice that must be forthcoming from everyone."

## Union Knocks Bill Giving Railroads Edge Over Towboats

The SIU has lodged strong protests against a Senate bill which would place the nation's railroads above government regulation and seriously threaten inland water transportation and the jobs of inland boatmen.

The Railroad Deregulation Act of 1979 (S.796) is being debated by a Subcommittee of the Committee on Commerce, Science & Transportation.

In a letter to Subcommittee Chairman Russell B. Long, SIU Washington Representative Chuck Mollard pointed out that S.796 would give the rail industry an artificial competitive edge over water transport.

The relationship between rail and water carriers, Mollard said, is a "mixture of healthy competition... cooperation and coordination. The two modes directly compete for and coordinate in the carriage of bulk cargoes." Passage of the bill, Mollard said, "would seriously upset that balance."

As it now stands, S.796 would remove the regulatory authority the Interstate Commerce Commission has over railroad freight rates without replacing that authority with any other form of regulation.

The railroads would be free to set their own rates as well as their own construction, line abandonment and consolidation arrangements.

"The SIU does not oppose deregulation per se," Mollard told the Subcommittee. In fact, "both the railroads and the water carrier industry could prosper," from equitable, realistic deregulation.

But S.796 does not contain adequate safeguards to prevent the railroads from setting artificially low rates which would be impossible for inland vessel operators to match.

The Railroad Deregulation Act is backed by the Carter Administration as a means of bailing the railroads out of deep financial trouble. But if the bill is passed in its present form it will deprive U.S. shippers of the economical, efficient option of domestic water transport. And it will threaten the jobs and job security of thousands of U.S. boatmen.

"There are over 4,000 towboats on the nation's inland waterways," Mollard told the Subcommittee, "which provide jobs to almost 45,000 boatmen. Their future health and vitality will be affected by the direction that the Congress takes in deregulating the railroads."

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# GAO Joins SIU in Criticism of Coast Guard

WASHINGTON, D.C.—The SIU is not alone in its criticism of the U.S. Coast Guard. Right on the heels of the SIU's court case against the Guard comes a critical report of that agency by Congress' General Accounting Office (GAO).

As the investigative and research arm of Congress, the GAO issued a report calling for improvement of the Coast Guard's commercial vessel safety program.

The SIU's suit against the Coast Guard was filed on May 31 in U.S. District Court in New York.

The suit charged the 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."

This court case comes after years of pressure by the SIU to get the Coast Guard to enforce safety at sea as mandated by Congress.

Though not related to the court case, the GAO report gives added weight to the Union's arguments.

The GAO report is entitled "How Effective Is the Coast Guard In Carrying Out Its Commercial Vessel Safety Responsibilities?"

The GAO feels that the Coast Guard "could more effectively carry out the goal of its commercial safety program—insuring safety of life, property, and the environment in waters subject to U.S. jurisdiction."

Noted in the report is the increase in commercial vessel accidents between 1972 and 1976. There were about 2,400 in 1972

and over 4,000 in 1976.

Critical of vessel inspections, the GAO said the Coast Guard does not have enough qualified inspectors.

Many of the regular inspectors are not properly trained, the report said.

Also, the report added, "at every location GAO visited, a staffing shortage existed. The Coast Guard was able to keep pace only by working inspectors overtime and by using trainees and reservists who were not always qualified as inspectors."

Also, GAO noted that in the three districts it visited, "tankship safety examinations have been reduced from every 90 days to once a year and U.S. tankers generally have been excluded."

The GAO also pointed to the "low priority being given to

boarding uninspected U.S. commercial vessels."

Another conclusion reached by GAO was that the function of the shipping commissioner "has outlived its usefulness and should be abolished." GAO figures that this will result in a cost savings of \$800,000 annually.

GAO also concluded that since shipping is international more multinational safety efforts are needed.

The U.S. Department of Transportation is the parent agency for the Coast Guard. In commenting on the GAO report, the DOT said it "is in substantial agreement with many of its basic tenets...disagreements exist in some areas."

DOT also noted that some of the suggestions made by GAO are already under consideration by the Coast Guard.

## Atlantic Fishermen's Union Seeks Merger Into SIU-AGLIWD

The SIUNA-affiliated Atlantic Fishermen's Union (AFU) has formally applied for merger into the SIU, Atlantic, Gulf, Lakes and Inland Waters District (A&G).

The written application was accepted by the Executive Board of the SIU, A&G District.

Over the past few months reports of AFU's desire to merge have been given at the monthly SIU membership meetings.

At the May meetings, it was announced that AFU had made inquiries about the procedures for merger and the willingness of the A&G District to accept such a merger.

The A&G Executive Board informed the AFU that a formal written application must be made. The AFU's application was reported at the July SIU membership meetings.

At the August meetings, A&G members will vote on whether or not to accept the merger. According to the A&G's constitution there is no need for a secret ballot of the A&G members since the A&G constitution will not be altered.

AFU members will be accepting the A&G constitution in full. As the Proposed Agreement of Merger between the two unions states, "AFU shall merge into and become

an integral part of the A&G."

In other words, AFU members will be dissolving their union and will be bound by the SIU A&G constitution. This was agreed to by the AFU Constitutional Committee that visited Headquarters recently.

AFU members will therefore vote on this merger by mail referendum. The voting is taking place from July 30 to August 16.

According to the proposed merger agreement, shipping and job rights for SIU and former AFU members will be separate. Those rights will depend upon whether a member has sailed in the appropriate unit and for how long.

Also, the officers of the AFU will continue in employment as A&G representatives until the next general SIU election.

The AFU represents commercial fishermen who generally sail from the northeast coast of the U.S., mainly from Massachusetts.

Over the years the AFU has lost many of its jobs because of foreign fishing competition off the U.S. coast.

But opportunities now seem very promising because of the recent 200 mile coastal limitation on foreign fishing. The AFU wants to take full advantage of this opportunity. The AFU feels that becoming an integral part of the A&G will greatly assist them in organizing the new jobs.

At the same time, the officers of the SIU, A&G District believe that this merger will bring added strength and opportunities to SIU members by opening up to them a new job field in the American fishing industry.

## W. C. Steward Welfare Claims To Be Handled By Hdqrs.

The May issue of the *Log* announced the merger of the MCS-PMA Welfare Plan into the Seafarers Welfare Plan and explained the benefits that will result from that merger to all affected steward department personnel.

In accordance with the terms of that merger, as of July 1, 1979, the administrative responsibilities and the processing of applications for benefits from the Seafarers Welfare Plan made by steward department employees formerly represented by Marine Cooks and Stewards Union will be done in New York. This action will allow for improved coordination between East and West Coast activities. It is designed to provide better and quicker services and responses to seamen and their families.

The reorganization will in-

crease efficiency and will eliminate any administrative duplication.

It is expected that those steward department personnel who apply for benefits under the new system will receive faster service now that claims are being sent from outports *directly* to the New York office.

All former MCS seamen should take a few additional moments to study the benefit application forms and to insure that they are completed properly. Improper filling out and submission of these forms will cause delayed action on claims.

This transfer of administrative responsibilities for the processing of welfare benefit claims is another step toward providing improved services to those who joined the SIU-A&G one year ago.



The Constitutional Committee of the Atlantic Fishermen's Union visited SIU Headquarters earlier this month to talk about merger of their union into the SIU-AGLIWD. From the left, are: Sammy Loicano, Anthony Manzo, Leo Sabato, Mike Orlando, (SIU Secretary Treasurer Joe DiGiorgio), and Paul Genovese.

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

# SIU Scores Victory for East Coast Tug Jobs

**I**n a victory for the jobs and job security of SIU Boatmen, the AFL-CIO found Local 333 (tug union) of the International Longshoremen's Association guilty of violating the SIU's jurisdictional rights under Article XX of the AFL-CIO Constitution.

The June 26 decision was handed down by an AFL-CIO impartial umpire. It was found that Local 333 was attempting to cut into the SIU's jurisdiction over Maine-to-Virginia coastwise towing. This practice is known as "raiding" and is expressly prohibited by Article XX of the AFL-CIO Constitution.

The 2800 Local 333 boatmen who crew tugs and lighters in and around the port of New York recently ended an 88-day strike. The key issue in the dispute between Local 333 and the Marine Towing and Transpor-

tation Employers Association was job jurisdiction.

The tugmen voted to end the work stoppage after employers agreed to a contract clause broadening the scope of Local 333's representation.

Under their previous agreement, which expired April 1, Local 333's jurisdiction included "only all licensed and unlicensed employees... on tugboats and self-propelled lighters... in the Port of New York and vicinity."

Local 333 wanted that clause broadened to include "any regular coastwise run having as one of its terminal points a point in or north of Norfolk and not customarily and traditionally done by other unions."

Three of the principal companies signatory to Local 333's agreement have subsidiaries and affiliates outside New York. SIU

members make up the unlicensed crews on boats belonging to the outport subsidiaries of McAllister Brothers, Ira S. Bushey & Sons and Moran Towing & Transportation, which do extensive coastwise work from Norfolk and points north. Members of the Marine Engineers Beneficial Assn. (District 2) fill licensed jobs on some of these boats.

Even before the employers gave in to Local 333's jurisdictional demands, the SIU and MEBA charged those demands were illegal and petitioned the AFL-CIO for a ruling by an impartial umpire.

During a long hearing the impartial umpire heard testimony from the SIU, MEBA, and Local 333 on the raiding charges. Ultimately the Umpire found Local 333 "in violation of... Article XX (Section's 2 and 3) of

the Constitution of AFL-CIO."

Article XX prohibits one AFL-CIO affiliated union from attempting to represent employees already working under a contract with another AFL-CIO affiliate. It also requires every AFL-CIO affiliated union "to respect any work of the kind which the members of an organization have customarily performed at a particular plant or work site."

Local 333 has appealed the Umpire's ruling. They are entitled to a hearing before the Subcommittee made up of three members of the AFL-CIO Executive Council.

If the Subcommittee upholds the impartial umpire's decision, Local 333 must comply with the order that the clause mandating jurisdictional changes in their contracts be stricken from the agreement.

## House, Senate Planning 'Sweeping' Changes in Maritime Policy

Key members of the Senate and House of Representatives have put forth proposals concerning a total reorganization of the nation's maritime policy.

Sen. Daniel K. Inouye (D-Hawaii), and Rep. John Murphy (D-N.Y.) submitted legislation that, if enacted, would lead to sweeping, and as yet, unforeseeable changes in the lives of American seamen.

Sen. Inouye has introduced eight bills so far aimed at bringing about a co-ordination of merchant marine policy at the highest possible level.

Basically, Sen. Inouye desires to establish a "National Maritime

Marine Policy Council," which would consist of the following members: the President's Special Trade Representative; the Attorney General; the Secretaries of Defense, Treasury, State, Transportation, Commerce, Agriculture and Labor; the chairmen of the Federal Maritime Commission, Interstate Commerce Commission, and Securities Exchange Commission; the President's assistant for National Security Affairs; the director of the office of Wage and Price Stability, and four Senate-approved maritime industry representatives, including at least one from labor.

This Council would be "charged with monitoring Federal Agencies' compliance with national merchant marine policy and co-ordinate that policy's interpretation with other national interests."

It would be required to meet at least once every 90 days. And it would be run by a full time executive director named by the President's Special Trade Representative.

### House Bills

Rep. Murphy, chairman of the House Committee on Merchant Marine and Fisheries, has yet to submit his legislation.

It is reportedly far more sweeping

in scope than the Inouye bills, and would deal with specific issues affecting maritime rather than just concentrating on a reorganization of governmental functions.

Issues affected under the Murphy legislation reportedly include subsidy programs to U.S. shipbuilders, shipping conference changes and pooling arrangements.

To emphasize the sweeping scope of the legislation, Murphy refers to it as his "omnibus bill."

The SIU's Washington staff are studying the proposed bills to determine what affect they will have on the life of the average seaman.

## NLRB Rules Favorably in Valerie F. Beef on West Coast

The National Labor Relations Board has ruled that Bulk Foods, Inc., operator of the *Valerie F.*, unlawfully discriminated against members of the SIU-AGLIWD, the Sailors Union of the Pacific, the Marine Firemen's Union and Marine Engineer's Beneficial Association.

In March of this year, the *Valerie F.* (an integrated tug/barge unit) which had been carrying bulk rice from California to Puerto Rico, was laid up in Jacksonville for repairs. The crew was paid off.

Several weeks later Bulk Foods Inc., the operator of the *Valerie F.*, announced the transfer of the vessel to a new company. The staff of the new company, however, was the same as that of Bulk Foods. So too were the officers and the operating procedures.

Upon reactivating the *Valerie F.*, the "new company" hired only members of the Masters, Mates and Pilots Union. Bulk Foods had previously maintained a collective bargaining agreement to employ members of the SIU, SUP, MFU and MEBA.

The unions joined forces in picketing the *Valerie F.*, when she arrived on the West Coast. At the same time, they brought action against the company before the NLRB.

Natalie Allen, regional director for the NLRB, decided that the employer operating the *Valerie F.* had unlawfully discriminated against members of the four unions. He based his decision on the fact that the new company was not in fact a new company. The staff was the same. The officers were the same. The operating procedures were the same. The only thing different was the name.

Allen stated that the new company had been created merely by Bulk Foods to dodge its contractual

obligations, obligations which included payment of \$100,000 to the pension and welfare funds of the

various maritime unions.

The SIU mans the steward department on this vessel.

## Matson Containership A'building



When it's completed, this containership, under construction for Matson Navigation Co., will carry an SIU crew in the steward department. The growth of Matson's fleet, which is employed in West Coast-Hawaii freight service will help provide new job opportunities to West Coast seamen.





### Jacksonville

Trailer Marine Transport Co. (TMT), a subsidiary of Crowley Maritime Corp., said its new triple deck R/O R/O barge, the *La Princess*, was due to go into service in late July. She arrived here on July 14 following launching June 16 at the FMC Corp. Shipyard, Portland, Ore.

The *La Princess* joins two other triple deck barges each carrying 374 trailers in the TMT fleet which includes five double deck barges each carrying 180 trailers. She will sail weekly on the chemical run to San Juan, P.R. and its feeder network to the Islands.

The company expects to add another triple decker to the fleet in 1980. And perhaps build two larger three deckers 720 feet long holding 464 40-foot trailers each.

\* \* \*

The USPHS Hospital here reports that a new dental clinic is now available for eligible seamen.

\* \* \*

Grievances on firings were settled here with members involved being returned to their jobs. Overtime beefs were also settled and resolved.

### Great Lakes

Luedtke Engineering Co. has been awarded a combination dredging and dike job in Dunkirk, N.Y.

\* \* \*

Great Lakes Dredge and Dock Co. won a Government dredging job in Conneaut, Ohio. It's a harbor-deepening project which should run through this fall.

The company also has a new 46-foot twin screw tug, the *MV Garden State* built by Diesel Shipbuilding Co., Jacksonville.

She will carry 400 gallons of fresh water in a forepeak tank. Quarters are day-type with setee cushions in the aft end of the pilothouse. Plus two berths with mattresses. The galley has a steel sink, manually operated supply and sump pumps and a plywood counter with a formica top.

### Locks and Dam 26

The House of Representatives and a U.S. Senate subcommittee have okayed a \$20-million appropriation for first-phase construction of new Locks and Dam 26 on the Mississippi at Alton, Ill. starting in October.

Next month a Federal judge in Washington, D.C. will have to rule on suits filed by environmentalists and the railroads against the U.S. Corps of Engineers. They hope to block the project.

### St. Louis

While the Union Hall here is being remodeled in order to provide better service to the membership, a \$317,000 appropriation has been approved by the U.S. House of Representatives and a Senate unit to study proposed improvements to the St. Louis Harbor and navigation facilities.

\* \* \*

The renovated St. Louis USPHS Clinic, Room 2457, moved back to its permanent location at 1520 Market St. and 15th St. on July 9.

It is now open to patients after many months of remodeling and replacing of old equipment.

\* \* \*

River watchers here last month saw the renamed *Towboat Dee Lane* (Southern Ohio Towing) nee *Towboat Betty LeBlanc* sail upriver with a cargo of anhydrous ammonia to Marseilles, Ill. The boat is named for two daughters of Southern Ohio Towing Sales VP Charles Southern Jr.

### Paducah, Ky.

Shipping is good in this "revitalized" port with "A" and "B" book members shipping out. And the port has sent five Boatmen to Piney Point's Towboat Operator Scholarship Course. Right now, 200 are applying for HLS courses and training.

### Mississippi River Systems

A total of 3,700,918 tons of cargo passed through the 12 Mississippi River locks and dams in the Rock Is. District in June.

### Houston

MARAD has okayed the American Commercial Barge Lines (ACBL) bid for a Title XI guarantee to build four towboats and 109 barges worth \$34.1 million.

The 145 to 150-foot towboats construction includes 35 covered hopper type barges, 50 open hopper types and 24 tank types which are being built by Jeffboat Inc., Jeffersonville, Ind., a subsidiary, with deliveries into September.

## Improving USPHS Care for Seamen Goal of SIU

WASHINGTON, D.C.—Making health care more effective for maritime workers was emphasized by the SIU during recent Congressional hearings held on the PHS system before the House Merchant Marine and Fisheries Committee.

Speaking on the first day of the hearings, SIU Washington Representative Chuck Mollard pointed to the importance of the Public Health Service system for seamen and boatmen.

He said, "our members continue to rely on it for the majority of their health care. They have found the PHS system remains the best suited for the special needs of U.S. maritime workers in terms of prompt and priority health care of all types."

Talking about the SIU's successful fight to keep the PHS system open, he added, "We can now turn to the more constructive issue of health care and the health needs of U.S. maritime workers."

Mollard made a number of suggestions to the Committee to help make medical care more effective for workers in the maritime

industries, including:

- a member of the vessel's crew must have advanced medical training through approved courses of study.

- aboard the vessel there should be a well-supplied medicine chest that is maintained and monitored by Federal agencies.

- an improvement in the ship-to-shore radio satellite system involving the PHS. In this way the shipboard medical person can talk directly to shore-based PHS physicians about the patient.

- a central PHS communication station must be set up and be manned around the clock. A photostat of all health records of American mariners should be available at this station.

Also, Mollard noted that the SIU has been participating with other organizations in the Seamen's Health Improvement Program (SHIP). This program was established by the PHS last year to help upgrade medical service for marine workers.

He told the Committee "we believe that the work of the PHS

SHIP groups is one of the most important aspects of the PHS program and must be continued."

Talking about the necessity for a healthy work environment aboard ship, Mollard said, "the American-flag merchant vessel is one of the last remaining areas of U.S. commerce that has no meaningful occupational safety and health rules."

He urged the Committee to require the Coast Guard to formu-

late "basic safety and health laws for U.S. seamen and enforce them with the help of the PHS."

The SIU believes, he said, that "American seamen deserve to have the same quality health care and safety in their workplace as other American workers." He noted that "by additional regulations to upgrade marine medical care and occupational and health rules, this goal can be attained."

### 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, Subsection 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."



## Headquarters Notes

by SIU Executive Vice President  
Frank Drozak

### Job Security Is Up to You

The SIU has always done a good job keeping up with the latest technological innovations and changes that have taken place in our industry. SIU members have always risen to the occasion, learning and putting into practice new ways of doing things on SIU-contracted vessels.

Wearing the SIU emblem is as good as wearing the words "well-trained and up to date—qualified."

The SIU has a good reputation for supplying qualified, reliable men to deep-sea vessels and inland equipment. The fact that all American-flag LNG tankers are SIU-crewed proves this fact.

But brothers, we must continue to work hard, and continue to upgrade and update our skills if we expect to maintain this good reputation in the years to come.

We would be kidding ourselves to think we could keep pace with this ever-changing industry without a special effort on our parts.

Technological changes are taking place faster than ever before. And as we enter the last two decades of the 20th century, we can be sure it's not going to slow down any either. It's this *pace* of change that calls for the special effort to keep up.

The amount of change that has taken place in tankers, just over the last 20 years, is staggering. Anyone who has qualified in the past to do the pumpman's job on a T-2, is up against a whole new situation on the VLCC's and ULCC's of today.

It's not just that the ships have grown. What's inside the ships has

changed tremendously as well. So ratings of years ago won't necessarily qualify a man to do the job on the newest vessels today.

I've talked about upgrading before, because change is sweeping our industry and there's no end in sight. How we meet the challenge by upgrading, will in a very real way effect our future job security. How individual Union members meet the challenge will determine the future viability of the Union itself.

I've already touched upon the changes that have taken place in tankers, and the new demands put on pumpmen. This is one of the areas of specialized training that I want to concentrate on this month.

The Harry Lundeberg School has developed an excellent course, designed to prepare pumpmen and QMED's to handle the pumprooms on the most modern ships. Check with the School about getting into the next Pumproom Maintenance and Operation class. Qualified tanker pumpmen are much in demand these days.

Also much in demand are qualified diesel men. More and more ships are being equipped with diesels, so the demand for men to handle them continues to grow. The Diesel Engine course at the Lundeberg School is what you need to prepare yourself to take on that job. There's a course starting on September 3, and another starting on November 26.

Other specialized courses to mention at this time are the Refrigeration Systems Maintenance and Operation course, and the Marine Electrical Maintenance course. These are two very important courses, set up to meet the increased demand in these areas.

The Reefer course starts on October 1 while the next Electrical Maintenance course begins on August 20. Keep those dates in mind.

Also, keep in mind the fact that if you successfully complete any of the courses I've mentioned, you're going to be a man just that much more in demand. And you'll have just that much more job security. You come out ahead, your family comes out ahead, and your Union comes out ahead every time you upgrade.

## Veteran Pumpman Finds New Tankers a New Ballgame

"It's really a different job," said veteran Pumpman Jim Chianese about his recent work assignment.

For nearly six months he was the chief pumpman aboard the 390,000 deadweight ton tanker *U.S.T. Atlantic* (Interocean Management Corp.). The largest ship ever built in the Western Hemisphere, she measures twice the length and three

times the beam of a T-2 tanker.

A highly automated ship, she only carries a crew of 32.

Brother Chianese, who joined the Union in 1955 in the port of New York, has been a pumpman for 15 years.

He said that the work aboard the *U.S.T. Atlantic* was quite different from what he's encountered on previous ships. "I've been used to opening and closing valves," Chianese pointed out.

Seafarer Chianese added that "you need the education" to work aboard today's high technology ships. "You need a good electrical background and a good hydraulic background."

Special courses, such as Pump-room Maintenance and Operation and Marine Electrical Maintenance, are available at the Lundeberg School. Seafarers who want to work aboard automated ships should contact the School or their SIU representative in order to register for these classes.

Talking more about the *U.S.T. Atlantic*, Brother Chianese said, "she's a beautiful ship." He pointed to the central air conditioning and the private rooms where everyone has his own refrigerator and telephone. He was also impressed with the sports equipment available on the ship.

Chianese was on the *U.S.T. Atlantic's* maiden voyage. The ship loaded oil in the Persian Gulf off Saudi Arabia and discharged 60 miles off the Texas coast.

The vessel, whose rudder alone is as tall as a four-story building, carries 180,000 barrels of bunker fuel.

Brother Chianese, who was born in Brooklyn, N.Y., now lives in Rocky Point, N.Y. with his wife, Bernice. They have five children and will become grandparents for the first time in January.

An Army veteran of World War II, Chianese served during the Korean War as a sergeant first class.

## A Trip to the Sunken Gardens



A little culture never hurt anyone. So on a recent trip to Yokohama, a couple of crewmembers for the *Sea-Land Exchange* joined Yokohama Port Agent Frank Boyne for a look see at the Sunken Gardens. From left in above photo are: Frank Boyne, SIU agent, Jim Bolen, able seaman, and Vern Poulsen, recertified bosun.

### Unclaimed Wages For Waterman

Seafarers who have worked with Waterman Steamship Corporation on the following named vessels, should check with any port agent to find out if they are entitled to unclaimed wages:

SS Alex Stephens  
SS John Tyler  
SS Robert E. Lee  
SS Sam Houston  
SS Jeff Davis  
SS Iberville  
SS Thomas Nelson  
SS Carter Braxton  
SS Thomas Jefferson  
SS Robert Toombs  
SS George Walton  
SS Arthur Middleton  
SS John B. Waterman  
SS Thomas Lynch  
SS Joseph Hewes  
SS Samuel Chase  
SS Stonewall Jackson  
SS John Penn  
SS Lyman Hall



## The Lakes Picture

### Algonac

SIU-contracted Kinsman Lines is scrapping three old-time Lakers. The *Henry Steinbrenner*, built in 1970, is destined for the scrap heap in the near future. Scrapping of the *George Steinbrenner*, built in the same year, is already underway. The oldest vessel in the Kinsman fleet, the *Kinsman Enterprise*, may soon be sold for use as a storage barge. The Port Huron Seaway Terminal is reportedly interested in buying the *Enterprise* and mooring her at their dock. The *Enterprise* was built in 1906 and is steam-powered. The three vessels have not been in active service in recent years. The company, which added the *William A. McGonnagle* to their fleet in April, is scouting around for another ship.

\* \* \*

The shortage of licensed deck and engine room personnel aboard Great Lakes ships has been well-known in the Lakes region for a long time. But it recently came to public attention as the Great Lakes office of the Maritime Administration released a study on the shortage.

Marad stated that there was a 10.48 percent shortage of engineers and a 4.3 percent shortage of deck officers on Lakers.

\* \* \*

Bob-Lo Island, a Michigan amusement park in operation since 1949, has changed ownership. The new owners, a group of seven businessmen, will upgrade the park which is reached via two SIU-manned ferries. The *Columbia* and the *Ste. Claire* run between the island and the mainland from Memorial Day to Labor Day which is when the park is open. The ownership change will not affect the ferries.

### Buffalo

The SIU-crewed *Charles E. Wilson* (American Steamship) went aground in the Straits of Mackinac last month. The six-year old Laker was freed after part of her cargo of ore was offloaded.

\* \* \*

American Steamship's new vessel construction program is continuing. The company just signed a \$25 million contract for a new 635 foot ore carrier. The keel will be laid at Bay Shipbuilding this fall and the self-unloader will be delivered in late 1980. American Steamship christened their newest ship, the 1,000 foot *Indiana Harbor*, this month. And a 728-foot Laker, still under construction, should be plying the Great Lakes by May, 1980. All American Steamship vessels are crewed by SIU members.

### Toledo

Members of Local 158 of the International Longshoreman's Assn. have ended their strike against Toledo Lake Front Dock. The month-long dispute was resolved as terms of a contract were agreed upon. Local 158 President Michael Wilde telegraphed the news that the strike was over to the SIU and thanked the Union for honoring the Longshoreman's picketlines. "I want to personally express the appreciation of myself and my members," Wilde wrote, "for your respect of our picketlines in this dispute. We could not have achieved what we did without your support."

### Winter Navigation

With summer weather upon the Great Lakes region, winter shipping seems a far off event. But the pros and cons of extending the Great Lakes shipping season continue to be argued.

The Great Lakes Task Force recently reiterated its viewpoint that year-round navigation on the Lakes and the St. Lawrence Seaway be implemented. Several studies, the Task Force said, "have conclusively shown the viability of a season extension and the benefits of such a government investment."

### Tonnage

Great Lakes tonnage figures for the month of April were released by the Lake Carriers Association recently. Iron ore shipments totalled 5,645,254 gross tons for the month, down slightly from the April, 1978 totals. Coal shipments for April, 1979 were way up over last year's figures. Grain cargoes totalling 2,004,318 were down slightly but the grain season begins in April and the tonnage figures are expected to pick up.

# UPGRADING



**It builds your future  
It builds your security**

LNG—September 17, October 15

Diesels for QMED's—September 3, November 26

QMED—October 1

FOWT—October 25, November 26

Reefer Maintenance—October 1

Diesel Licensing—September 3

Welding—November 12

AB—September 13, November 8

Automation—November 12

Quartermaster—October 15

Towboat Operator Scholarship Program—October 1  
(Completed Applications must be received by September 1)

First Class Pilot—October 8

Steward—September 17, October 15, November 12

Chief Cook—September 17, October 29

Cook and Baker—September 17, October 29

Assistant Cook—September 3

Lifeboat—September 13, 27; October 11, 15; November 8, 22

Tankerman—September 13, 27; October 11, 15; November 8, 22

Steward Recertification—September 3, November 12

To enroll, see your SIU Representative or contact:

Vocational Education Department

Harry Lundeberg School

Piney Point, Maryland 20674

Phone: (301) 994-0010

**UPGRADING  
It pays  
Do It Now!**



# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

July 1979

Legislative, Administrative and Regulatory Happenings

## On the Agenda in Congress...

A number of important maritime hearings are scheduled in both the House and Senate in the coming weeks. Among these are the following:

• **Omnibus Maritime Bills.** The House Merchant Marine and Fisheries Committee will be holding a series of meetings and open hearings on the Omnibus Maritime Bills package which was unveiled earlier this month by the committee chairman, Rep. John Murphy, (D-NY). The first of the hearings began July 19, and are scheduled to continue on July 24, 26 and 31. It is expected that hearings will continue through this year.

• **LNG Facility Siting.** Three subcommittees of the House Merchant Marine and Fisheries Committee will conduct joint hearings this month on H.R. 1414 and H.R. 3749, both regarding liquefied natural gas facility siting. Charlie Nalen, director of vocational education at the Harry Lundeberg School, is scheduled to testify. The three House subcommittees involved are the Merchant Marine, Oceanography, and Coast Guard.

• **Ocean Mining: Senate.** The Senate Foreign Relations Committee has scheduled a markup on S. 493—legislation to promote the orderly development of hard mineral resources in the deep seabed. The session will be chaired by Senator Frank Church (D-Idaho). In the House, meanwhile, a companion bill has cleared the Interior Committee, and is awaiting further action by the Commerce Committee, and Foreign Relations Committee.

• **Ocean Mining: House.** In the House, the Ocean Mining legislation is moving ahead...slowly. On July 11, the Oceanography Subcommittee of the House Merchant Marine Committee took final action and reported out H.R. 2795, the Deep Seabed Hard Mineral Resources Act.

As reported by the Subcommittee, H.R. 2795 requires that mining and processing vessels and at least one ore transportation vessel at every mine site be documented under the laws of the United States.

The Subcommittee also accepted an amendment offered by Rep. Daniel K. Akaka, (D-Hawaii) which changed the job opportunity priorities involved in the

location of processing facilities. The amendment, adopted by voice vote establishes as the first priority in the location of processing facilities "the need to maximize employment opportunities in the United States."

• **Coal Shipping Rates.** A hearing will be held by the Joint Economic Committee on the relationship between rapidly rising shipping rates and the reliance on foreign oil imports. The initial hearing is scheduled for July 24 with Senator Lloyd Bentsen (D-Texas) as chairman.

• **Coal Slurry.** The House Interior Committee will conduct hearings on H.R. 4370, legislation which would authorize construction of a coal slurry pipeline. Hearings are now scheduled for July 20 and 23. Congressman Morris Udall (D-Arizona) is chairman of the committee.

• **Water Projects Authorization.** The Water Resources Subcommittee of the Senate Environment and Public Works

Committee will continue hearings on water policy, and a variety of water project proposals. Senator Mike Gravel (D-Alaska) will chair the hearings.

• **Vessel Legislation.** The Coast Guard and Navigation Subcommittee of the House Merchant Marine and Fisheries Committee is scheduled to finalize three pieces of legislation affecting American-flag vessel Coast Guard requirements: H.R. 1196, Vessel Documentation; H.R. 1197, Tonnage Measurements; and H.R. 1198 Lines of Demarcation. Congressman Mario Biaggi (D-N.Y.) will chair the markup meeting on July 24.

• **Underutilized Fisheries Development.** The Fisheries and Wildlife Subcommittee of the House Merchant Marine and Fisheries Committee will hold a hearing on July 23 on legislation which would encourage the development of an "underutilized" fisheries program. Congressman John Breaux (D-La.) will chair the meeting.

## Seniority Upgraders Visit Washington, D.C. For Look at SIU's Legislative Activities



SIU upgraders participating in last month's "A" Seniority upgrading program got an up-close look at how the Union works on the political and legislative front in Washington, D.C. The upgraders traveled from the Lundeberg School in Piney Point, Md., to the nation's capital where they toured the House and Senate, and the AFL-CIO Maritime Trades Department. Taking time

out during the tour for a photo on the steps of the Capitol were "A" Seniority Upgraders Herbert Benzenberg, Raymond Hipp, Joseph Burns, Jerry Payne, John Emrich, Stewart Dixon, Kevin White, Osvaldo Troche and Arthur Shaw. Joining the tour was SIU Legislative Representative Betty Rocker and Piney Point Port Agent Nick Marrone.

## National Maritime Council Elects Amoss as Chairman

The National Maritime Council has elected W. J. Amoss, president of Lykes Brothers Steamship Co., as chairman of the NMC Board of Governors.

Amoss succeeds James R. Barker, chairman of the NMC's Board of Governors for the past two years. Mr. Barker is chairman of Moore-McCormack Resources.

Mr. Lee Rice, president of Ogden

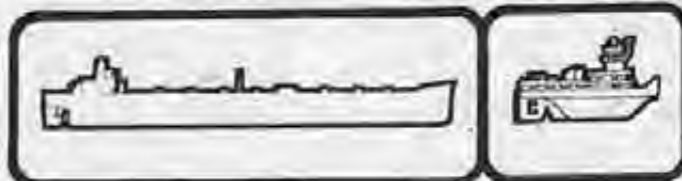
Transportation Corp., is the NMC's new executive committee chairman. Mr. Rice will also serve as vice chairman of the Board of Governors.

The NMC, which represents management and labor in the U.S. flag shipping industry, named G. E. Bart as chairman of the organization's Western Region which includes 13 states. Mr. Bart is senior vice president of marketing for American

Presidential Lines, Ltd.

Amoss and Rice each will serve two years in their respective positions. Mr. Bart's term is for one year.

Members of the National Maritime Council include all major American shipbuilders, ship owners and operators, shoreside and seafaring unions which, together, compose the U.S. merchant marine.



## MARAD Chief Says He Will Bolster U.S. Dry-Bulk Fleet

A major program to strengthen the U.S. dry-bulk fleet is being sent to Congress by the Carter Administration, according to Maritime Administration head Samuel Nemirow. He made this announcement in a speech this month to the annual convention of the International Longshoremen's Association.

He said the package of bills will cover several points and will include proposals to:

- Grant subsidized U.S.-flag dry bulk carriers freedom to trade in foreign-to-foreign commerce.
- Allow U.S. operators to qualify for

subsidies on U.S.-flag vessels while operating foreign registered ships. (The law now requires all of the subsidized operators' ships to be U.S. flag.)

- Eliminate the requirement that operators maintain U.S.-flag registry on their ships for 20 years, and replace it with a 10-year requirement.

The Administration bills join major maritime legislation introduced this month by Senator Daniel Inouye, (D-Hawaii) and Rep. John Murphy, (D-N.Y.).

"Our bills may not be perfect but we think it's a good place to start," Mr. Nemirow said

in an interview.

"I think there's enough interest on the Hill in our objective of increasing dry bulk carriage that we'll get the bill out," he said.

In his speech to the ILA, Mr. Nemirow said that although dry bulk commodities account for over 40 percent of U.S. ocean commerce, less than 2 percent of it moves in U.S.-flag ships.

"The foreign flag monopoly of this trade is explained by the fact that we have only 16 dry bulkers in our fleet—and nearly all of these ships are comparatively small ships in the 30-year age bracket," he said.

## Announce New Contract For Waterman RO/RO Vessel

Samuel B. Nemirow, assistant secretary of Commerce for Maritime Affairs, announced the award of \$69,769,836 subsidized shipbuilding contract to Sun Shipbuilding and Dry Dock Co. to build a third roll-on/roll-off container vessel for Waterman Steamship Corporation.

The vessel will be identical to two being built at Sun under a \$137 million contract awarded last November, and will be used in liner cargo service between the U.S. Gulf and India, the Persian Gulf and Red Sea.

Nemirow, recently confirmed by the Senate to succeed Robert J. Blackwell as

head of the Maritime Administration, noted that the ship is the 19th new merchant vessel added to the orderbook of private U.S. shipbuilders since the current fiscal year began last October 1.

"Fiscal year 1979 orders to date include 14 ships to be built with Federal subsidy, two others with Title XI financing guarantees, and three wholly financed with private capital," he said. "They have a combined tonnage of 600,000 deadweight tons, a total value of nearly \$1.1 billion, and will provide an estimated 27,000 worker-years of employment for men and women in the U.S. shipbuilding and allied industries.

## Committee Action in Congress...

Action is being taken by committees in the Senate on two maritime matters of particular importance.

### Maritime Administration:

#### Nomination of Sam Nemirow

On June 29, the Senate Commerce, Science and Transportation Committee held a hearing on the nomination of Samuel B. Nemirow as Assistant Secretary of Commerce for Maritime Affairs.

If confirmed by the Senate, Nemirow stated that he would devote special attention to the U.S. dry-bulk fleet; the development of trade relations with the People's Republic of China and the implementation of a cohesive maritime policy.

According to Senator Daniel Inouye (D-Hawaii) who chaired the day's proceedings, the nomination would be considered by the Senate shortly after the July 4 recess.

### Passenger Vessels:

#### "Big U" and the "Independence"

On June 28, 1979, the Subcommittee on Merchant Marine and Tourism of the Senate Commerce, Science and Transportation Committee held a hearing on S. 1281 and S. 1365—separate bills with the common objective of returning the American flag to the domestic cruise trade.

As a result of *Alaska Bulk Carriers, Inc. v. Kreps, et al.*, S. 1281 was introduced by Senators Daniel Inouye (D-Hawaii) and Spark Matsunga (D-Hawaii). This bill is necessary to clarify the ability of a vessel built with subsidy funds, as was the *S.S. United States*, to operate permanently in the domestic trade after the expiration of the vessel's statutory life of 25 years.

S. 1365 also introduced by Senator Inouye would direct the Coast Guard to redocument the *S.S. Independence* to allow it to engage in the coastwise trade.

Charles Mollard, SIU Washington representative, noted that both the *Independence* and the *United States* were built in the U.S. operated under the U.S.-flag,

owned by American citizens, and would be manned by American crews.

Samuel B. Nemirow, acting assistant secretary for Maritime Affairs, testified on behalf of the Maritime Administration. Nemirow characterized S. 1281 and S. 1365 as important steps forward in revitalizing the U.S.-flag passenger and cruise service in the U.S. domestic trade. He also stated that such legislation would significantly benefit the economics of Hawaii and the mainland and provide employment for U.S. merchant seamen, shipyard workers and other maritime related industries.

Herbert Brand, President of the Transportation Institute testified in support of both bills and urged the Committee to proceed as quickly as possible to restore the *United States* and *Independence* to active service under the American flag.

Brand expressed the belief that the "opportunities presented... constitute a challenge to American shipping management, a challenge to American shipyards, and a challenge to the Federal government."



Herb Brand, president of the Washington, D.C.-based Transportation Institute told the Senate Subcommittee that passage of S. 1365 and S. 1281 would give a shot-in-the-arm to the U.S.-flag maritime industry and to American tourism as well.

## Ship Safety Inspections Are 'Inadequate' Says GAO

The General Accounting Office—Congress' watchdog operation—thinks that there's lots of room for improvement in the Coast Guard's vessel safety inspection service.

A recent check of the Coast Guard's activities in this area has brought the GAO to the conclusion that a number of things have to be done to improve the safety of ships—both U.S. and foreign—and their crews. Among the recommendations:

- More frequent boarding and inspection by the Coast Guard of both U.S. and foreign-flag vessels;
- Abolition of the position of shipping commissioner;
- Legislation to require that pilots licensed by states also be required to have Coast Guard licenses; and
- Imposition of technical and physical fitness requirements for seamen.

One of the things found by the GAO was that many of the Coast Guard inspectors were "not trained or qualified" to do an effective job.

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 campaign of legislators who have shown a pro-maritime or pro-labor record.

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

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

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

**SUPPORT SPAD**

## SIU Initiates Series of Confabs for Rivers' Boatmen

THE SIU conducted the first of two Pre-Contract Conferences for National Marine Service Boatmen at the SIU's Harry Lundeberg School in Piney Point, Md. between July 9 and July 14. The second Conference is scheduled for July 23 through July 28.

SIU officials Joe Sacco and Chuck Mollard co-chaired the Conference.

A total of 17 rank-and-file delegates from the National Marine fleet participated. They were: Boatmen Robert Gulley, Floyd Wuellner, James Van Luven, William McBunch, Howard Ivey, Gustavo Flores, Ken Johnson, Linley McDonald, John Campbell, John Cossman, Walter Wells, Scott Grosjean, James Parase, Glen Strickland, Richard Zaber, Charles Kadish and James Benoit.

The National Marine Conferences are the first in a series of pre-contract conferences for SIU Boatmen on the Western Rivers. Eventually, rank-and-file delegates from all the SIU-contracted companies operating on the Western Rivers will have the opportunity to make recommendations for changes and improve-

ments in their contracts.

The overall goal of the Conferences is to improve the contracts for all SIU Boatmen working on the Western Rivers.

National Marine Service operates 17 boats. The SIU mans all of these boats top-to-bottom.

After the National Marine Conferences are over, rank and file delegates representing SIU Boatmen for American Com-

mercial Barge Line (ACBL) and its subsidiaries will come in for the next round of Pre-Contract Conferences.

These Pre-Contract Conferences are in keeping with the Union's commitment and belief in communication and education as some of the best weapons in the negotiator's arsenal.

Time and again, an educated, unified membership has enabled

Union negotiators to fight battles on their behalf from a position of strength.

Last year's pre-contract conferences for East Coast Boatmen, conducted by the SIU, led to the best contracts ever negotiated in that area. The Union is confident that the same thing can be accomplished for the Western Rivers.



Gathered for a photo are the SIU Boatmen and Union officials who participated in the first of a series of contract conferences for SIU Boatmen employed in the Western Rivers area.

## M/V Tom Frazier Newest Addition to SIU Inland Fleet

The *M/V Tom Frazier* was decorated with banners and bunting for her christening in Louisville, KY., this month.

The boat is the newest addition to the SIU-contracted American Commercial Barge Lines fleet of towboats and barges. She's a big baby, too, measuring 145 feet long with a beam of 48 feet.

She has a fully loaded draft of almost 9 feet. Her two diesel engines

run at a combined 5830 hp. And her two steering rudders are operated by independent hydraulic rams.

From her pilot house to her engine room, the tug is equipped with all the latest in technological navigation, ship control and safety equipment.

The brand new *Tom Frazier* and her SIU crew will soon be plying the Mississippi River, moving tows.

The boat is part of ACBL's

construction program. Since 1970, the company has contracted to have 24 tugs and over 400 new barges built.

Such boatbuilding activity is possible because of the financial assistance available for inland vessel construction under Title XI of the Merchant Marine Act of 1970.

Under Title XI, the federal government provides mortgage guarantees and other aid of up to 87.5 percent of the total cost of a new vessel. Until 1970, aid for new construction was only provided for deep sea vessels.

But due to the efforts of the SIU, the Merchant Marine Act of 1970

extended that aid to inland vessel operators for the first time.

Just this month, the Maritime Administration granted Title XI assistance to ACBL and several other inland companies. ACBL applied for the aid to build four more towboats and 109 barges at a total cost of \$34 million. Marad has agreed to guarantee 87.5 percent of that total.

Because of Title XI funding, new boats like the *M/V Tom Frazier* will be built for use on the inland waterways. And that means more jobs—and more job security—for SIU Boatmen.

## Unemployment Dips to 5.6%

WASHINGTON, D.C.—The country's unemployment rate dipped to 5.6 percent (lowest level in almost five years) last month from May's and April's 5.8 percent. The drops were reflected in lowered teenagers joblessness (130,000) down to 15.3 percent from May's 16.8 percent and April's 16.5 percent. Also, the black jobless rate was down to 11.3 percent from May's 11.6 percent and April's 11.8 percent. The white unemployment rate was 4.9 percent.

The teenage jobless decline, say Government economists, means

that either they had more success finding jobs when they got out of school now or that fewer of them were actively looking for work. Even the unemployment rate for parttime workers—many of them teenagers—dropped in June.

The number of unemployed persons last month was 5.8 million. Working are 96.8 million. Adult male and female joblessness were unchanged at 3.9 percent and 5.8 percent respectively. Black adult men's unemployment rate was 7.9 percent and for black adult women it was 10.8 percent, both figures increasing.



The brand new boat, *Tom Frazier*, shown dockside in Louisville, Ky., is one of many new boats and barges built under the funding assistance program of the SIU-backed 1970 Merchant Marine Act.

# SIU Crews 9th LNG, El Paso Howard Boyd

**T**HE SIU is crewing its ninth LNG ship this month. She's the *El Paso Howard Boyd*. Owned by El Paso Company, the vessel is named after the firm's former chairman.

The multi-color ship—her hull is painted beige, orange and dark brown—can carry 125,000 cubic meters of liquid natural gas.

This gas is carried at minus 260 degrees Fahrenheit. The extreme cold reduces 600 cubic meters of gas to one cubic meter of liquid. When regasified, the 125,000 cubic meters of LNG yields about 80 million cubic meters of natural gas.

One shipment aboard the *El Paso Howard Boyd* is equivalent to more than an eight-day supply of gas for metropolitan Washington, D.C.

The ship joins her two SIU-crewed sister-ships, the *El Paso Southern* and the *El Paso Arzew*. All three ships are part of El Paso's "Algeria I" Project. This is the largest liquefied natural gas transportation project in the

world. The three ships already built will eventually be part of a fleet of nine vessels (6 U.S.-flag) bringing LNG from Algeria to the U.S. East Coast.

Like her sister-ships, the *El Paso Howard Boyd* was built at Newport News Shipbuilding yard in Virginia. The ships are 949 feet long and have a beam of 135 feet.

The reason for the multi-colored hull ships is to provide maximum visibility under various atmospheric and sea conditions.

Besides the three El Paso ships, the SIU is crewing six LNG ships owned by Energy Transport Company. Seafarers will be crewing another Energy Transport LNG ship, the *LNG Taurus*, late this month.

**The SIU is crewing all the LNG ships that are under U.S.-flag. The reason is simple. The Union was prepared to handle these ships.**

Years ago the SIU realized that LNG ships would be a part of



The *El Paso Howard Boyd* is the 9th LNG ship to be manned by seafarers, shipping's future.

Courses were begun at the Lundeberg School in Piney Point, Md. And in true SIU spirit, the membership responded to the need.

But the Union will not be able to man the LNG ships in the

future unless the members continue their good record.

Whether you're in the deck, engine or steward department, you should apply for the LNG course. Just write to the Lundeberg School or see your SIU representative.

## Liberian-Flag Dumps on New York; 120,000 Gallons Worth

Another Liberian-flag ship has come to grief in American waters. This time the Port of New York has got to do the cleaning up.

In what the Coast Guard has called a "major pollution event," the 648-foot, Liberian-registered containership *Sea Speed Arabia* ran aground in the Kill Van Kull June 30th, shortly after leaving Port Elizabeth, N.J. One witness said that two of her fuel tanks opened up "like

a can opener." Some 120,000 gallons of heavy diesel fuel were spilled in the mishap.

Even though this particular spill was small compared to the 7.5 million gallons dumped by the Liberian tanker *Argo Merchant* off Nantucket Island, Mass. in 1976, it posed a real and immediate threat to city beaches and wildlife. One two-mile stretch of beach on New York's Staten Island had a two-inch thick band of oil washed up on it.

The spill also disrupted Harbor Festival '79, the city's nautical extravaganza which took place the July 4th weekend. The Festival came off as scheduled, but not until routing changes were made in the Parade of ships (dominated, once again, by foreign-flag vessels).

The U.S. Coast Guard, which will oversee the cleanup operation, practically shrugged off the incident by saying that, "this is a big port. Because we have so much activity,

we are bound to have some incidents."

The reality of the situation, however, is the menace of the Liberian and other flag-of-convenience ships that U.S. policy allows to exist—on a large scale—in American waters. Only when U.S. vessels begin to haul a more respectable share of ocean-borne commerce through our waters will the odds of further disastrous oil spills be diminished.

## APL Puts 1st of 3 Former PFEL Ships Back in Business

The *President Grant*, the first of three long-idled containerships made her first trans-Pacific run for

American President Lines this month. SIU members man the steward department jobs, while the

SUP and MFOW man the deck and engine jobs.

The *President Grant* is the first of the three vessels to be reactivated since APL bought them from Pacific Far East Line for \$40.5 million last April. She was christened July 5 in a ceremony held at the port of Oakland, Calif.

Scheduled to return to service over the course of the next few months are the other container vessels, renamed the *Presidents Hoover* and *Tyler*.

"The return to service of these ships is important to APL, the West Coast shipping industry and the U.S. merchant marine," APL President W.B. Seaton told the crowd at the christening.

"Jobs will be reactivated as the three formerly retired ships enter our fleet."

But APL's plans for stepped up shipping and shipbuilding don't stop with the newly acquired containerships. The company is planning to

build three additional vessels which will be the largest containerships ever constructed in the U.S. The shipbuilding program will provide many shoreside jobs for U.S. workers.

In addition, pending approval by the Maritime Administration, APL will begin a new West Coast to Guam service this summer.

"Notwithstanding the continuing difficulties faced by the U.S. maritime industry," Seaton said, "we hope for a new era for American-flag ships."

As the growth of the U.S.-flag fleet on the West Coast continues, the job opportunities and job security of West Coast SIU members continues to grow along with it.



The *President Grant* and her two sisterships, the *Presidents Hoover* and *Tyler*, provide more container carrying capacity for their new owners, American President Lines. SIU members man the steward departments on these vessels. Above *Grant* is tied up at APL's Oakland, Calif. dock before her maiden Pacific run for the company.



# U.S. Passenger Ships on Their Way Back?

## SIU Favors Bill to Bring SS United States, Independence Back Under U.S. Flag

WASHINGTON, D.C.—A big boost to the once proud U.S. passenger ship industry could be provided by two U.S. Senate bills.

The two pieces of legislation, S. 1365 and S. 1281, have been introduced by Senator Daniel Inouye (D-Hawaii).

S. 1365 would permit American documentation of the passenger ship *Independence* for use in the U.S. coastwise trade.

S. 1281 would enable the once famous passenger ship *United States* to run on domestic as well as foreign routes.

Representatives from the SIU, the U.S. Commerce Department, and the maritime industry testified last month on behalf of the

bills. Their remarks were given before the Senate Subcommittee on Merchant Marine and Tourism.

Testifying for the SIU, Washington Representative Chuck Mollard said the bills are "essential to rebuilding the vital passenger component of the United States merchant marine."

Also, he pointed out that "these vessels would be reactivated in viable commercial enterprises without the need for expenditure of federal tax dollars."

### Plus to Tourism

Herb Brand, president of Transportation Institute, told the

Subcommittee that the bills would have a threefold benefit. Not only would the legislation help the U.S.-flag maritime industry, but the bills also hold "the promise of beneficial effects for tourism and the American economy in general."

Transportation Institute is a Washington, D.C.-based educational and research organization for the maritime industry.

Brand added that through these Senate bills "we have a unique opportunity to augment the limited U.S.-flag passenger services that exist at present."

Speaking for the U.S. Department of Commerce was Acting Assistant Secretary of Commerce for Maritime Affairs Samuel B. Nemirow.

He noted that "the Department of Commerce supports the enactment of both bills as important steps forward in revitalizing U.S.-flag passenger and cruise service in our domestic trades."

American Hawaiian Cruising Line, Inc. plans to buy the *Independence* to operate it as a cruise ship among the Hawaiian Islands.

The *Independence* was constructed in Quincy, Mass. in 1950 by American Export Lines. She was sold foreign in 1974 and went under Panamanian registry. In recent years the ship has been laid up in Hong Kong.

Because of a technicality in

U.S. law it is necessary to get legislation passed in order for the ship to be used in U.S. domestic cruises.

The *United States* is the largest and fastest U.S.-flag passenger ship ever built. Twenty-six years old, she's been idle since 1969.

United States Cruises, Inc. (USCI) has a contract to buy the *United States* for use as a cruise ship on domestic and foreign runs. The domestic run would be between California and Hawaii.

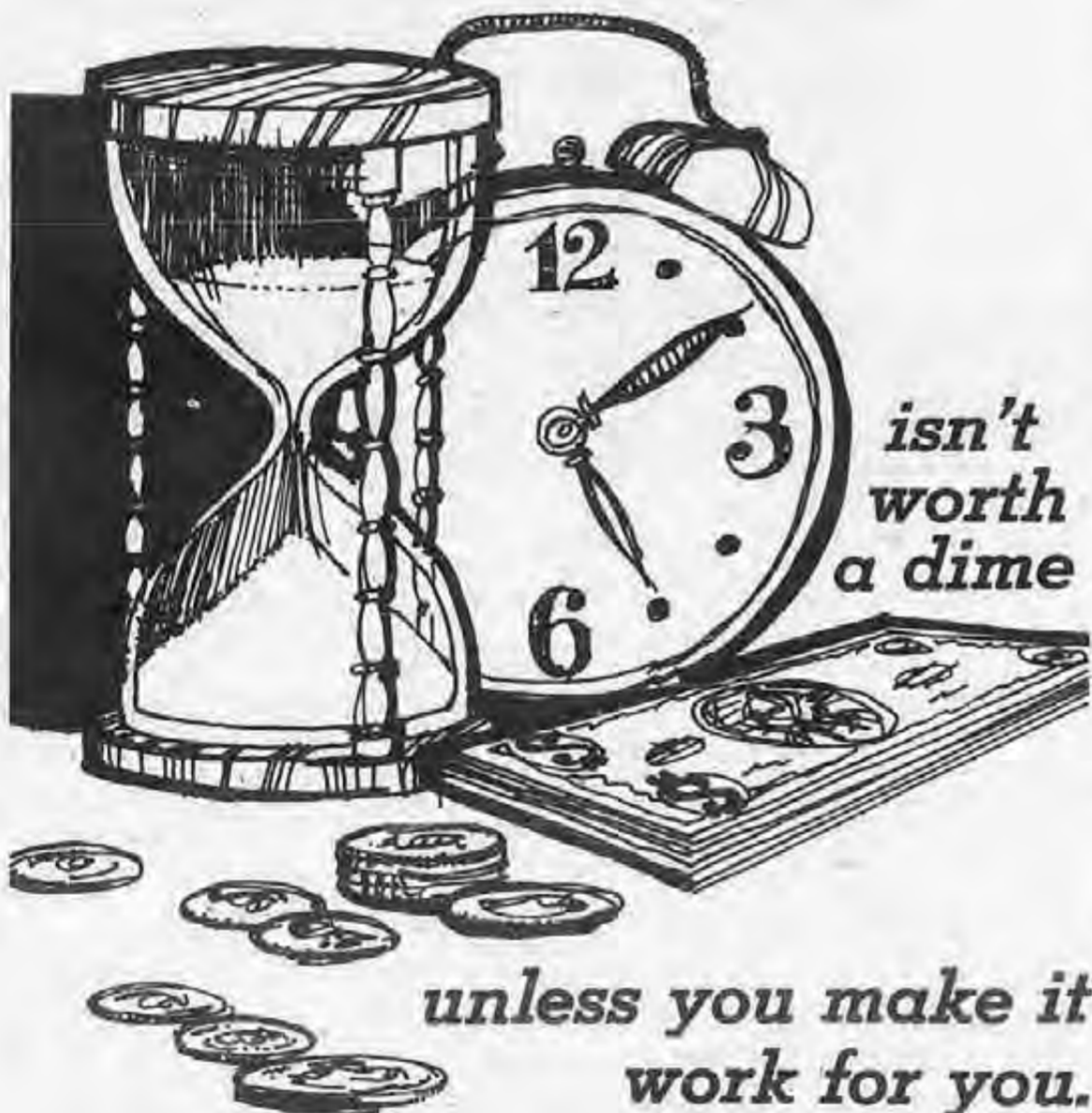
The American passenger line industry has gone through some very tough times in recent years. In fact, there are only four U.S.-flag passenger liners in operation today. They are the four Delta Line ships, crewed by SIU members, which run from the West Coast to South America.

The SIU also mans the only overnight passenger steamboats in the U.S. fleet, the *Mississippi Queen* and the *Delta Queen*.

The SIU feels that bringing the *United States* and the *Independence* back into service is an important first step in revitalizing the passenger ship industry, once a thriving segment of American maritime.

The Union feels that if these two vessels can be brought back into service and operated successfully and economically, it could very well lead to a resurgence in American seagoing jobs on American passenger liners.

## All the time in the world



Make your time in the engineroom pay

Take the Diesel Engineer's Course at HLS

Course begins September 3

To enroll, see your SIU Representative or contact:

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

With a Diesel Engineer's License, Time Is Money

## Zapata Rover Crew Rescues 3 Off Fog Bound Cape May

On May 11, while it was underway in a fog off Cape May, the SIU-manned *Zapata Rover*, picked up radio distress signals from a small privately owned boat which had veered off course because of a defective compass.

After searching for 43 minutes, the SIU vessel located the small boat on radar at a distance of five miles off shore.

During the next hour the *Zapata Rover* maneuvered into a position to assist and rescue two adults and one child from a 23 foot boat. The crew kept them safe until the arrival of the Coast Guard some time later.

Mrs. Frances B. Gusty, the wife of the owner of the boat, sent a letter to Robert Skeele, president of *Zapata Tankships*. She expressed her gratitude to the Captain and crew of the *Zapata Rover* for their rescue of her husband, son and grandson, all of whom were aboard the boat at the time of its rescue.

In the letter she stated; "This was a very traumatic experience for my family. They and all the people I tell

this story to can't get over such a kind and humane thing your men did."

Mr. Skeele forwarded Mrs. Gusty's letter to the *Log*, along with his own personal observation that the rescue might never have taken place without the new and improved radar equipment which had been recently installed onboard the vessel.

## Sabine Boatmen Get 5.7% COLA Increase

Under the terms of their Union contract, SIU Boatmen employed by Sabine Towing & Transportation received a cost of living wage adjustment of 5.7 percent, retroactive to May 1.

The 5.7 percent COLA is the second of two Sabine Boatmen have received under their current contract which expires March 31, 1980. SIU members working Sabine's boats which call regularly at Houston, New Orleans, Port Arthur and Mobile, also received a COLA in May, 1978.

# Scholarship Program is a Success



Most SIU boatmen who wish to advance their careers know about the Towboat Operator Scholarship Program. This opportunity is made available by the Transportation Institute, a Washington based research organization that works with maritime related issues.

The program, now in its second year is nothing short of a booming success. Over 100 SIU boatmen have successfully completed the course and earned their Towboat Operator's license. The success of these graduates shows what a fantastic opportunity the scholarship program is for professional boatmen who want to move to the wheelhouse. The reasons for the success of the scholarship program are sim-



Students in the towboat operator program also learn management skills while in training. The students in the basic vocational program work on the deck of the barges under the direction of the towboat operators.

ple. The students in the course are receiving the finest instruction available from dedicated professionals and the environment and training facilities at the Harry Lundeberg School provide an ideal location for practical instruction on the training vessels.

A Transportation Institute Towboat Operator Scholarship can put you in the wheelhouse, too. Talk to your SIU Representative to find out how to apply for the scholarship course at HLS.



Robert Marshburn works the controls of the tugboat CL-2. The students in the scholarship program receive extensive on-the-job training on the vessels of the Lundeberg fleet.



Students learn how to plot a course for the areas in which they will be working. Part of the Coast Guard examinations consists of plotting course directions in reference to tides and currents.



The Susan Collins approaches the dock at HLS with a scholarship winner at the wheel. Through the practical instruction, the students gain knowledge of steering and handling barges.

**You  
get  
paid  
now**

and

**You  
earn  
more  
later**

The Transportation Institute's Towboat Operator Scholarship Program provides you with everything you need to earn your license—a special tuition-free program at HLS, room, board and books free, and a weekly stipend to help cover your expenses while you're away from home.

**APPLY  
TODAY**

**SEE YOUR SIU  
REPRESENTATIVE**



To be the captain of a towboat or tug is the ambition of many boatmen. The Transportation Institute Towboat Operator Scholarship Program makes this dream a reality.

# More Licenses for Boatmen

The Transportation Institute Towboat Operator Scholarship Program has graduated more professional, licensed boatmen. These boatmen who won scholarships just a few months ago are now returning to work on the waterways.

Having that license means a lot these days, and having the skills to back it up with means a lot more. This is where the scholarship program is different from the overnight licensing operations. Learning the skills is what it's all about at HLS. These graduates are really qualified

for higher paying positions and they also have an extra measure of job security that their license provides.

To help boatmen take advantage of this opportunity, the scholarship winners get 125 dollars each week in addition to the free tuition, room, board and books while enrolled in the program. So, this program really pays. For the SIU boatman it's an opportunity to advance that he can't afford to ignore. And for SIU-contracted companies, it's their guarantee of qualified boatmen in the wheelhouse aboard their equipment.



Maneuvering the school's towboat *Susan Collins*, a student uses the new skills that he has gained from the Towboat Operator Scholarship Program.



Because of practice in the wheelhouse, graduates from the scholarship program have the skills to back up their license.



Students work on tide and current problems in preparation for the U.S. Coast Guard testing.



Daniel Minnier practices steering techniques while instructor Captain Irvin Gros stands by.



## LETTERS



## TO THE EDITOR

### Walked the Lines for SIU

I retired officially Aug. 1, 1978 and the notice of my retirement appeared in the *Log*. However, I'd like to add a few things about my involvement and participation in our Union. I started out with the SIU more than 30 years ago. I first assisted in organizing the crew of the *SS Sea Hawk* (Isthmian Lines) from September 1946 to April 1947. I hold a strike clearance card for the 1946 General Strike. I participated in the Isthmian Strike and hold a picket card dated Aug. 14, 1947. I further participated in, and hold a picket card dated Aug. 1949. I have always been proud to be a member of the SIU. And I just want people to know that I helped contribute to the growth and success of our Union.

Fraternally,  
Luke A. Ciamboli, Sr.  
San Francisco, Calif.

### A Union Man to the End

It is with great regret that I am writing to inform you of the loss of my husband William Rackley who passed away on June 15, 1979.

On behalf of myself and my family, I want to thank the Union and the Seafarers Welfare Plan for all they did for Bill while he was alive and anytime he was ill. Without the help of the Welfare Plan we could never have met our obligations in paying the hospital and doctors who tried to help him.

Since 1934 when Bill first went to sea, he always considered it his second home, as he loved the sea and the men he sailed with. He was proud to be a member of the SIU. One of his last wishes before passing away was that he be buried with his Union button, as he was proud to wear it when he was living.

Thanks again to the Union for all they have done for the Rackley family over the years.

Sincerely,  
Mrs. William Rackley and Family  
Bayonne, N.J.

### 'New Orleans Will Miss Lindsey, Buck'

I want to express my sincere wishes of duty and dedication to two former officials of the Seafarers International Union, namely Lindsey Williams and C.J. Buck Stephens upon learning of their retirement from the SIU. These men will really be missed in the years ahead. The Gulf area and the port of New Orleans especially will really miss these two dedicated men. They worked hard over the years to bring greatness to the SIU. And I consider it an honor to have known these two fine men.

Fraternally,  
Paul Capo, Retired  
Metairie, La.

### Courtesy, Kindness Shown

My thanks to the Seafarers Welfare Plan for the Death Benefit check of \$5,000, received one month after the death of my husband, William Brown. A special note of thanks for the courtesy and kindness I was shown by all in the SIU hall in Algonac, Mich.

Sincerely,  
Christine Brown  
Trenton, Mich.

### Helped Us When We Needed It

My husband, Roy E. Curtis and I want to thank the Union for the hospital benefits paid by the Seafarers Welfare Plan.

We speak often to our friends and relatives about how good it is to have such a fine organization to help us when we are in need.

Roy misses all his old friends who he used to ship with and he wants to say hello to all of them.

Roy enjoys getting the *Log* each month and of course I read it too. This way we can both keep up with what's going on. Thanks again.

Sincerely,  
Roy and Alma Curtis  
Port Arthur, Texas

### SS Carolina Crew—Thanks!

This letter is to thank the officers and crew of the *SS Carolina* for their sympathy during our time of bereavement on the loss of our son. The crew's donation and flowers were greatly appreciated and may God be with you all.

Fraternally,  
James E. Gross, Chief Steward  
Rt. 1 Box 60  
Camden, N.C. 27921

### Pensioner Marries, Moves to Seattle

I would just like all my old shipmates to know that I have gotten married to the former, Mrs. Edythe Dunn and I have moved to Seattle, Wash. I shipped for 24 years from 1944 to 1968. I sailed mostly on T-2 tankers on the Persian Gulf run. I was originally a member of the SUP and later came over to the SIU. I'm now retired on disability. I would appreciate a few lines from time to time from my old shipmates.

Fraternally,  
Harry T. Justice  
951-N-42 St.  
Seattle, Washington 98103



Pensioner Harry Justice with new bride, Edythe. The two were married last Valentine's Day.



# Feds Still Very Cold on New LNG Projects

The fuel shortage has made the headlines more than once in the past few months. Long gas lines. High prices. Predictions of heating oil shortages which could force schools and industries to close this winter.

Obviously, the United States has to develop alternative energy sources. But finding environmentally clean and economically sound alternatives to oil will take years. The U.S. doesn't have years to wait.

There is an energy source, though, that's readily available to the U.S. That source is liquified natural gas, a by-product of refined natural gas. A number of Asian and African countries have plentiful supplies of LNG which they are more than willing to export. Alaska also has significant reserves of natural gas.

There are already terminals in the U.S. equipped to handle the fuel. More would have to be built to accommodate an LNG import program of any size. But millions of man-years of employment for American workers would be created in building LNG terminals and tankers.

The U.S.-flag fleet of LNG carriers, crewed by Seafarers specially trained in the handling and properties of LNG, is the best in the world. Just this month, we crewed our ninth LNG ship. They are good ships with good crews. And in the two years since we crewed the first one, everything has been full speed ahead.

Badly needed jobs, an alternative source of fuel and revenue for U.S. industries are the rewards of importing LNG to the U.S. There's only one problem. LNG import projects have to be okayed by the Federal Govern-



ment. Instead of stepping up the lengthy approval process for those projects, the Department of Energy is dragging its feet.

**Dozens of tentative contracts between U.S. companies and Indonesia, Algeria and other major LNG exporters have been allowed to drown in a sea of bureaucratic red tape.**

The future of the latest LNG terminal, planned for a location near Point Conception in Santa Barbara County, Calif., is still uncertain. Under the sponsorship of two California public utilities, the \$632 million terminal would be able to handle 900 million cubic feet of LNG daily. A little more than half of that total would be brought to the terminal via LNG tanker from Indonesia. The rest would come down from Alaska.

California's Public Utility Commission reaffirmed its approval of the facility earlier this month. The Commission originally okayed the project, which was blueprinted in 1974, last July.

But ground-breaking on the terminal can't begin until the Energy Department gives it a green light. And even though the fuel shortage continues to take a toll on the quality of American life, the Federal Government has made no effort to speed up the approval process.

"We've been trying to speed up that process for five years," said a spokesman of Western LNG

Associates, the company in charge of the California project. "We're hoping for a ruling this summer. If we get that approval and everything goes according to schedule, we could start receiving LNG by mid-to-late 1983."

The SIU has been calling for a rational U.S. LNG policy for a long time. But the Government has continued to stall. Right now, the energy needs of the nation are too critical to be ignored.

We strongly urge the government to allow LNG to play a part in answering those critical needs. Speedy approval of the LNG terminal at Point Conception, Calif., is a good place to start.



## LOG

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It's Your Life

# At Sea & Ashore

## Mobile

Waterman Steamship Co. got the green light early this month from MARAD to build its third R/O R/O ship worth \$69.8 million at Sun Shipbuilding and Drydock Co., Chester, Pa. She will sail on the run from the Gulf to India, the Persian Gulf and the Red Sea.

The 23,500 dwt vessel, to be delivered in 1981, will replace the 24-year-old C4 SS *John Penn*.

So far this year, according to Acting Assistant Secretary of Commerce for Maritime Affairs Samuel B. Nemirow, 14 new shipbuilding subsidy contracts plus five more to be built with U.S. backing, will provide 27,000 man-years of employment to U.S. shipyards and supplier industries.

The tonnage of these vessels is 600,000 dwt costing almost \$1.1 billion! Only the 1972-75 shipbuilding period topped these totals.

## SS Houston

From July 27 from the Gulf, the *SS Houston*, will haul to Kingston, Jamaica 1,300 metric tons of bagged wheat flour.

## Jacksonville

Puerto Rico Maritime Shipping Authority's (PRMSA) 790-foot trailership *SS Navieras Caguas* built in 1974 made her debut here recently joining the company's fleet which includes five of the biggest R/O R/O ships afloat.

PRMSA plans to stretch and overhaul the *SS Ponce* during the next 18 months and the *SS Bayamon* after that.

The 25-knot *Caguas* is named for a city in central Puerto Rico. She can hold 385 trailers and 150 vehicles.

The *Caguas* will sail from here every Friday arriving in the port of San Juan on Monday. She will leave the same day for arrival here on Thursday.

She is 17,915 dwt and 90 feet longer than the other four R/O R/Os. She is on a 22-year lease from a subsidiary of the Sun Shipbuilding Co. where she was built.

## Washington, D.C.

The U.S. Maritime Subsidy Board (MSB) has let the 91,000 dwt supertankers *Golden Endeavor* and *Golden Dolphin* (Aeorn Shipping) enter the bulk preference trades on the conditions that each must carry a minimum of 55,000 long tons of such cargo outbound per voyage at fair and reasonable rates at world market levels. The agreement will be reviewed after 2 years.

Early this month, the U.S. Coast Guard ordered that life preservers

carried on most vessels sailing on oceans, coastwise, Great Lakes, on other lakes, bays, sounds and rivers be equipped with approved personal flotation device lights and retro-reflective material.

The new life savers would help in night drifting rescues, they said.

## Egypt

Egypt was loaned \$13.1 million more to buy U.S. wheat and flour half of which must be carried on American ships. This makes it \$212.1 million of wheat to be carried there.

## Food for Peace Program

As mandated by U.S. law, half of the U.S. Food for Peace Program cargo—over 270 million tons during the past 25 years—must now be carried in American bottoms.

The food—worth \$28 billion—went to 55.5 million persons in more than 100 needy, developing countries. The food's value has gone from \$430.9 million to \$1.3 billion this year. The White House hopes these countries will become cash customers for U.S. farmers.

Before helping those nations fight famine and drought, the U.S. makes sure that there are adequate local storage warehouses available and that the countries will try in the future to grow their own food.

Next year, \$785 million will buy 5 million tons of food for the program. At least 75 percent of this will go to countries with per capita income as low as \$580, yearly. About \$556 million of this food will be given to fight international disasters with \$184 million for ocean carriage.

## SS Delta Boliva

Carrying tin (cans) recently to Valparaiso, Chile, was the *SS Delta Boliva* (Delta Lines). Actually, it was a complete can manufacturing and testing plant destined for the capital, Santiago from the port of New York.

## 30 Miles Off Cape Cod, Mass.

Two 600-foot cargo ships—the Liberian freighter, *SS Regal Swords* and the U.S. tanker *Exxon Chester* collided in evening fog last month off here, with visibility at half a mile.

The foreign-flagger was awash at the stern in calm seas and going under as 38 of the crew abandoned ship into lifeboats and rafts to be picked up by the Boston Coast Guard. The tanker was undamaged.

The Liberian ship was loaded with scrap iron from the Azores and the tanker had an asphalt cargo.

## Newport News Shipyard

The National Labor Relations Board (NLRB) early this month ordered the Newport News Shipyard to bargain with the United Steelworkers Union upholding an election won by them to represent 17,000 shipbuilders there at the end of January.

The union had beat the company union, the Peninsular Shipbuilders Assn. by 9,093 to 7,546 votes.

Despite union certification by the board last year and charges of "chain voting" in the election made by the company, a U.S. appeals court denied the shipyard after it refused to bargain.



**Time Is Money**

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

Course Starts September 13

To enroll, contact HLS or your SIU Representative.

## Sam Houston Committee



On July 9 at Pier 7, Brooklyn, N.Y., the LASH *Sam Houston* (Waterman) paid off. SIU Patrolman Darry Sanders (seated right) is with a crewmember and the Ship's Committee of (seated l. to r.) Recertified Bosun Standing Jimmy Garner, ship's chairman and AB Joseph Osorio, deck delegate. Standing (l. to r.) are QMED F. Dukes, Educational Director, P. Walter, Chief Steward/Cook, W. Deskins, secretary-reporter, and Chief Cook M. Wilkinson, steward delegate.

# LIFEBOAT



## HLS Trainees Sweep to Victory in New York Harbor's 26th International Lifeboat Race

There was no mistaking the winner of the 26th International Lifeboat Race held last July 4th weekend in New York Harbor.

After burning up the mile-long course between the World Trade Center and Battery Park, crossing the finishing line several lengths ahead of their nearest competitor, oars were raised by the victorious team who then let out a hearty cheer:

"SIU! SIU! SIU!"

The cheer was clearly heard by thousands of spectators lined along the seawall at Battery Park. If you've got it, as they say, why not flaunt it!

The win by the SIU crew—all young trainees from the SIU's Harry Lundeberg School in Piney Point, MD.—is even more impressive when you consider the competition, the six other teams they beat out in the contest.

Finishing in second place was the team from the Royal National Lifeboat Institute (RNLI), flown over from London, England especially for the race. They were considered the "team to beat"—before the race, that is.

The third place finisher was the team from the Cunard Line's grand cruise ship *Queen Elizabeth II* (QE II). All professional seamen who proved, however, to be no match for the young men from the Harry Lundeberg School.

The four other teams participating in the race represented the U.S. Coast Guard (Governor's Island); the U.S. Army (Ft. Hamilton); Norton Lilly & Co.; and the National Maritime Union.

The International Lifeboat Race is an event that goes back many years. The current trophy, established in 1937, bears the engraved name of each year's winner. Soon the name of the SIU, Harry Lundeberg School will join such others as the United Fruit Co., combined crew (1937);



Shipping their oars is the winning HLS boat in front of a Battery crowd in N.Y. Harbor.

the Italian Line (1938); Norwegian Ships, picked crew (1952 and 1953); and the Humble Oil Tankers, combined crew (1962 and 1963).

The International Lifeboat Races, put together under the sponsorship and by the hard work of the Maritime Association of the Port of New York, are more than just mere boat races. They are a display and test of basic seamanship skills, skills that can make the difference between life and death in an emergency situation at sea.

**Lifeboat work, in a very real way, embodies the essence of seamanship because it brings seamen into direct contact with the sea, something they're not likely to feel as much while riding the elevator of a modern, air-conditioned supertanker.**

The Harry Lundeberg School stresses the importance of basic seamanship skills, including lifeboat handling, and has the best course of lifeboat-instruction in the country. Because it recognizes that no matter how modern the ships become, they are still

subject to the vicious whims of the sea. When it comes time to take to the boats, the odds are that the well-trained crew will also be the one that survives.

### Reflects Quality Training

The clearcut victory of the Harry Lundeberg School's lifeboat team (composed of members of class #282) is a reflection of the quality of training provided by the Harry Lundeberg School. It is also symbolic of the SIU's commitment to perpetuating these basic seamanship skills, as well as to education in general.

The role of teamwork in shipboard life is also stressed in the HLS program of instruction. Again, no matter how the ships change, the element of teamwork will always be vital to the overall security and efficiency of a ship. Taking to the boats in a real emergency situation magnifies the importance of teamwork a hundred times.

To instill a sense of teamwork and the competitive spirit in its trainees, the Harry Lundeberg

School holds its own lifeboat races every Saturday, on top of the 30 hours of lifeboat instruction each trainee receives before he ever goes to sea.

To a large extent, the teamwork put into action by the various teams competing in this year's International Lifeboat Race determined each team's position in the final standings. There were bigger men, with much more seafaring experience, rowing in other boats, but the HLS crew won out largely for the superior teamwork it displayed.

**Before any member of the HLS lifeboat team ever sets foot on the deck of a ship or towboat, (other than an HLS vessel) he will receive several weeks' training in a multitude of subjects, besides lifeboat handling and seamanship. SIU trainees receive instruction in firefighting, cardio-pulmonary resuscitation, as well as the basics a trainee needs to enter the deep sea department of his choosing, or the inland industry.**

All SIU members, in addition

*Continued on Page 20*



# LIFEBOAT

Continued from Page 19

to HLS trainees, are encouraged to upgrade at the school, to improve themselves and develop their skills further; to keep up with the changing demands of the industry.

### Academic Program Too

Besides offering the best practical training in the field, the Harry Lundeberg School has built up a reputation for having one of the best academic education programs in the country.

Over 1,200 Seafarers have received their high school equivalency (GED) diplomas through the school's GED program that boasts a 96 percent success rate (as opposed to the national average of around 50 percent).

In addition, most HLS upgrading programs earn Seafarers credits towards a college degree.

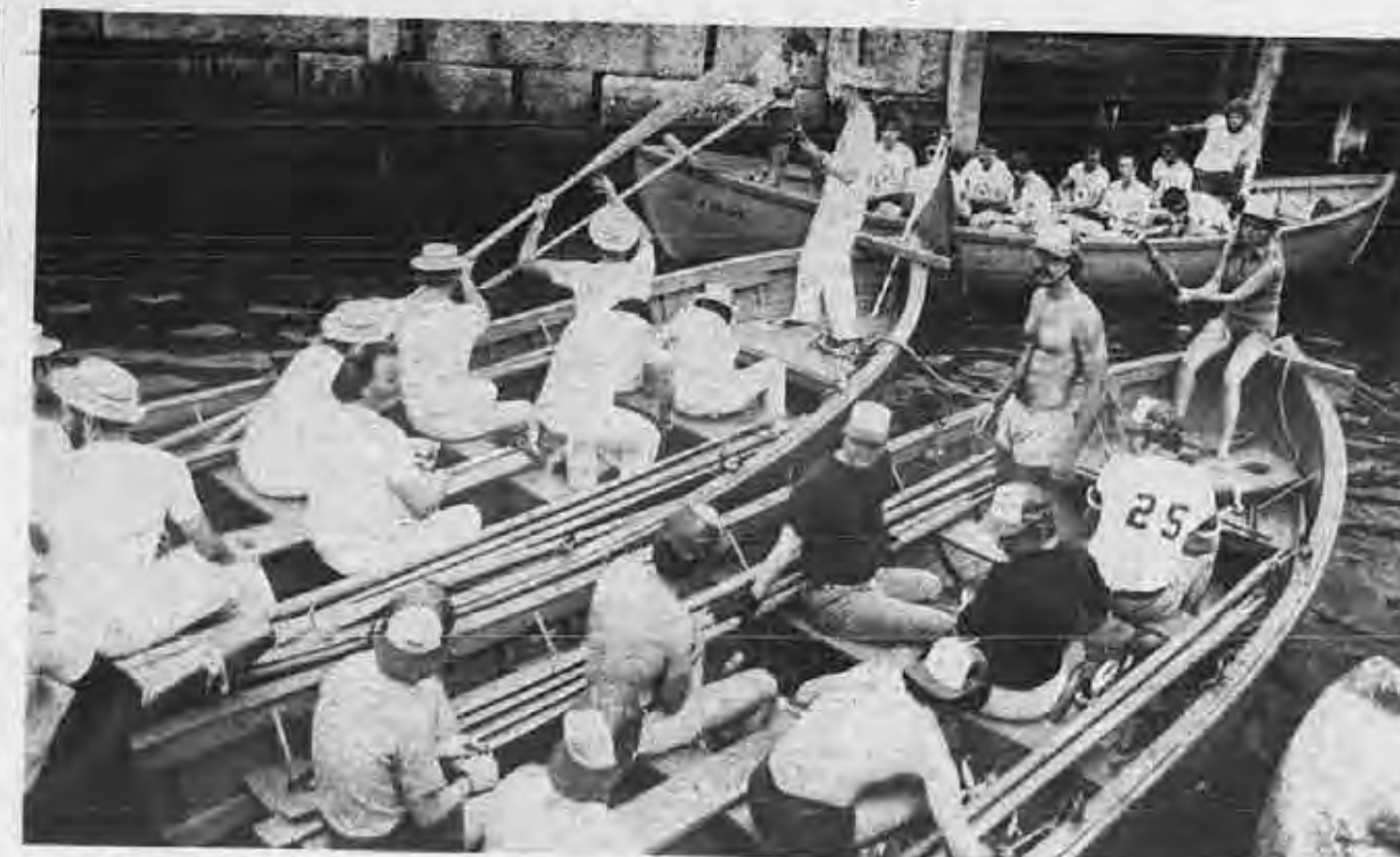
After rowing with the winning team in the 26th International Lifeboat Race in New York Harbor, HLS trainee Michael Schlayer, 19, said, "I can now hold my head up high." And he's not the only one.

We're all proud of Michael Schlayer, of his lifeboat teammates, of the instructors who prepared them, and of the philosophy and the organization behind it all.

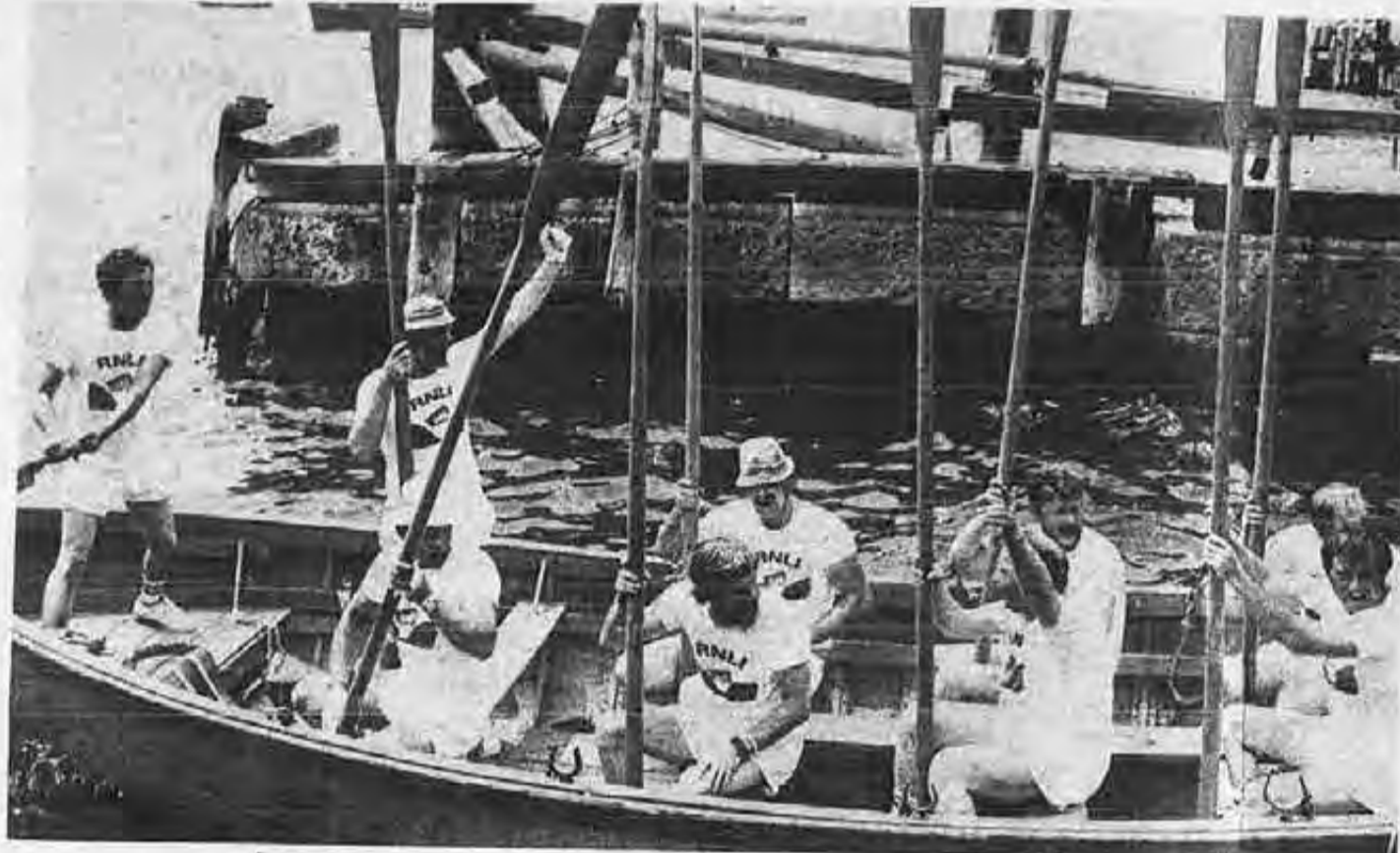
All of us who believe in the SIU and what it stands for, can look at the recent International Lifeboat Race as a clear sign that we're all on a winning team.



Navy League's Arthur Praaten (left) presents silver trophy to Deck Instructor Harry Coyle (right) with the HLS oarsmen standing by.



Just before the race start are the winning HLS' boat (rear). Third place finishers from the cruise ship Queen Elizabeth II's are at the left, and the Coast Guard's entry (right) is from Governor's Is., N.Y.



Second place finishers were London's Royal National Lifeboat Institute oarsmen.



The National Maritime Union's boat (foreground) readies for the starting gun.



Here's the winning HLS lifeboat team crossing the race's finish line.



Oarsmen aboard the HLS boat get set to put their oars into the oarlocks before the race.



Holding the winning rudder and first stroke oar with the HLS oarsmen (front left to right) Coxswain Steve Eastham, Mike Geisinger, Frank Karlson, Pat Harrington and Mike Schlayer. And standing (left to right) are Instructor Harry Coyle, Kelly Horn, Mike Moore, Mike Grosh, Pat Dyl and Instructor Mike Meredith.



Winning lifeboat crewmember Mike Geisinger (left) makes presentation of SIU historian John Bunker's new book "Harbor and Haven" to HLS President Hazel Brown (center) as Coxswain Steve Eastham looks on. This was part of awards ceremony at school honoring the victorious team.

A Reprint From:

## DAILY NEWS

New York, Monday, July 2, 1979

### Sails up but hails are down

By MARTIN KING and GEORGE JAMES

The shores of the Hudson River became the vantage point for thousands of New Yorkers yesterday as a parade of several hundred pleasure boats motored and sailed south to the Battery in the second day of Harbor Festival 1979.

"It is just great to walk around and enjoy," said John Gruner of Manhattan. The sights included the parade of Sail and Power, including Sunfish and 150-foot schooners. It started at 72d St. and went south to the Battery.

#### Rescue exhibition

About 750 persons watched a sea rescue demonstration at the foot of 69th St. in Brooklyn. And what one policeman termed a "very light crowd" witnessed a skydiving exhibition by the U.S. Army Golden Knights at Coney Island, which last night was also the locale for a fireworks display.

The 26th International Lifeboat races, conducted from the World Trade Center area to Battery Park, was won by the Harry Lundeberg School of Seamanship of Maryland, which beat six other nine-man crews.



Lifeboat Instructor Mike Meredith holds up the winner's plaque.



At Piney Point, lifeboat crews learn how to man the boats before going to sea.

## Training, Teamwork the Keys to Victory in Lifeboat Race

**I**f the Harry Lundeberg School's impressive win in the 26th International Lifeboat Race in New York Harbor came as a surprise to anyone else, it certainly didn't surprise Mike Meredith, instructor of lifeboat training at the School.

You could say that Meredith and the nine members of the lifeboat crew went into the race with a sense of cautious optimism. There might have been a moment of uncertainty for some of them, especially after getting a look at the brawny competition. But, as they say, you can't tell a book by its cover, especially when it comes to seamanship.

The big difference, of course, is training. And, in the case of the lifeboat race, the thing that made all the difference was the fact that the Lundeberg School's crew was ready. And that's what the School is all about in the first place: giving young people the best training to prepare them for any eventuality they might encounter at sea or on the inland waterways.

### It Was Teamwork

The performance of the School's young crew against older and bigger men was clear proof that there's no substitute for teamwork and preparedness.

When asked how they did it, Mike Meredith smiled and said it was a matter of "teamwork...and a few tricks."

The "tricks" used by the Lundeberg School's team in the race was actually some good basic racing

strategy. Meredith was a rower his last two years at the Merchant Marine Academy in Kings Point, before he graduated in 1977.

"The idea is to get the lead right from the start," Meredith explained. "We had the team do three short, quick strokes to get started, and then one stroke where they leap forward (with the oars) three-quarters of the way, to keep from losing their balance."

"Then, with the coxswain counting the strokes, they do a 'power 10'—10 strokes done with all they've got."

By the time the 'power 10' was over, and the team had settled into a 3/4-effort stroke used for the rest of the race, they were already well into the lead. They were never seriously threatened thereafter, either in their preliminary heat or in the final race. (They won both by a wide margin.)

Mike Meredith employed a few "tricks" in training the lifeboat crew, as well. Because strategy alone will not win a race.

Besides completing the usual lifeboat training course given to all trainees at the Lundeberg School (four hours per day for eight days), Meredith had the race crew practice for an additional three weeks.

### Rowed With Eyes Closed

In addition to teaching the team strategy, Meredith also had them learn to row with their eyes closed, a technique which reinforces teamwork and gives each man in the crew a better "feel" of the boat itself. Meredith said that they "learned to row almost as well with their eyes closed as with them open."

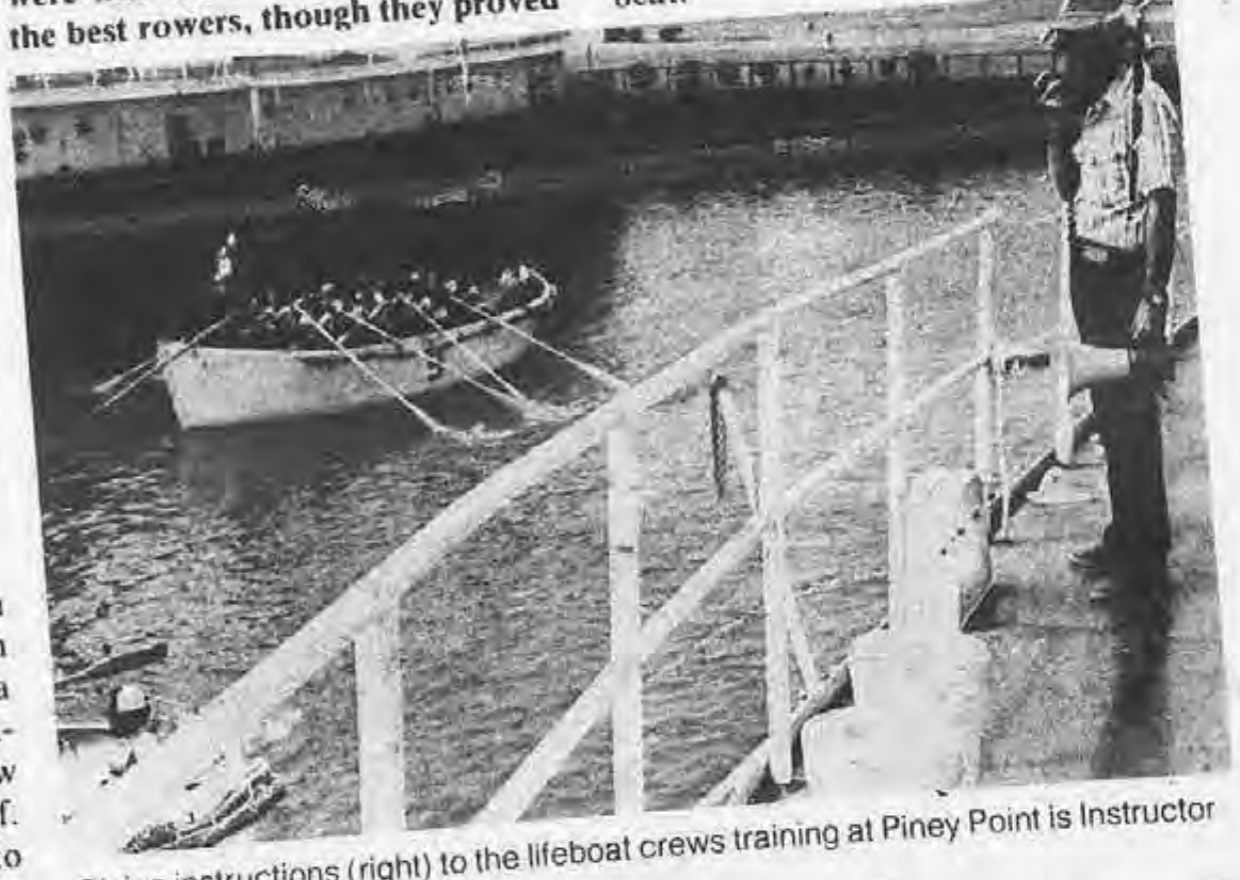


One additional "trick" was utilized by Meredith in preparing the Lundeberg School's team for the race. Each man was assigned a specific position in the lifeboat which he kept throughout the training and the race itself.

It should be noted that selection of the Lundeberg School's lifeboat team was based primarily on scores achieved in various tests given by Mike Meredith to his students. They were not necessarily the biggest or the best rowers, though they proved

themselves to be the best team—by a long shot—when it came down to the final test in New York Harbor.

We are proud of the lifeboat team from the Harry Lundeberg School, and the way they showed 'em how it's done. We also take pride in knowing that the Lundeberg School is the best such facility in the country—if not in the world. It's also one of the main reasons why ships crewed by American seamen will always have the competition beat.



Giving instructions (right) to the lifeboat crews training at Piney Point is Instructor John Potts.

# Union Has 12 New Recertified Bosuns

THE 12 bosuns who participated in the first class this year of the Union's Bosun Recertification program came from different parts of the country. They were of different ages and different backgrounds. And they had 12 different stories to tell about why they chose seafaring careers.

But the 12 newly-recertified SIU bosuns have a lot in common since graduating from the two-month program July 2. By participating in the Recertification Program they now have greater job security and financial security than ever before. And

they also have a solid grasp of what's going on in the maritime industry and in the SIU.

The bosuns spent the first 30 days of the program at the Union's Harry Lundeberg School in Piney Point, Md. There they participated in training sessions and took a good look at important spots in Washington, D.C., such as Congress, the AFL-CIO Maritime Trades Department and the Transportation Institute.

During the second month, the bosuns were headquartered in New York. They learned about how the various Union depart-

ments function on behalf of the membership and much more.

Overall, the Recertification program is intended to give participating bosuns the information they need to fulfill their crucial shipboard roles.

SIU bosuns serve as their Union's ship's chairmen. It's their responsibility to run shipboard Union meetings. That means a bosun has to know the provisions of his SIU contract. He has to be familiar with the Union's other programs. And he must be able to answer questions about problems confronting the U.S. merchant marine and what the SIU is doing

about them.

An SIU bosun has a tough, responsible job. The Recertification Program is providing the training and knowledge bosuns need to perform that job.

There are two more sessions of the Recertification program scheduled for this year. One will run from Aug. 6 through Sept. 30, the other from Oct. 8 through Nov. 30. Each class is limited to 12 seamen.

The word from the first graduates of the Bosuns Recertification Program is that the program is well-worth the investment of two months of time.



Arthur Shaw



Seafarer Arthur Shaw, 29, graduated from the HLS Trainee Program in 1967. He upgraded to FOWT the next year and to QMED in 1979 at the Lundeberg School. Brother Shaw has the lifeboat, firefighting and cardio-pulmonary resuscitation tickets. Born in Seattle, Wash., he lives there and ships out of that West Coast port.

Herbert Benzenberg



Seafarer Herbert Benzenberg, 22, is a 1976 graduate of the Harry Lundeberg School of Seamanship, Piney Point Md. There he was president of the Student Council. In 1978, he upgraded to fireman-watertender (FOWT) there. He also took the LNG and General Safety Courses at the Point. He has his lifeboat, firefighting and cardio-pulmonary resuscitation endorsements. Brother Benzenberg was born in the Bronx, N.Y. and lives and ships out of the port of Houston. He was also a college freshman.

## New Full Book 'A' Seniority Upgraders

John Emrich



Seafarer John Emrich, 34, started sailing with the SIU in 1968 in the port of San Francisco following a five-year hitch in the U.S. Navy during the Vietnam War. He upgraded to AB and quartermaster in 1976 in Piney Point. Brother Emrich has cardio-pulmonary resuscitation, lifeboat and firefighting tickets. A native of Chicago, Ill., he resides in La Habra, Calif. and ships out of the port of San Francisco.

Oswaldo Troche



Seafarer Oswaldo Troche, 36, began sailing with the SIU in 1968 in the Vietnam War from the port of New York. Brother Troche also sailed as a ship's delegate. He upgraded in 1969 to FOWT at Piney Point and to QMED there in 1978. Troche has his lifeboat, firefighting and cardio-pulmonary resuscitation endorsements. A native of Aguada, P.R., he resides in Brooklyn, N.Y. and ships out of the port of New York.

Joseph Burns



Seafarer Joseph Burns, 22, graduated from the Lundeberg School in 1974. Brother Burns upgraded to FOWT there in 1978. He has his cardio-pulmonary resuscitation, firefighting and lifeboat training. A native of Mobile, he lives and ships out of that port.

Kevin White



Seafarer Kevin White, 24, in 1976, graduated from Piney Point. He upgraded to AB there in 1978. Brother White was a lance corporal in the U.S. Marine Corps 2nd Division before attending the HLSS. While in the Corps, he got his GED high school diploma from the U.S. Armed Forces Institute. He holds the cardio-pulmonary resuscitation, lifeboat and firefighting tickets. White was born in Teaneck, N.J., lives in Margate, Fla. and ships out of the port of Jacksonville.

Stewart Dixon



Seafarer Stewart Dixon, 34, began sailing with the Union in 1976 from the port of New York. In 1978 at the HLS, he upgraded to AB, quartermaster and tankerman. Brother Dixon is a graduate of the London (England) School of Electronics. He has the lifeboat, firefighting and cardio-pulmonary resuscitation endorsements. Born in Dundee, Scotland, Dixon resides in New York City and ships out of the port of New York.

Gerald "Jerry" Payne



Seafarer Gerald "Jerry" Payne, 56, sailed with the SIU from 1943 to 1951 when he retired his book. He started shipping again in 1965. He upgraded to chief electrician at the HLS in 1973 and to QMED in 1976. Brother Payne attended a Piney Point Educational Conference in 1972. He has lifeboat, firefighting and cardio-pulmonary resuscitation endorsements. Born in Niagara Falls, N.J., he lives in Bayshore, L.I., N.Y. and ships out of the port of New York.

Raymond Hipp



Seafarer Raymond Hipp, 25, graduated from the HLSS Entry Trainee Program in 1973. He upgraded to FOWT there in 1975 and got his high school diploma through Piney Point's General Education Program (GED). And he graduated from the General Safety Course. Brother Hipp earned his lifeboat, firefighting and cardio-pulmonary resuscitation tickets, too. He was born and lives in New York City and ships from this port city.

### Notice to Members On Job Call Procedure

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

- membership certificate
- registration card

- clinic card
- seaman's papers



**SEA-LAND ECONOMY** (Sea-Land Service), May 19—Chairman, Recertified Bosun A. McGinnis; Secretary L. Nicholas; Educational Director H. Duhahaway; Deck Delegate B. Jarratt; Engine Delegate E. D. Bain; Steward Delegate H. Mobley. \$135 in movie fund. No disputed OT. Chairman reminded everyone of the various classes now in session for upgrading at Piney Point. Advised all members to stand by for customs and immigration upon arrival to speed up clearance. The steward complimented the galley crew for a job well done. Next port, Port Everglades.

**ATLANTIC** (Interocean Mgt.), May 13—Chairman, John F. Higgins; Secretary S. Kolasa; Educational Director James Chianese; Deck Delegate Thomas R. Reading; Steward Delegate Homer D. Cross. \$23.65 in ship's fund. Some disputed OT in steward department. Chairman is going to write to the Union and request more books for the library and also ask for subscriptions to the Times, Newsweek and Sport magazines. Meetings have been held regularly on Sundays and everyone is doing a good job. Observed one minute of silence in memory of our departed brothers. Next port, Texas.

**DELTA BRASIL** (Delta Steamship), May 6—Chairman Michael Ventry; Secretary A. Estrada; Educational Director Hugh F. Wells; Engine Delegate Roger White; Deck Delegate Frank Russo; Steward Delegate Daniel Boone. Some disputed OT in deck department. Chairman discussed the importance of donating to SPAD. Captain sent his regards to the crew for being so safety conscious on this trip. No accidents to date. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port, Houston.

**SEA-LAND RESOURCE** (Sea Land Service), May 19—Chairman, Recertified Bosun Donald J. Pressly; Secretary Theodore R. Goodman; Educational Director Raymond H. Ulatowski; Engine Delegate Alfred J. McQuade; Steward Delegate Joseph Roberts. No disputed OT. Chairman had high praise for the new Ordinary Seaman Margaret P. Whaley. A fine young lady. Thanked the crew for their cooperation. Secretary thanked the steward department and the crew for good cooperation. A special vote of thanks to the chief steward for his fine work. Next port, New York.

**SANTA MERCEDES** (Delta Steamship), May 13—Chairman, Recertified Bosun Egon D. Christiansen; Secretary S. M. Smith; Educational Director William Slusser; Engine Delegate Robert J. Jones. \$221.45 in ship's fund. Some disputed OT in deck department. Chairman noted that when the fire and boat drills are taking place everyone should jump in and help and get the drills over with and not always the same ones. Suggested that all members who qualify should go to Piney Point and upgrade as there are plenty of jobs for experienced men. Also discussed the importance of donating to SPAD. Secretary reported that this has been a very good trip. Next port, Valparaiso.



**OVERSEAS WASHINGTON** (Maritime Overseas), May 6—Chairman John D. Castleberry; Secretary Philip Salowsky; Deck Delegate C. Lambert. \$26 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Report to Log: "Note of interest—If all our ships were as well handled as this one, we would never have any problems." Observed one minute of silence in memory of our departed brothers.

**OVERSEAS NEW YORK** (Maritime Overseas), May 27—Chairman, Recertified Bosun James Boland; Steward Delegate Robert Rivera. No disputed OT. Report to Log: "As Chief Engineer on the Maritime Overseas vessel *Overseas New York* I am very pleased with the performance of the below named SIU members who are signing off the vessel at Marcus Hook, Pa. I would be pleased to have them back on this or any other Maritime Overseas vessel in the future. QMED Glenn Bumpas; QMED Jerry Makarewicz; WIPER Dave Boyd; QMED-Pumpman, John O'Rowe."

**GREAT LAND** (Interocean Mgt.), Chairman, Recertified Bosun Wm. O'Connor; Secretary R. E. Taylor; Educational Director M. D. Stover. No disputed OT. Chairman explained some of the programs that you can take at Piney Point to better your chances of shipping. Educational Director noted that anyone who would like a form for upgrading to see him at anytime. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

**DELTA BOLIVA** (Delta Lines), May 20—Chairman, Recertified Bosun Luther Pate; Secretary J. Freeman; Educational Director Allan Baxter. Some disputed OT in deck, engine and steward departments. The Log was received and passed around for all members to read. Chairman noted the progress of our officials in the area of new shipbuilding and the importance of having more job opportunities in the near future. Also suggested that members should take advantage of Piney Point programs. A vote of thanks to the steward department for a job well done.

**DELTA SUD** (Delta Lines), May 20—Chairman, Recertified Bosun R. Lambert; Secretary E. Vieira; Educational Director J. C. Dial; Steward Delegate John Adams. No disputed OT. Chairman reported at the safety meeting that was held that we have had another accident free trip. Also advised that it would be a good idea for those that are getting off to give ample notice in order to insure time to get replacements before the hall closes over the long weekend. A vote of thanks to the steward department for turning out some fine food and keeping the messhalls running smoothly.

**MONTICELLO VICTORY** (Victory Carriers), May 6—Chairman Frank J. Smith; Secretary Duke Hall; Educational Director Juan Rodriguez; Deck Delegate Richard Daly; Steward Delegate H. Connolly. No disputed OT. Secretary reported that all members who qualify should go to Piney Point for the Bosun Recertification Class. Everyone who can should go to Piney Point and upgrade because a better job means better pay. Chairman requested members to read the Log and to pass it around when finished with it so everyone will have a chance to read it. A request was made for the Ship's Chairman to call the Union Hall for replacements in all departments so ship will not sail short handed. Observed one minute of silence in memory of our departed brothers. Next port, Port Arthur.

**AMERICAN HERITAGE** (Apex Marine), May 27—Chairman Jerry Borucki; Secretary M. Deloatch; Educational Director C. Merrir; Steward Delegate Teddy E. Aldridge. Some disputed OT in deck department. Chairman noted that the Bosun Recertification Program is now opened and all members with the necessary qualifications should take advantage of the program. Secretary asked crew to cooperate in helping to keep the messroom and crew lounge clean after night lunch. Everyone agreed that this is the best feeding ship in the fleet. The steward Marvin Deloatch is always putting out barbecued chateaubriand, steaks, london broil and lobsters. The members agreed that they would never get this kind of food on any other ship. All the plates when they are served by the chief cook are garnished and very appetizing. Next port, Port Reading, N.J.

**SEATTLE** (Sea-Land Service), May 13—Chairman, Recertified Bosun W. Kleimola; Secretary H. Alexander; Deck Delegate Joseph De Jessa; Engine Delegate Tom Herbert; Steward Delegate Peter A. Siems. No disputed OT. Captain is very satisfied with the crew and noted that all are doing a good job. Members requested that phone numbers and addresses for ports be posted. Chairman pointed out that we have one of the better graduates from Piney Point in the Steward Department. A vote of thanks to the steward department for a job well done.

**PAUL THAYER** (Pringle Transit), May 4—Chairman Bill Troux; Deck Delegate D. Hollingsworth; Engine Delegate D. Benson; Steward Delegate P. Schultz. No disputed OT. A discussion was held regarding safety and the wearing of hard hats, shower slippers, running on dock and ship when working, putting on hatch clamps properly. Also discussed the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers.

**ALEX STEPHENS** (Waterman Steamship), May 13—Chairman, Recertified Bosun Alfonso Armada; Secretary Charles Corrent; Educational Director W. Mitchell. \$23.84 in ship's fund. No disputed OT. Ferris Antone passed away on May 3, 1979 at sea from an apparent heart attack. Cable sent to Company and Brother Frank Drozak to notify the family. Chairman gave a lengthy talk on Union activities. Report to Log: "Rock of Gibraltar was a first for a lot of old time seamen and a good time was had by all." Next port Jeddah, Saudi Arabia.

**OVERSEAS ARCTIC** (Maritime Overseas), May 13—Chairman, Recertified Bosun N. Beavers; Secretary Ken Hayes; Educational Director N. Trahan; Engine Delegate William C. Roach. \$6 in ship's fund. No disputed OT. Chairman noted that the Logs were received and should be read by all to keep up with what is going on in the Union. If you have any questions about any of the articles in the Log please bring it up at ship's meeting. There were about 60 books changed with the British *Resolution* crew. Next port, Baton Rouge.

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

**COLUMBIA**  
**DELTA VENEZUELA**  
**OVERSEAS OHIO**  
**CHARLESTON**  
**PORT**  
**DELTA URUGUAY**  
**CAPRICORN**  
**SEA-LAND CONSUMER**  
**OAKLAND**  
**COVE TRADER**  
**MARYLAND**  
**OVERSEAS VIVIAN**  
**BORINQUEN**  
**HOUSTON**  
**DELTA PANAMA**  
**SEA-LAND MARKET**  
**JACKSONVILLE**  
**JOSEPH HEWES**  
**ZAPATA ROVER**  
**SEA-LAND GALLOWAY**  
**OGDEN CHARGER**  
**ZAPATA COURIER**  
**ROBERT E. LEE**  
**COUNCIL GROVE**  
**WILLIAMSBURGH**  
**TAMARA GULDEN**  
**BROOKLYN**  
**COVE COMMUNICATOR**  
**SANTA MAGDALENA**  
**OVERSEAS JOYCE**  
**CONNECTICUT**  
**CAROLINA**  
**OGDEN CHAMPION**  
**TRANCOLUMBIA**  
**DELTA AFRICA**  
**DELTA ARGENTINA**  
**GALVESTON**  
**SEA-LAND ADVENTURER**  
**POTOMAC**  
**ULTRAMAR**  
**SEA-LAND LEADER**  
**SEA-LAND FINANCE**  
**LNG ARZEW**  
**DEL ORO**  
**SEA-LAND EXCHANGE**  
**ZAPATA RANGER**  
**OVERSEAS HARRIETTE**  
**ROBERT TOOMBS**  
**OVERSEAS VALDEZ**  
**MAUMEE**  
**OVERSEAS ALASKA**  
**GUAYAMA**  
**OVERSEAS ALICE**  
**ALLEGIANCE**  
**OGDEN CHALLENGER**

# SIU Plans Paid Over \$17.7 Million in 6 Months

During the first six months of this year, the Union's Welfare, Pension and Vacation Plans paid out over \$17.7 million in benefits to SIU members—deep sea, Great Lakes and inland waters—and their dependents. The total figure is \$17,779,135.38. These figures printed below demonstrate once again that job security is only one aspect of the overall security provided the SIU membership.

## Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid January to June, 1979

	Number of Benefits	Amount Paid
<b>SEAFARERS WELFARE PLAN</b>		
<b>ELIGIBLES</b>		
Death .....	70	\$354,969.00
In Hospital Daily @ \$1.00 .....	712	712.00
In Hospital Daily @ \$3.00 .....	837	2,511.00
Hospital & Hospital Extras .....	138	40,450.27
Surgical .....	32	12,227.80
Sickness & Accident @ \$8.00 .....	30,476	243,808.00
Special Equipment .....	12	3,431.72
Optical .....	745	28,443.82
Supplemental Medicare Premiums .....	228	13,699.81
<b>DEPENDENTS OF ELIGIBLES</b>		
Hospital & Hospital Extras .....	3,101	1,204,955.19
Doctors' Visits in Hospital .....	1,241	79,024.65
Surgical .....	1,177	226,392.80
Maternity .....	199	72,321.66
Blood Transfusions .....	9	1,426.00
Optical .....	638	23,693.26
Special Equipment .....	—	—
<b>PENSIONERS &amp; DEPENDENTS</b>		
Death .....	96	361,062.20
Hospital & Hospital Extras .....	1,277	331,080.11
Doctors' Visits & Other Medical Expenses .....	934	89,312.75
Surgical .....	124	32,444.85
Optical .....	271	9,682.67
Blood Transfusions .....	7	1,067.20
Special Equipment .....	23	6,625.71
Dental .....	21	2,772.38
Supplemental Medicare Premiums .....	11,562	111,147.88
MEDICAL EXAMINATION PROGRAM .....	—	487,357.98
COLLEGE SCHOLARSHIP PROGRAM .....	43	17,489.87
BLOOD BANK PROGRAM .....	—	5,863.62
SPECIAL SERVICES DEPARTMENT .....	—	6,830.94
<b>TOTAL SEAFARERS WELFARE PLAN .....</b>	<b>53,973</b>	<b>4,390,878.14</b>
<b>SEAFARERS PENSION PLAN</b>		
Pension .....	14,715	4,018,597.89
<b>TOTAL SEAFARERS PENSION PLAN .....</b>	<b>14,715</b>	<b>4,018,597.89</b>
<b>SEAFARERS VACATION PLAN</b>		
Deep Sea .....	4,346	7,467,067.46
Great Lakes District .....	885	1,014,655.51
Inland Boatman's Division .....	1,422	887,936.38
<b>TOTAL SEAFARERS VACATION PLAN .....</b>	<b>6,653</b>	<b>9,369,659.35</b>
<b>TOTAL WELFARE, PENSION &amp; VACATION</b>	<b>75,341</b>	<b>\$17,779,135.38</b>



# Hall Tells Money People, Workers Must Get Their Fair Share

SIU President Paul Hall last month represented the labor movement at a conference on foreign investment in the U.S. in his capacity as senior vice president of the AFL-CIO.

The conference, which was held in New York, was sponsored by the *Financial Times* of London.

Hall, who is chairman of the AFL-CIO's Economic Policy Committee, talked about "puzzling" developments in foreign investments here.

He said, "when we see United Technologies moving heaven and earth to get its aircraft-engine

operations out of Connecticut and into foreign countries, and we see Rolls Royce just as eager to move in, we think of the game of musical chairs, and we wonder who's calling the tune."

Hall said, however, that labor's concern is not with who owns the plants but with how the workers are treated.

The means of production, he said, must be "used for constructive purposes by socially responsible managers who concede that workers have a right to join together to seek a fair share in the benefits of production."

However, labor takes a different view of business enterprises that are operated by totalitarian governments as agents and instruments of their foreign policy.

Hall pointed to the Soviet merchant fleet. He said the Soviet Union is deliberately cutting shipping rates in order to drive vessels of non-Communist nations from the seas.

"Such operations," he said, "have nothing to do with trade. They are tools of economic warfare, and they ought to be treated for what they are."

Talking about the way workers

here are treated in foreign-owned plants, Hall said the record varies. Some treat their workers decently while others exploit their employees.

In order to help combat the latter, American labor is strengthening its links with other national labor movements.

Hall noted, "we have begun the job of establishing some solidarity across national borders in dealing with concrete problems, exchanging experience and information on relations with transnational and multinational corporations and on trade and job issues of every kind."

## Towboat Operators Facing Diesel Fuel Shortage on Waterways

The shortage of fuel is becoming as severe on the nation's waterways as it is on some of her highways. Up and down the Mississippi and in the Gulf area, inland vessel operators, including many SIU-contracted companies, are struggling to get the fuel they need.

Supplies of diesel fuel to power tugs and towboats have become extremely tight. In the St. Louis area, for example, one midstream fuel supplier reported his diesel fuel allocations this month were only 60 percent of what they were a month ago.

"That's about 18 days worth of fuel for July," said a disgruntled boat operator, "what happens after that is anybody's guess."

In addition to limited supplies, diesel fuel prices have skyrocketed. In some areas, fuel costs are 100 percent higher today than they were a year ago.

The shortage is being blamed on a

lack of refined crude. A spokesman for the operators said "the major oil companies have been directed by the Government to stockpile home heating oil."

"There's less fuel being refined for diesel," he added, "and more for home heating oil."

So far, inland operators have been able to keep their boats moving. But unless the Government guarantees 100 percent fuel allocations for tugs and towboats, inland vessels will be forced to lay up. And if the boats can't move, neither can their cargoes.

"Unless a dependable supply of diesel fuel can be assured," said one operator, "grains will not move to market." In addition, "fertilizer and fuels will not move to the farm, coal and residual oil fuels will be unavailable to public utilities and heavy industry, harvesting, storing and shipping 1979 crops will be disrupted."

In order to avert a crisis for inland operators and the country as a whole, the SIU, along with many inland operators and maritime organizations is urging the government to assure water carriers the fuel they need.

In a letter to the federal Energy Regulatory Administration, Herb Brand, president of the Transportation Institute, whose 174 member companies include many tug and towboat operators, said: "Water

carriers are unquestionably the most inexpensive and fuel efficient mode for the carriage of bulk commodities.

"If this nation's tug and towboat fleet is not assured availability of its necessary fuel supplies," Brand cautioned, "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."

## Roy Curtis Found That Welfare Plan Takes Care of Pensioners

Roy E. Curtis spent the better part of 22 years as a member of the blackgang on SIU-contracted ships. He worked hard during those 22 years, first shipping as a wiper in 1952.

Brother Curtis retired in 1974. But the welfare benefits he and his family are entitled to under the Seafarers Welfare Plan keep right on going.

SIU pensioners and their dependents receive full welfare coverage after retirement. Most other plans have no, or limited coverage for pensioners.

Pensioner Curtis and his wife Alma know the Seafarers Welfare Plan is there to help them, because they've had occasion to use it. Right around the time Brother Curtis retired, Mrs. Curtis became ill.

For the next five years, Alma was in and out of the hospital. Three times she required surgery. Once she needed radiation treatment.

The four hospital visits, surgical

fees and hospital extras such as anesthesia and lab work totalled almost \$6,000. But, because of the SIU's welfare coverage, Brother Curtis' out-of-pocket expenses from the \$6,000 total came to only about \$425.

The Curtis family expressed their appreciation to the Union in a recent letter to the *Log*. "We speak often to our friends and relatives about how thankful we are to have such a fine organization to help us when we are in need," they wrote.

"Thank you for the hospital benefits paid by the Seafarers Welfare Plan."

Brother Curtis and his wife make their home in Port Arthur, Tex. Roy built up a whole lot of memories and made a lot of friends during his seagoing years. In his letter he wished them all well.

The SIU also wishes Roy and Alma Curtis well. We hope the years ahead bring them good health and happiness.

## Personals

Horace Alexander Wiltshire  
Please contact, Miss Linda F. DeShazo, Rt. 2, Box 170, Glen Allen, Va. 23060.

Samuel Miller Jr.  
Please contact, your Grandmother, Mrs. Rosa Solomon, 3420 Ihalia Parkway, Apt. B, New Orleans, La. 70125.

Salvatore J. Cino  
Please contact, Mr. D. Larive, Zapata Tankships, Inc., P.O. Box 4240, Houston, Texas 77001, regarding unclaimed wages and your Coast Guard discharge.

Joseph Pazos  
Please contact, Mr. D. Larive, Zapata Tankships Inc., P.O. Box 4240, Houston, Texas 77001, regarding unclaimed wages and your Coast Guard discharge.

Thomas Messano  
Please call home or Rod.

Hubert Jackson  
Please contact Mr. D. Larive, Zapata Tankships Inc., P.O. Box 4240, Houston, Texas 77001, regarding unclaimed wages.

Vesse Robinson  
Please contact, Robert McComiskey, 407 Decatur, New Orleans, La., 70130. Tel. 504-581-5981.

## Gently! She's a Hero!



The most decorated sub of World War II, the U.S.S. *Silversides*, gets ready to start on a new career with the help of the SIU-contracted tug *Mary E. Hannah* (Hannah Towing). The tug escorted the *Silversides* to her new home at Chicago's Navy Pier where she'll become a floating museum.

# Apply Now For Steward Recertification Program

Improved job security and financial security are the payoffs for SIU chief stewards who participate in the upcoming Steward Recertification Program.

The first session of that program is set to start at the Harry Lundeberg School in Piney Point, Md. on Sept. 3, 1979.

One other session of the six-week Steward Recertification course will be held in 1979 starting Nov. 13. Eight classes will be offered during 1980.

Starting dates for the 1980 classes are: Jan. 6, Feb. 18, March 31, May 12, June 23, Aug. 4, Sept. 15, and Oct. 27.

Enrollment for each class is limited to eight stewards who will be chosen by a Selection Committee of elected qualified stewards.

Qualified chief stewards are urged to get their applications for the program in as soon as possible.

Qualifications for the Steward Recertification program, as formulated by the Seafarers Appeals Board, include:

- class "A" seniority;
- three years seetime in a rating above 3rd cook or assistant cook with at least one of the three years as chief cook, or;
- four months seetime as 3rd cook, assistant cook or higher, plus four months as cook & baker or higher, plus four months as chief cook with certificates of completion from HLS for each course, or;
- nine months seetime as 3rd

cook or assistant cook plus four months as cook & baker plus four months as chief cook with HLS certificates for cook & baker and chief cook courses, or;

- nine months seetime as 3rd cook or assistant cook, plus nine months as cook & baker, plus four months as chief cook with an HLS certificate for the chief cook course.

The first six weeks of the Steward Recertification program gives chief stewards the oppor-

tunity to brush up on cooking, baking and nutritional skills in the modern galley at the Lundeberg School. The program also includes firefighting and first aid training.

But the Steward Recertification program doesn't stop there. Since chief stewards serve on their ship's Union committees, they have to have a good, working knowledge of what's going on in the maritime industry as well as in their Union. So the

final two weeks of the program are spent at Union headquarters in N.Y. for an in-depth look at the concerns of the industry and the SIU.

Take advantage of the top-notch opportunities the Steward Recertification program offers to top-rated men in the steward department. Fill out our application, available at all SIU halls, to guarantee yourself a place in the Steward Recertification program.

## SIU Stewards!

*It's New.*

*It's Made For You.*

### The Steward Recertification Program at HLS

This program gives you the up-to-the-minute skills you need aboard today's vessels:

Learn how to:

- \* Manage the entire Steward Department
- \* Control inventory
- \* Prepare for Public Health inspections
- \* Type
- \* Polish your culinary skills
- \* Plan menus and use food efficiently



**It's your ticket to job security. It'll put you on top in your profession.**

Contact your SIU Representative or HLS to enroll. Sign up now! Program begins September 3.



## Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Aug. 6	2:30 p.m.	7:00 p.m.
Philadelphia	Aug. 7	2:30 p.m.	7:00 p.m.
Baltimore	Aug. 8	2:30 p.m.	7:00 p.m.
Norfolk	Aug. 9	9:30 a.m.	7:00 p.m.
Jacksonville	Aug. 9	2:00 p.m.	—
Algonac	Aug. 10	2:30 p.m.	—
Houston	Aug. 13	2:30 p.m.	7:00 p.m.
New Orleans	Aug. 14	2:30 p.m.	7:00 p.m.
Mobile	Aug. 15	2:30 p.m.	—
San Francisco	Aug. 16	2:30 p.m.	—
Wilmington	Aug. 20	2:30 p.m.	—
Seattle	Aug. 24	2:30 p.m.	—
Piney Point	Aug. 11	10:30 a.m.	—
San Juan	Aug. 9	2:30 p.m.	—
Columbus	Aug. 18	—	1:00 p.m.
Chicago	Aug. 7	—	—
Port Arthur	Aug. 14	2:30 p.m.	—
Buffalo	Aug. 15	—	—
St. Louis	Aug. 17	2:30 p.m.	—
Cleveland	Aug. 16	—	—

## Cove Sailor Committee



With their backs to the Verrazano Bridge in the Narrows at Stapleton Anchorage, N.Y. Harbor is part of the Ship's Committee and two crewmembers of the *ST Cove Sailor* (Cove Shipping), formerly the *ST Erna Elizabeth*. They are (l. to r.) AB Herbert Thrower, deck delegate; Recertified Bosun Vincent Grima, ship's chairman; Chief Cook C. C. Williams, steward delegate; ABs Joseph Frassetta and Raymond Bunce III, and Chief Steward/Baker Manny Ciampi, secretary-reporter. The tanker paid off on July 9 sailing north the next day to take on grain in the port of Albany, N.Y.—the state's capital.

# SECURITY IN UNITY



## Dispatchers Report for Deep Sea

JUNE 1-30, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	7	5	2	5	7	4	8	1	0
New York	107	38	10	80	71	8	148	40	9
Philadelphia	16	5	2	12	8	1	14	5	2
Baltimore	26	6	0	21	12	3	31	6	0
Norfolk	27	6	4	32	9	12	20	9	3
Tampa	9	3	5	8	9	9	11	3	1
Mobile	15	8	1	14	7	0	25	6	2
New Orleans	81	19	7	78	31	6	118	28	13
Jacksonville	54	13	7	42	22	8	63	15	4
San Francisco	64	11	6	46	12	6	69	5	4
Wilmington	28	6	7	7	8	2	54	10	14
Seattle	43	5	16	48	15	15	60	10	21
Puerto Rico	14	3	0	31	7	3	14	3	0
Houston	69	23	9	94	38	9	110	23	17
Piney Point	3	0	0	5	14	0	0	0	0
Yokohama	0	0	1	1	0	2	1	0	0
<b>Totals</b>	<b>563</b>	<b>151</b>	<b>77</b>	<b>524</b>	<b>270</b>	<b>88</b>	<b>746</b>	<b>164</b>	<b>90</b>
<b>ENGINE DEPARTMENT</b>									
Boston	4	4	1	1	2	1	4	5	1
New York	82	44	2	64	41	6	122	55	6
Philadelphia	12	3	2	6	4	5	19	7	0
Baltimore	23	12	1	11	12	4	28	11	1
Norfolk	18	5	5	19	11	14	19	5	2
Tampa	5	3	1	7	5	2	7	4	2
Mobile	19	4	0	10	8	0	34	7	0
New Orleans	65	28	1	52	31	1	116	27	1
Jacksonville	34	5	0	42	15	0	29	8	1
San Francisco	46	14	3	37	24	4	41	9	0
Wilmington	5	4	2	2	3	1	17	10	6
Seattle	29	7	3	26	14	5	48	9	4
Puerto Rico	10	5	0	11	8	1	16	2	0
Houston	55	13	2	49	25	4	78	22	6
Piney Point	9	2	0	13	8	0	0	0	0
Yokohama	1	0	0	0	1	1	2	0	0
<b>Totals</b>	<b>417</b>	<b>153</b>	<b>23</b>	<b>350</b>	<b>212</b>	<b>49</b>	<b>580</b>	<b>181</b>	<b>30</b>
<b>STEWARD DEPARTMENT</b>									
Boston	0	1	0	0	4	0	2	1	1
New York	51	16	1	35	34	10	75	25	4
Philadelphia	2	1	1	2	3	2	4	1	1
Baltimore	16	1	0	20	5	3	23	2	0
Norfolk	18	5	3	19	12	13	16	3	1
Tampa	5	1	1	3	0	3	6	1	2
Mobile	15	2	0	10	3	0	21	2	0
New Orleans	28	4	3	43	23	16	52	6	3
Jacksonville	17	3	1	23	11	4	22	3	1
San Francisco	14	0	5	17	0	23	32	1	5
Wilmington	5	3	2	3	2	0	13	5	4
Seattle	9	5	7	19	13	19	15	6	4
Puerto Rico	8	1	0	9	7	1	13	2	1
Houston	34	2	4	23	15	13	58	4	6
Piney Point	4	5	0	6	40	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>226</b>	<b>50</b>	<b>28</b>	<b>232</b>	<b>172</b>	<b>107</b>	<b>352</b>	<b>62</b>	<b>33</b>
<b>ENTRY DEPARTMENT</b>									
Boston	2	4	0				1	8	5
New York	20	99	82				36	168	186
Philadelphia	5	18	5				5	24	4
Baltimore	17	17	15				23	31	29
Norfolk	6	22	31				6	20	13
Tampa	1	6	6				2	10	4
Mobile	5	13	2				11	20	4
New Orleans	29	52	30				40	69	45
Jacksonville	16	40	13				19	45	18
San Francisco	25	20	24				40	33	37
Wilmington	4	18	38				7	33	105
Seattle	12	30	35				22	27	46
Puerto Rico	12	12	5				19	23	14
Houston	20	53	27				29	76	45
Piney Point	5	56	0				0	0	0
Yokohama	0	1	2				1	1	2
<b>Totals</b>	<b>179</b>	<b>461</b>	<b>315</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>261</b>	<b>588</b>	<b>557</b>
<b>Totals All Departments</b>	<b>1,385</b>	<b>815</b>	<b>443</b>	<b>1,106</b>	<b>654</b>	<b>244</b>	<b>1,939</b>	<b>995</b>	<b>710</b>

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

The month of June was an excellent one for shipping. A total of 2,004 jobs were shipped from SIU halls to SIU-contracted deep sea vessels. Of this total, only 1,106 jobs were filled by "A" seniority members, with the rest going to "B" and "C" seniority people. This is the best indicator of all that shipping is good to excellent throughout the country for SIU members in all ratings and seniority classifications.

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

PRESIDENT  
Paul Hall  
SECRETARY-TREASURER  
Joe DiGiorgio  
EXECUTIVE VICE PRESIDENT  
Frank Drozak  
VICE PRESIDENT  
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HEADQUARTERS  
675 4 Ave., Bklyn. 11232  
(212) HY 9-6600

ALGONAC, Mich.  
520 St. Clair River Dr. 48001  
(313) 794-9375

ALPENA, Mich. .... 800 N. 2 Ave. 49707  
(517) EL 4-3616

BALTIMORE, Md.  
1216 E. Baltimore St. 21202  
(301) EA 7-4900

BOSTON, Mass. .... 215 Essex St. 02111  
(617) 482-4716

BUFFALO, N.Y. .... 290 Franklin St. 14202  
(716) TL 3-9259

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

CLEVELAND, Ohio  
1290 Old River Rd. 44113  
(216) MA 1-5450

DULUTH, Minn. .... 2014 W. 3 St. 58806  
(218) RA 2-4110

FRANKFORT, Mich. .... P.O. Box D  
415 Main St. 49635  
(616) 352-4441

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

TOLEDO, Ohio .... 935 Summit St. 43604  
(419) 248-3691

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

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

### West Coast Stewards Halls

HONOLULU, Hawaii .... 707 Alakea St. 96813  
(808) 537-5714

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

WILMINGTON, Ca. .... 408 Avalon Blvd. 90744  
(213) 834-8538

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

# Foreign Tankers Collide Causing 'Worst Spill Ever'

Causing what the U.S. Coast Guard has termed the world's worst oil spill yet, two foreign-flag supertankers collided at night on July 19 about 20 miles northeast of Tobago in the Caribbean. A total of 29 seamen are missing and presumed dead.

Both ships are Greek-owned, with one flying the Greek flag and one registered in Liberia.

Despite radar and navigation aids, the 1,139-foot Liberian registered *ST Aegean Captain* and the Greek-flag *Atlantic Empress* found themselves only 600 yards from each other just before the crash. The ships were carrying a combined 470,000 tons of crude, or 3.5 million barrels. The Coast Guard estimated that 1.6 million barrels had spilled into the sea.

Until this tragedy, the worst

oil spill ever occurred last year when the *Amoco Cadiz* (another Liberian registered tanker) dumped 1.3 million barrels of oil into the sea off the coast of France.

The *Aegean Captain* had a hole stove in her starboard bow with fore-castle fires put out after two days. She produced a 25-mile oil slick. Early last week after a tow she was anchored 10 miles off Trinidad.

The *Atlantic Empress* was still burning early last week as she was towed away from land leaking Mobil-owned Arabian oil in a 60-mile narrow wake.

However, wind, currents and the sun were continuing to break up the light, slimy, black slicks keeping the blue-green waters and white beaches of Trinidad and Tobago clean.



Columns of black smoke billow and naphtha flames burst out 700 feet from the deck of the crippled Greek-owned, Liberian registered supertanker *Atlantic Empress* 28 miles off the white beaches of Tobago and Grenada in the Caribbean as black oil leaks from her stern after the collision with the Liberian registered *ST Aegean Captain* on July 19.

## New USPHS Outpatient Clinic Opened in St. Louis

SIU boatmen and seamen in the St. Louis area have a new, modern outpatient clinic to serve their health needs.

The U.S. Public Health Service Outpatient Clinic at 1520 Market Street, St. Louis, was officially opened at a dedication ceremony July 9.

The Market Street facility was actually built in 1964. But the clinic got too small for the workload. With funding from the

federal government's Bureau of Medical Services, the USPHS clinic got a top-to-bottom renovation.

Today, the clinic offers a wide range of services specially geared towards the needs of seamen, boatmen and their families. A full-time staff of 25 doctors, nurses and technicians provide general medical and dental care. There's an on-site pharmacy as well as a complete medical

laboratory.

The outpatient clinic also has a full-time physical therapist and all necessary therapy equipment for diagnosis and rehabilitation.

Specialists in obstetrics, gynecology, orthopedics, pediatrics and oral surgery make calls at the clinic twice a week. And two St. Louis-area hospitals—the Lutheran Medical Center and St. Louis University Hospital—provide care to American seamen

and boatmen on an in-hospital or emergency basis.

The clinic is open Monday through Friday from 7:45 AM to 4:15 PM. Clinic Director Norbert P. Heib, Jr., expects the facility to service about 32,000 outpatients during the coming year. About 18 percent of the total will be American seamen and boatmen.

"We want that percentage to be much higher," Heib said. "Unfortunately, many seamen and boatmen don't know about the St. Louis USPHS clinic. We're doing our best to let them know we're here."

Mr. Heib, who's been the director of the St. Louis clinic for 15 years, is proud of the facility. "We have some of the finest doctors at this clinic," Heib said enthusiastically. "I think we provide quality medical care."

Quality medical care for the nation's merchant seamen is the tradition of the USPHS system. Public hospitals serving seafarers have been around in some form for nearly 200 years. In fact, the first St. Louis hospital for merchant mariners opened 124 years ago.

Some government officials have tried, over the years, to close down USPHS hospitals and clinics. But the SIU has fought on behalf of Union seamen and boatmen for government funds to open new clinics and upgrade existing ones.

The Union's efforts are paying off. The St. Louis outpatient clinic is the third new USPHS facility to open in the past year.

## Steve Leslie, 65, And Still Going Strong as Head of Local 25, IUOE

Steve Leslie has come a long way from his days as a fireman aboard U.S. ships in 1935. At that time, Leslie was 21 years old. He'd been shipping out in the blackgang aboard Columbia Line ships, under contract to the old International Seamen's Union.

In 1939, the boy from Jersey City, joined the International Union of Operating Engineers. He's been active in Local 25 of that union and in the International ever since. And as he celebrates his 65th birthday this month he's still going strong.

Today, Leslie is President and Business Manager of Local 25 of the Operating Engineers and a Vice President of the International. He's one of three original members still serving on the Executive Board of the AFL-CIO Maritime Trade Department, sharing that distinction with SIU President Paul Hall and Operating Engineers VP Jack McDonald.

For the past three years, he's also been President of the North Eastern States Conference of Operating Engineers which represents 80,000 members from 31 International-affiliated unions.

Steve Leslie makes his home in

Rumson, N.J. with his daughter Karen. He's been a good friend and brother of the SIU for 40 years. We

wish him smooth sailing and best of luck on his 65th and in the years that lie ahead.



Steve Leslie shown here in 1935 photo with a friend aboard U.S. flag ship heading toward Panama.

# Final Departures



**Pensioner John Ray Sercu, 70,** died of heart-lung failure in the New Orleans USPHS Hospital in April. Brother Sercu joined the SIU in 1944 in the port of

New York sailing as a fireman-watertender. He sailed 45 years. And he was a stationary engineer. Born in Brighton, N.Y., he was a resident of Lacombe, La. Burial was in Forest Lawn Cemetery, Slidell, La. Surviving are his mother, Anna of Rochester, N.Y. and a sister, Mrs. Beatrice Baher, also of Rochester.



**Pensioner William Franklin Simmons, 63,** died of cancer in the Covington County (Miss.) Hospital in Collins on Apr. 14. Brother Simmons joined the

SIU in 1942 in the port of New York sailing as an AB. He sailed 41 years. Born in Mobile, he was a resident of Ellisville, Miss. Burial was in the Mobile Memorial Gardens Cemetery. Surviving is a son, Ransom, a 1970 Union scholarship winner.



**Pensioner Joseph "Tomatoes" Stodolski, 75,** died of a heart attack at Sailors Snug Harbor, Sea Level, N.C. on Mar. 11. Brother Stodolski

joined the SIU in 1949 in the port of New York sailing as a bosun. He sailed 41 years. And he was on the 1961 N.Y. Harbor beef picketline. He also attended a Union Convention in Washington, D.C. and a Piney Point Pensioners Conference that same year. Seafarer Stodolski was a veteran of the U.S. Navy after World War I. Born in Connecticut, he was a resident of Sailors Snug Harbor. Burial was in St. Joseph National Catholic Cemetery, Stamford, Conn. Surviving are his widow, Helen and a sister, Mrs. Kay B. Kulakowski of Vero Beach, Fla.



**Pensioner Lorenzo Perry Kimball, 68,** died of leukemia in Riverside Hospital, Newport News, Va. on Apr. 20. Brother Kimball joined the

Union in the port of Norfolk in 1962 sailing as a deckhand and pilot for the Pennsylvania Railroad, Norfolk from 1937 to 1977. He was a former member of the Masters, Mates and Pilots Union from 1942 to 1962. Boatman Kimball was born in Newark, Ohio and was a resident of Miles, Va. Interment was in St. Paul Annex Cemetery, Susan, Va. Surviving are his widow, Louise and a son, Thomas.



**Raymond Lofft Perry, 77,** died of heart-lung failure in the Nassau Bay (Houston) USPHS Hospital on Apr. 29. Brother Perry joined the SIU in 1942 in

the port of Boston sailing as a chief steward. He sailed for 42 years. Seafarer Perry was born in Malden, Mass. and was a resident of Houston. Burial was in Resthaven Cemetery, Houston. Surviving are his widow, Irene; a daughter, Mary Beth; his father, Dr. Fred A. Perry of Melrose, Mass. and a sister, Mrs. Ruth E. Jones of Melrose Highlands, Mass.



**William Franklin "Bill" Bamberger, 56,** succumbed to heart failure in Alameda, Calif. on Nov. 16, 1978. Brother Bamberger sailed both

licensed and unlicensed. He graduated from the MEBA District 2 Engineering School, Brooklyn, N.Y. in 1967. Seafarer Bamberger was born in the Philippine Islands and was a resident of San Francisco. Cremation took place in Olivet Memorial Park Crematory, Colma, Calif. Surviving is a daughter, Vivian of Milpitas, Calif.



**Lon Folger Jarrell Sr., 51,** died on May 5. Brother Jarrell joined the SIU in the port of New York in 1970 sailing as junior

engineer, electrician and fireman-watertender. He graduated from the MEBA School of Marine Engineering, Brooklyn, N.Y. in 1969. Seafarer Jarrell was a veteran of the U.S. Navy in World War II. A native of Mt. Airy, N.C., he was a resident of Levittown, N.Y. Surviving are his widow, Lorraine and a son, Lon J. Jr. of Lake Ronkonkoma, N.Y.



**Gilbert Payton, 25,** died at the University of Southern Alabama Medical Center, Mobile on May 13. Brother Payton joined the SIU in 1973

following his graduation from Piney Point. He sailed as an AB. He upgraded at the HLS in 1974 and got his "A" book in 1976. Born in Mobile, he was a resident there. Interment was in Whispering Pines Cemetery, Prichard, Ala. Surviving are his widow, Kristina; a son, Damario; two brothers, Seafarer John E. and Paul E. Johnson, both of Mobile, and a sister, Joyce Ann Johnson.



**Pensioner William Duward Walker, 71,** passed away on June 9. Brother Walker joined the SIU in 1939 in the port of New Orleans sailing as a fireman-

watertender for 32 years. He was born in McComb, Miss. and was a resident of Hammond, La. Surviving is his widow, Edith.



**Tobe S. Beams, 65,** died on May 21. Brother Beams joined the Union in the port of New Orleans in 1956 sailing as a chief

cook, pilot, mate and deckhand for Dixie Carriers from 1956 to 1972. He sailed 26 years and also deep sea. Boatman Beams was a wounded veteran of the U.S. Army's 22nd Infantry Division in World War II. Born in Williamsburg, Ky., he was a resident of Fairfield, Ala. Surviving are his widow, Eva Mae; two daughters, Anna Mae and Elizabeth; and two brothers, Drew Beams of Valley Station, Ky. and H. J. Beams.



**Pensioner Harvey Mitchell Biggs, 63,** succumbed to cancer in Washington Twsp., N.J. on Mar. 31. Brother Biggs joined the

Union in the port of Philadelphia in 1960 sailing as a tankerman and oil barge captain for the Interstate Oil Transportation Co. He was born in Plymouth, N.C. and was a resident of Williamstown, N.J. Surviving are his widow, Pearl; three sons, Harvey Jr., Ronald and James and four daughters, Virginia, Joyce, Janice and Doris.



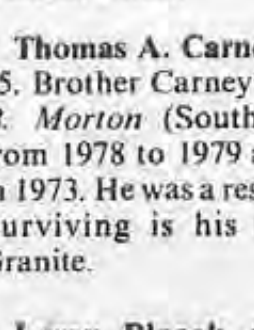
**Pensioner Miner Edwin Cook, 82,** died of heart failure at home in Galveston on Apr. 13. Brother Cook joined the Union in the port of

Houston in 1960 sailing as a dragline oiler for the U.S. Army Corps of Engineers from 1941 to 1943. He was also a member of the SIU-affiliated UIW working at the Galveston Wharves, Houston. Boatman Cook was also an elevator spouter, tripper and millwright assistant from 1943 to 1960. He was a veteran of the U.S. Army after World War I. Born in Houston, he was a resident of Galveston. Burial was in Old City Cemetery, Galveston. Surviving are his widow, Rosena and a niece, Mrs. George Monteau.



**Kenneth Roberts, 63,** joined the Union in the port of Detroit in 1964 sailing as a 2nd

cook for the Reiss Steamship Co. and the Bob-Lo Co. in 1964. Brother Roberts is a former member of the Bartenders Union. He is a veteran of the U.S. Army Signal Corps in World War II. Laker Roberts was born in Minnesota and is a resident of Duluth, Minn.



**Thomas A. Carney, 25,** died on Mar. 15. Brother Carney sailed on the tug *T. B. Morton* (Southern Ohio Towing) from 1978 to 1979 and for Inland Tugs in 1973. He was a resident of Granite, Ill. Surviving is his mother, Leota of Granite.

**Larry Plasek** died on Mar. 20. Brother Plasek sailed for the Barge Harbor Towing Co., Houston in 1978. He was a resident of Houston.



**Pensioner Sylvester Emmett Walsh, 81,** died of heart failure in Scranton, Pa. on Feb. 22. Brother Walsh joined the SIU in 1939 in the

port of Mobile sailing as an AB. He also worked as a plant security guard. Born in Forest City, Pa., he was a resident of Scranton. Surviving are a brother, Frank of Weirton, W. Va. and two sisters, Mrs. Margaret Hodhnodle of Beaver Falls, Pa. and Mrs. Agnes King of Harrisburg, Pa.



**Pensioner Ignasio Tirado, 63,** died of natural causes in the Metropolitan Hospital Center, New York City on Apr. 28. Brother Tirado

joined the SIU in 1942 in the port of New York sailing as a chief cook. He sailed for 39 years. He walked the picketline in the 1961 N.Y. Harbor beef. Seafarer Tirado was born in Samboli, P.R. and was a resident of New York City. Interment was in Vivardi Cemetery, Mayaguez, P.R. Surviving is his widow, Altigrasia.



**Pensioner Jose Toro, 66,** died on June 5. Brother Toro joined the SIU in 1944 in the

port of New York sailing as a chief cook. He was born in Ponce, P.R. and was a resident of the Bronx, N.Y. Surviving are his widow, Gloria; a son, Robert; two daughters, Martha and Adelina and a mother-in-law, Mrs. Angela Roman.



**John Ed. "Johnny" Mitchell, 50,** died on Apr. 27. Brother Mitchell joined the SIU in 1947 in the

port of Galveston sailing as a deck engineer, pumpman and electrician. He was born in Cameron, Tex. and was a resident of Houston. Surviving are his widow, Velma; three sons, John Jr., Guy and Joe; a daughter, Mrs. Melanie M. Stewart of Houston and Pleasanton, Tex. and his father, Lloyd.



**Pensioner Bennie Woodrow Morgan, 66,** died of heart failure in the University of Southern Alabama Medical Center, Mobile, on Apr. 22. Brother

Morgan joined the SIU in the port of Mobile in 1958 sailing as an oiler and fireman-watertender. He graduated from the Andrew Furuseth Training School, Mobile in 1958. He also attended a Piney Point Educational Conference. Seafarer Morgan was a veteran of the U.S. Navy in World War II. A native of Jackson, Ala., he was a resident of Chickasaw, Ala. Interment was in Wilson Annex Cemetery, Whistler, Ala. Surviving are his widow, Sadie and a son, John.



**Pensioner Viktor Makko**, 67, died of arteriosclerosis in Baltimore on Mar. 18. Brother Makko joined the SIU in 1943 in the port of New York sailing as a bosun. He sailed 41 years. Seafarer Makko was born in Estonia, U.S.S.R., was a naturalized U.S. citizen and was a resident of Baltimore. Interment was in Oak Lawn Cemetery, Baltimore County, Md. Surviving is his daughter, Martha.



**Pensioner Joseph James Melita**, 70, passed away from pneumonia in St. Joseph's Hospital, Baltimore on Apr. 18. Brother Melita joined the SIU in 1944 in the port of Baltimore sailing as a bosun. He sailed 30 years. A native of Baltimore, he was a resident there. Interment was in the Gardens of Faith Cemetery, Baltimore. Surviving are his widow, Louise and a daughter, Jeanette.



**Pensioner Edwin Gabriel Mitchell**, 68, passed away on Apr. 11. Brother Mitchell joined the SIU in 1940 in the port of New Orleans sailing as a chief steward and chief cook. He sailed 32 years. Seafarer Mitchell was a veteran of the U.S. Coast Guard in World War II. Born in New Orleans, he was a resident there. Surviving is his widow, Virginia.



**Richard Paul "Whitey" Mottram**, 51, died on Apr. 21. Brother Mottram joined the SIU in 1945 in the port of Boston sailing as a chief pumpman and QMED. He was born in Newburyport, Mass. and was a resident of Long Beach, Calif. Surviving are his widow, Wilma; four sons, Gary, Donald, David and Patrick; six daughters, Donna, Lara, L.B. Mottram, Brenda, Linda and Cheryl and a stepson, Darryl Woelger.



**James John O'Hara**, 52, died of natural causes in the Staten Island, N.Y. USPHS Hospital on Mar. 29. Brother O'Hara joined the SIU in the port of New York in 1966. He sailed as a chief steward and chief cook for Sea-Land, Apex Marine and IOM. Seafarer O'Hara sailed 35 years and also with the MSC. He walked the picketline in the 1961 Greater N.Y. Harbor beef. And he was a veteran of the U.S. Army in the Korean War. A native of the Bronx, N.Y., he was a resident of Mt. Vernon, N.Y. Burial was in Calverton (N.Y.) National Cemetery. Surviving are his widow, Edith; three daughters, Jane, Helen and Maureen; his father, Frank of New York City and a sister, Mrs. Helen Galluci of Mt. Vernon.

**J. Caldwell** died on May 30. Brother Caldwell sailed for Mariner Towing from 1972 to 1978. He was a resident of Norfolk.

**Ronnie Lamb** died on June 13. Brother Lamb sailed from the port of St. Louis. He was a resident of Poplar Bluff, Mo.



**Leo E. Watts**, 59, died on Apr. 10. Brother Watts joined the SIU in the port of New York in 1950 sailing as a chief steward and chief cook for the Delta Steamship Co. He sailed 31 years. Seafarer Watts was born in Louisiana and was a resident of Livingston, La. Surviving are his widow, Dorothy; a daughter, Susan and his mother, Gertrude of Livingston.



**Charles Edwin Smith**, 57, died on Apr. 3. Brother Smith joined the SIU in the port of New York in 1956 sailing as an AB, wiper and engine delegate for Sea-Land and PR Marine. He attended Andrew Furuseth Training School, Brooklyn, N.Y. in 1959 for lifeboat training. Seafarer Smith was a veteran of the U.S. Air Forces in World War II. He was also a butcher. Born in Rockaway, N.J., he was a resident of Lake Hopatcong, N.J. Surviving is his mother, Mrs. Catherine Savage of Lake Hopatcong.



**Pensioner Charles Wade Thompson**, 61, died on Apr. 29. Brother Thompson joined the SIU in 1948 in the port of New York sailing as a fireman-watertender. He sailed 37 years. Seafarer Thompson was a veteran of the U.S. Army in World War II. A native of Biloxi, Miss., he was a resident of Jacksonville, Fla. Surviving are a son, Nathan of Jacksonville and a sister, Elec Thompson also of Jacksonville.



**Samuel Joe Castle III**, 29, was lost at sea off the SS *Santa Maria* (Delta Lines) enroute to Callao, Peru on Apr. 22. Brother Castle joined the SIU in the port of New Orleans in 1967 sailing as an OS. In 1969, he attended the HLS Entry Trainee Program. He also sailed for the Long Lines Co. Seafarer Castle was born in New Orleans and was a resident of Oakland, Calif. Surviving are his widow, Lana; a son, Samuel Joe IV and his mother, Joyce of New Orleans.

**Charles M. Almond**, 39, died on Apr. 8. Brother Almond joined the Union in the port of Norfolk in 1977. He sailed as a cook and deckhand on the Tugs *Margaret* and *Shamokin* (Express Marine) from 1974 to 1975. Inland Boatman Almond was born in Raleigh, N.C. and was a resident of New Berne, N.C. Surviving are his widow, Julia and two daughters, Karen and Charlene.

**Pensioner Richard Halsey Cheatham**, 71, passed away on Apr. 26. Brother Cheatham joined the Union in the port of Norfolk in 1961. He sailed as a ferry captain, pilot and mate for the Norfolk County Ferries from 1940 to 1955. And for McAllister Brothers from 1955 to 1971. Boatman Cheatham was a member of the UMW District 50 from 1955 to 1961. Born in Suffolk, Va., he was a resident of Portsmouth, Va. Surviving are three sons, Richard, Marvin and Earl, all of Portsmouth.



**Pensioner Harold Otto Keith**, 60, drowned in the Fowl River, Coden, Ala. on May 7. Brother Keith joined the SIU in the port of Tampa in 1957 sailing as a fireman-watertender and pumpman. He sailed 24 years. Seafarer Keith was a veteran of the U.S. Navy in World War II. Born in Salco, Ala., he was a resident of Coden. Burial was in Pine Crest Cemetery, Mobile. Surviving are a daughter, Mrs. Jackie Trawick of San Antonio, Tex.; his mother, Mrs. Willie V. Keith of Mobile and two sisters, Mrs. Idelle Eich of Miami, Fla. and Mrs. Marie K. Peery of 8 Mile, Ala.



**Pensioner George Augustus Kerr**, 82, passed away from cancer in the Goddard Memorial Hospital, Stoughton, Mass. on Mar. 17. Brother Kerr joined the SIU in 1938 in the port of Boston sailing in the steward department for 51 years. He walked the picketline in the 1963 maritime beef and the 1965 District Council 37 strike. Seafarer Kerr was born in Jamaica, B.W.I. and was a resident of Sharon, Mass. He was a naturalized U.S. citizen. Burial was in Forest Hill Cemetery, Boston. Surviving are two sons, Dennis and Clifford and a daughter, Mrs. Josephine Chandler.



**Donald Ralph Kelley**, 44, died of a heart attack in Charles Harwood Memorial Hospital, Christiansted, St. Croix, V.I. on May 11. Brother Kelley joined the SIU in the port of New York in 1962 sailing as an AB. He was a veteran of the U.S. Army during the Korean War. Born in Uniontown, Pa., he was a resident of St. Croix. Interment was in Oak Lawn Cemetery, Uniontown. Surviving are a son, Donald Jr. of Milwaukee, Ore. four daughters, Christine, Lucinda, Katy and Teresa; his parents, Mr. and Mrs. Roy and Anna Kelley of Monaca, Pa. and a sister, Mrs. Elsie Weimer, also of Monaca.



**Pensioner Henry Aloysius Mooney**, 82, passed away from natural causes in Kings Highway (Brooklyn, N.Y.) Hospital on Mar. 19. Brother Mooney joined the SIU in 1946 in the port of New York sailing as an oiler, deck maintenance, bosun and in the steward department for 42 years. He was on the picketline in the Greater N.Y. Harbor beef in 1961. Born in Albany, N.Y., he was a resident of Brooklyn. Burial was in St. Agnes Cemetery, Menands, N.Y. Surviving are a brother, Edward of Albany and a sister, Elizabeth, also of Albany.

**Pensioner John Johnson** died on May 28. Brother Johnson sailed out of the port of Frankfort, Mich. He was a resident of Arcadia, Mich. Surviving is his widow, Ila.



**Harold Charles Lowry**, 54, died of a heart attack aboard the *Sea-Land Resource* on the high seas off Algeciras, Spain on Mar. 28. Brother Lowry joined the SIU in the port of Galveston in 1950 sailing as a 2nd electrician, reefer engineer and QMED. He was also an aircraft mechanic and machinist. Seafarer Lowry upgraded at Piney Point in 1974. He was a veteran of the U.S. Army. Born in New York City, he was a resident of Piney Point, Md. Cremation took place in Madrid, Spain and his ashes were flown to New York. Surviving is a sister, Mrs. Carol Vodopia of Long Island City, N.Y.



**Pensioner Francis Marvin Carmichael**, 76, passed away from natural causes in the Staten Island (N.Y.) USPHS Hospital on Apr. 9. Brother Carmichael joined the SIU in the port of San Francisco in 1961 sailing as a chief steward. He hit the bricks in the 1965 District Council 37 beef. Seafarer Carmichael was a former member of the SUP. Born in English River Twsp., Iowa, he was a resident of Brooklyn, N.Y. Burial was in Pinelawn Cemetery, L.I., N.Y. Surviving are his widow, Martha and a son, Michael.



**Pensioner Fernando Duque Dacanay** 81, passed away from heart failure in the Good Samaritan Hospital, Islip, N.Y. on May 16. Brother Dacanay joined the SIU in 1947 in the port of New York sailing as a 2nd cook. He was a veteran of the U.S. Navy in World War I. Seafarer Dacanay was born in the Philippines and was a resident of Bayshore, N.Y. Interment was in Claverton National Cemetery. Surviving are a stepson, Arthur Weingard and a granddaughter, Kim Weingard, both of Brooklyn, N.Y.

**Keith Farmer** died on May 11. Brother Farmer sailed from the port of Houston for Harbor Barge. He was a resident of Houston.

**Richard M. Hitchler**, 55, died on Mar. 15. Brother Hitchler joined the Union in the port of Norfolk in 1976 sailing as a cook and barge steward for 20 years. He was a veteran of the U.S. Navy in World War II. Born in Lugerville, Wis., he was a resident of Virginia Beach, Va. Surviving are his widow, Phyllis and a daughter, Mary Joan.

**Charles Odbert Zinn Jr.**, died on Feb. 21. Brother Zinn first sailed with the SIU in 1952. He was a resident of Mt. Rainier, Md. Surviving is his widow, Dorothy.

## Pensioner's Corner



**Sylvester Cyral Delistovich, 60,** joined the Union in the port of New York sailing as a deckhand for the Erie-Lackawanna Railroad from 1939 to 1979 and for the Delaware and Western Railroad from 1937 to 1939. Brother Delistovich was also a dockworker and a former member of the Teamsters Union, Local 518 from 1959 to 1963. He is a veteran of the U.S. Army in World War II. Boatman Delistovich was born in Jersey City, N.J. and is a resident there.



**Vernon C. Diggs, 66,** joined the Union in the port of Norfolk in 1976 sailing as a cook for the W.P. Hunt Co., Hampton, Va. from 1959 to 1979. Brother Diggs is a former member of the NMU. He was born in Mathews County, Va. and is a resident of Mobjack, Va.



**James H. Kelly, 62,** joined the Union in the port of Philadelphia in 1961 sailing as a mate, pilot and captain on the tug *B.M. Thomas* for 23 years. Brother Kelly also sailed on the tug *Venus* (Independent Towing). He was a member of the NMU and International Longshoremen's Union (ILA). Boatman Kelly was born in Philadelphia and is a resident of Zephyr Hills, Fla.



**Derwood Downing Kent, 64,** joined the Union in the port of Baltimore in 1957 sailing as a chief engineer for the Curtis Bay Towing Co. from 1951 to 1979. Brother Kent was formerly a shipyard worker. He was born in Wicomico Church, Va. and is a resident of Severna Park, Md.



**William Grover Mallard Jr., 62,** joined the Union in the port of Norfolk in 1963 sailing as an engineer and deckhand for the Cape Fear Towing Co. from 1938 to 1979. Brother Mallard was also a member of the United Mine Workers Union (UMW) District 50. He is a veteran of the U.S. Army in World War II. Brother Mallard was born in New Bern, N.C. and is a resident of Wilmington, N.C.



**John William Ward, 61,** joined the SIU in 1948 in the port of New York sailing as a cook and fireman-watertender. Brother Ward is a wounded veteran of the U.S. Army in World War II. Seafarer Ward was born in Utah and is a resident of Seattle.



**Alfred Reese "Blackie" Haskins, 59,** joined the SIU in the port of Philadelphia in 1953 sailing as a bosun. Brother Haskins was on the Seatrain Shoregang, Port Elizabeth, N.J. from 1970 to 1974. He was an LNG upgrader at the HLS in 1977. Seafarer Haskins is a veteran of the U.S. Army Infantry Corps Paratroopers in World War II. Born in Richmond, Va., he is a resident of Brooklyn, N.Y.



**Willy Frank "Cowboy" Manthey, 73,** joined the SIU in 1946 in the port of Baltimore sailing in the deck department. Brother Manthey sailed on the old Robin Line. He walked the picket line in the 1965 District Council 37 beef. Seafarer Manthey is a veteran of the U.S. Navy in World War II. A native of Poland, he is a naturalized U.S. citizen and a resident of New York City.



**Harold M. Karlsen, 65,** joined the SIU in 1941 in the port of New Orleans sailing as a chief steward. Brother Karlsen sailed 49 years. He was born in Norway, is a naturalized U.S. citizen and is a resident of Slidell, La.



**Elbert Dillon Winslow, 62,** joined the SIU in the port of Norfolk in 1958 sailing as a bosun. Brother Winslow is a veteran of the U.S. Navy in World War II. He was born in North Carolina and is a resident of Camden, N.C.



**William Jackson McDonald, 56,** joined the SIU in 1946 in the port of New Orleans sailing as 2nd cook. Brother McDonald sailed 38 years. His son, William Scott McDonald of Abilene, Tex. is a 1974 winner of a Union college scholarship graduating from Baylor U., with a degree in accounting. Seafarer McDonald was born in Bedias, Tex. and is a resident of La Porte, Tex.



**Remigius A. McDonald, 62,** joined the SIU in the port of Boston in 1959 sailing as a bosun. Brother McDonald is a veteran of the U.S. Army in World War II. He was born in Boston, Mass. and is a resident of Dorchester, Mass.



**Leon Clare Stillwell, 65,** joined the Union in the port of Detroit in 1961 sailing as a fireman-watertender for the Mackinac City Transportation Co. from 1961 to 1979. Brother Stillwell sailed 38 years. He was born in Michigan and is a resident of Carp Lake, Mich.



**Juan Reyes, 66,** joined the SIU in 1947 in the port of New York sailing as a chief electrician. Brother Reyes sailed 43 years. He was on the picketline in the 1961 N.Y. Harbor beef and the 1965 District Council No. 37 strike. Seafarer Reyes was born in Puerto Rico and is a resident of Bayamon, P.R.



**James Edward Flynn, 60,** joined the Union in the port of Philadelphia in 1961 sailing as a tankerman for IOT from 1950 to 1979. Brother Flynn is a veteran of the U.S. Army in World War II. He was born in Bowers, Del. and is a resident of Fredrica, Del.



**Harry Lee Collier, 67,** joined the SIU in 1943 in the port of Baltimore sailing as a chief steward. Brother Collier sailed 37 years. He hit the bricks in the 1962 Robin Line beef. Seafarer Collier's daughter, Beverly, won a Union college scholarship in May 1971 graduating from Cornell University, Ithaca, N.Y., with a teaching degree. Born in Union City, Tenn., Collier is a resident of St. Albans, Queens, N.Y.



**Barney Emil Dahl, 65,** joined the Union in the port of Duluth in 1961 sailing as a deckhand and fireman-watertender for the Great Lakes Towing Co. from 1942 to 1979. Brother Dahl was born in Duluth and is a resident there.



**Lorenzo Carrasquillo, 55,** joined the SIU in the port of New York in 1952 sailing as a 2nd cook. Brother Carrasquillo sailed 33 years. He was born in Puerto Rico and is a resident of Chalmette, La.



**Oscar Cooper, 66,** joined the SIU in the port of Mobile in 1962 sailing as a chief pumpman. Brother Cooper sailed 33 years. He was born in Orangeburg, S.C. and is a resident of Chickasaw, Ala.



**Leon Warren Franklin, 65,** joined the SIU in 1939 in the port of New Orleans sailing as a chief steward. Brother Franklin sailed 47 years. He was born in New Orleans and is a resident there.



**Bertil Per Olof Hager, 57,** joined the SIU in 1946 in the port of Norfolk sailing as a bosun. Brother Hager sailed 42 years. And during the Vietnam and World War II. He was graduated from the Bosuns Recertification Program in 1975. He took LNG training last year. Seafarer Hager was born in Finland and is a resident of Woodbury, L.I., N.Y.



**Arthur J. Heroux, 66,** joined the SIU in the port of New York in 1958. He sailed AB. Brother Heroux sailed 38 years. He was born in Massachusetts and is a resident of Hiram, Me.



**Joseph Johnson Kemp, 63,** joined the SIU in 1940 in the port of Tampa sailing as an AB. Brother Kemp sailed 39 years. He was born in Florida and is a resident of Carriere, Miss.



**John William "Blackie" Altstatt, 55,** joined the SIU in 1943 in the port of New York. He sailed as a bosun. Brother Altstatt graduated from the Bosun Recertification Program in February 1974. He sailed with MSTs during World War II. Seafarer Altstatt was born in Keath, Okla. and is a resident of Dustin, Okla.



**Stephen Aloysius Divane, 63,** joined the SIU in the port of New York in 1956 sailing as a chief electrician. Brother Divane sailed 38 years. He walked the picketline in the 1961 Greater N.Y. Harbor strike and the 1962 Robin Line beef. Seafarer Divane was born in Ireland and is a resident of Brooklyn, N.Y.

# SIU Hdqs. Official Pete Loleas Retires

SIU New York port official Pete Loleas, "Mr. Nice Guy" 69, retired early this month after a Union membership and sailing career which goes back to 1944.

Pete, whose familiar face has been seen at the N.Y. Headquarters registration counter since 1968, upon his retirement told the *Log* that he had always "loved the sea" where he was "happy and serene." And that "the SIU was like family, his life."

Brother Loleas began his SIU sailing career in World War II in the steward department. At one point he sailed as night "glory hole" steward with shipmates Union Secretary-Treasurer Joe Di Giorgio and retired Hdqs. Rep Ed Mooney. They sailed aboard the cruise ship *SS Cavalier* (Alcoa) on 17-day round trip voyages from New York to the Caribbean islands.

Previously, he had sailed from Brazil to Europe to the Far East as chief cook becoming chief steward in 1950. In 1959, Seafarer Loleas was called ashore for duty in the SIU's Maritime Advancement Educational Program.

For five years, he trained cooks and stewards. Aboard ships, they

inspected the galleys for good food and cleanliness. For another five years, Pete paid ships off as a patrolman until he joined N.Y. Representative Johnny Dwyer at the registration counter.

At 19, as a restaurant worker, Loleas got strike scars literally hitting the bricks in the Great Depression 1929 picketline of the Horn and Hardart Automat restaurant chain's beef in New York. Knocked flat, Pete's cranium connected with a gendarme's boot.

He had just arrived from Greece after his high school graduation. Pete, from age 2½, grew up there after leaving his birthplace, the City of Brotherly Love, Philadelphia.

Later on he was to walk the picketline in the 1946 General Maritime, 1947 Isthmian, Bull Line, Valchamp Chemical Co. and 1961 Greater N.Y. Harbor beefs.

With the U.S. in WW 2, we find Loleas in '42 toiling in 106 degree Persian (Iran) desert heat with a 200-truck road-dock building USED civilian crew. He was there 'til '44 when the highway reached the Caspian Sea. It aided the U.S. Army's Persian Gulf railroad to deliver American tanks, planes,

cannon and ammo to the beleaguered Russians.

From there it was a Liberty ship to Port Said, Egypt for a month's wait for a ship to Italy. Then to home in February on the *SS Juan de Fuca* to a three-month construction job in Alaska's Aleutian Islands.

Now, at his Mt. Vernon, N.Y. homestead, Pete, his wife, Dora and his son, Harry, who is an aide to Baltimore's mayor—look forward to a three-month voyage to see kin in Greece (she's never been there), Brazil and Europe.

So Pete, Bon Voyage and Bon Chance.



Pete Loleas

## Wage Guideline Gets Top Court OK Over Labor's Objections

The U.S. Supreme Court has allowed the government to hold back Federal contracts from businesses that don't meet the Administration's wage and price guidelines. The Court did this by refusing to hear a case on the issue.

The Carter Administration has threatened to withhold federal contracts exceeding \$5 million to firms found to be violating its wage and price standards.

Last March, the AFL-CIO and nine affiliated unions filed suit challenging the Administration's position.

The AFL-CIO won the suit in a Federal District Court on May 31.

The government then took the case to the U.S. Appeals Court for the District of Columbia. That Court, on June 22, ruled in favor of the Government.

The Supreme Court was then formally petitioned by the AFL-CIO to review that ruling.

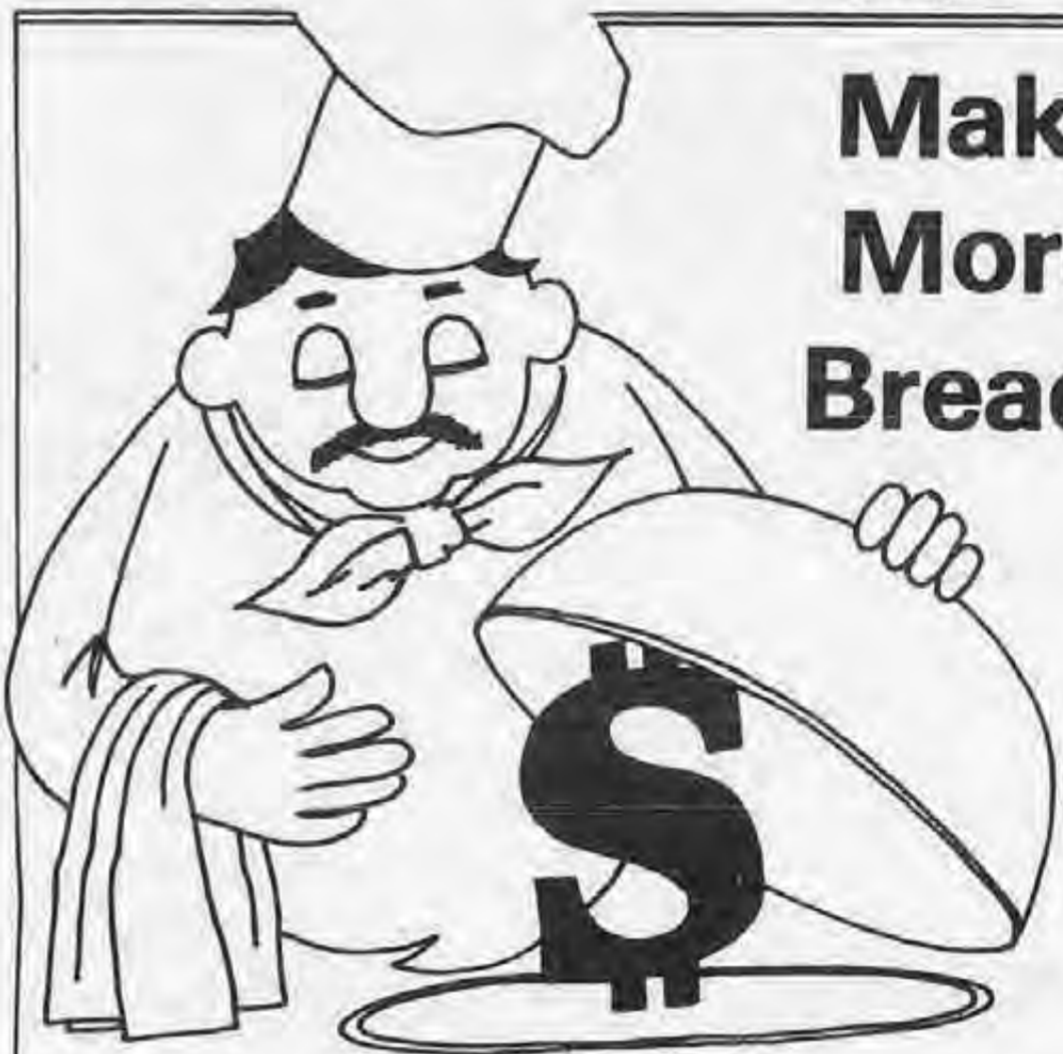
However, it takes four judges to review a case and only three of the Supreme Court Justices were willing to do so. They were: Justices

William Brennan, Byron White and Thurgood Marshall.

The AFL-CIO stated that the Supreme Court's decision leaves the validity of the Administration's wage and price guidelines program "unsettled."

George Meany, president of the AFL-CIO, said, "the inconclusive end of the litigation has not shaken our belief on the legal issue, which may yet be determined by legal actions in other cases."

The AFL-CIO contends that the wage and price guidelines plan is unconstitutional since the threat of withholding federal contracts makes it a mandatory rather than a voluntary program.

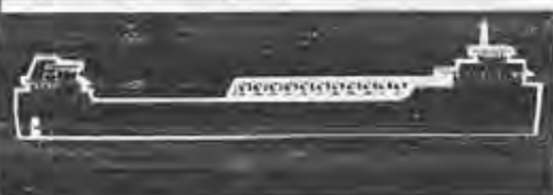


### Make More Bread!

## Upgrade in the Steward Department at HLS

- Steward—September 17
- Chief Cook—September 17
- Cook and Baker—September 17
- Assistant Cook—September 3

See your SIU Representative to enroll



## Dispatchers Report for Great Lakes

JUNE 1-30, 1979

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algona (Hdqs.)	47	15	11	44	23	7	52	76	11
ENGINE DEPARTMENT									
Algona (Hdqs.)	31	13	16	34	19	5	40	44	0
STEWARD DEPARTMENT									
Algona (Hdqs.)	6	0	6	2	3	7	15	21	4
ENTRY DEPARTMENT									
Algona (Hdqs.)	23	78	98	19	90	41	0	0	0
<b>Totals All Departments</b>	<b>107</b>	<b>106</b>	<b>131</b>	<b>99</b>	<b>135</b>	<b>60</b>	<b>107</b>	<b>141</b>	<b>15</b>

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

Deposit in the SIU  
Blood Bank—



It's Your Life



## Calling Long, Long Distance? Thank the

**T**HE SIU—contracted cable ship *Long Lines* paid a visit recently to the beautiful New England port of Newington, N.H. She was there to unload some cable at a local wire company. Meanwhile, she waited for orders about her next cable-laying assignment.

The sleek 511 foot vessel is a one-of-a-kind beauty in the SIU fleet and a tribute to modern technology. At peak operations the *C.S. Long Lines* can employ up to 125 men, at least 68 of them Seafarers.

operated by the Transoceanic Cable Ship Company, a subsidiary of American Telephone & Telegraph. Her cable laying and repair missions may take her crew to all areas of the globe.

Before reaching port in New Hampshire, the *Long Lines* crew

The *Long Lines* is owned and



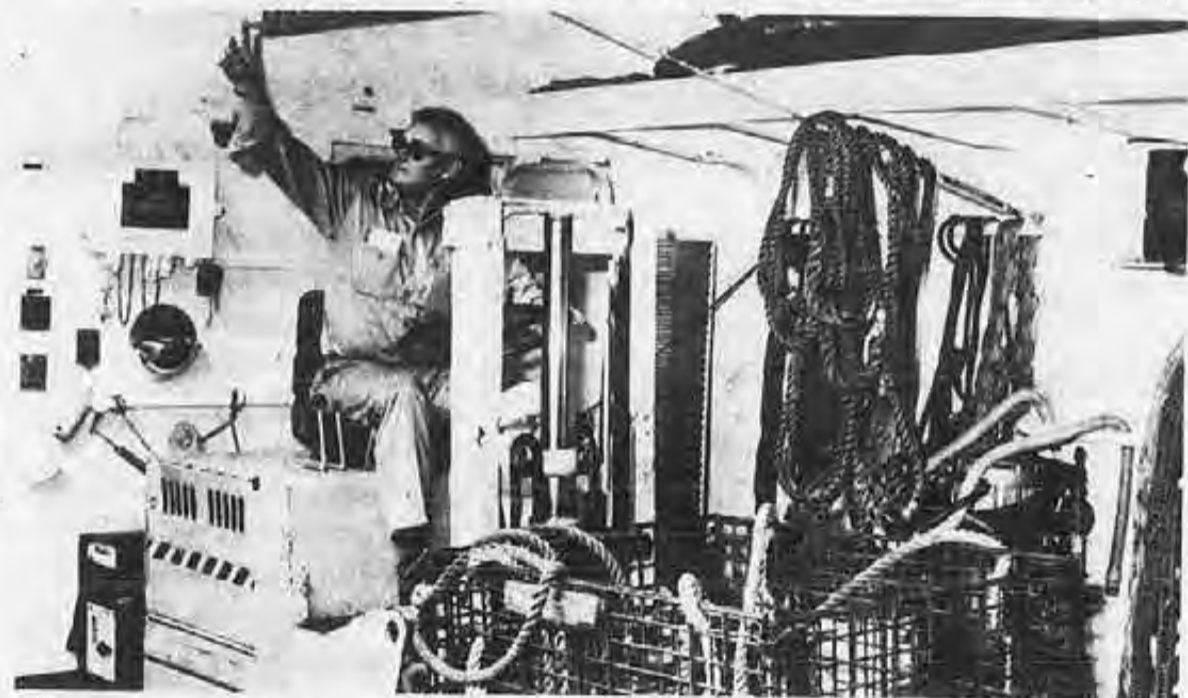
The cable ship *Long Lines* is moored to dock at Newington, New Hampshire. Note the unusual bow of the cable-layer.



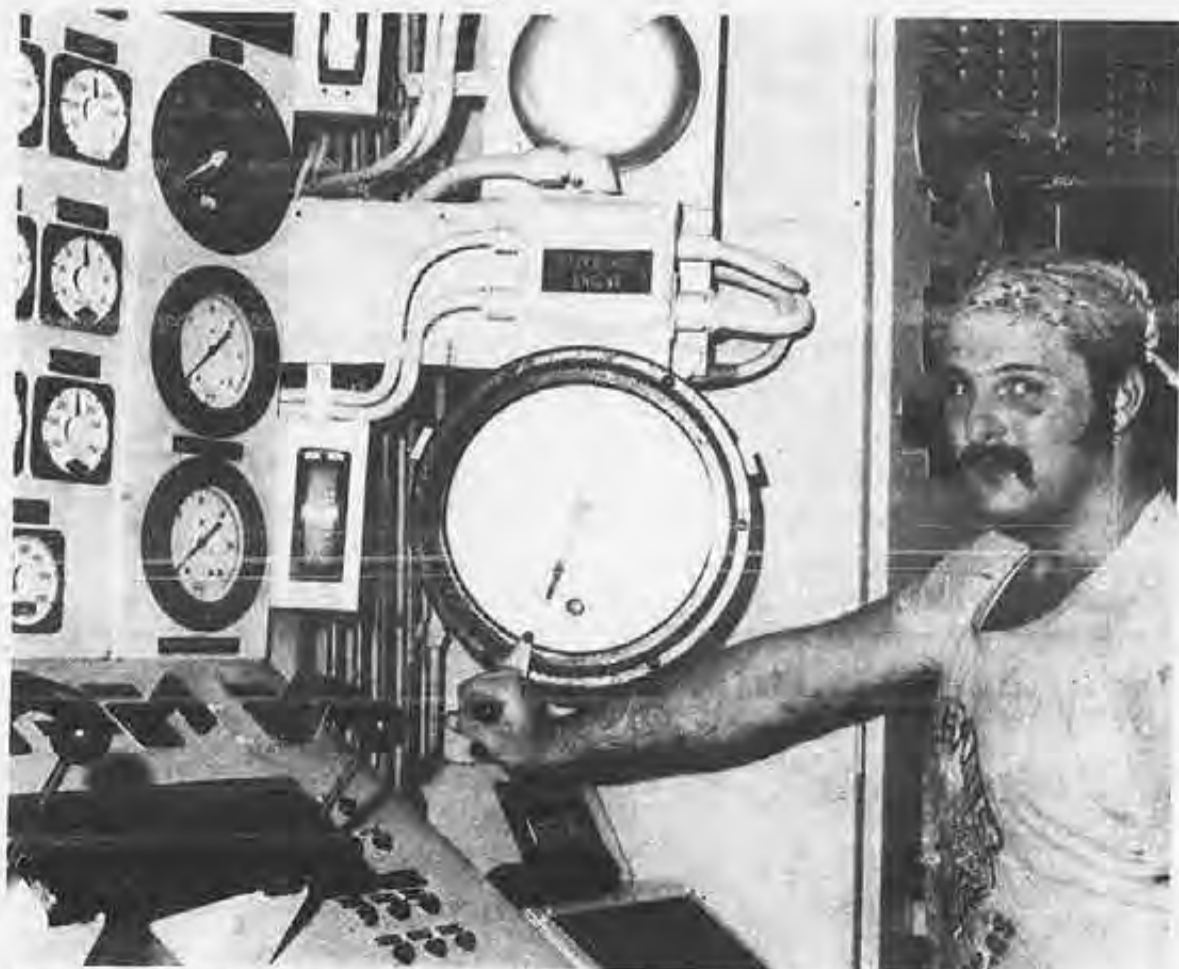
Peering out of the window of the crane is deck department storekeeper Al Valente. With a crew as large as the *Long Lines*' Al's got quite a bit of storekeeping to do.



Steward Utilityman Andy Perrone (left) and waiter David Maldonado help stock the refrigerator. Careful boys, that stuff's fragile!



Bosun Herb Libby gives directions as he waits below the main deck for the next craneload of stores to reach him.



Herbie Benzenberg who received his new "A" Book last month is at the controls in the engine room. Herbie will be making his first trip on a cable layer and said she was "different from any ship I'd ever seen."

# Long Lines

had completed repairing a 700 mile stretch of cable in the mid-Atlantic.

The job of repairing, splicing new cable, and relaying the cable was a new record for a mid-ocean repair and was finished in the relatively quick time of just under two-and-one half months.

The crew was due to sign articles on July 16 and afterward the *Long Lines* would set sail for San Diego and points unknown to add another link to the ever expanding chain of world-wide telecommunications.



The C.S. Long Lines as she lies in this picturesque New England harbor.



Cable AB Joseph Carender is a veteran of many voyages on the C.S. Long Lines.



Chief Steward Ira Brown (left) and Chief Cook R. Trotman are largely responsible for the ship's reputation as a "good feeder."



Bosun's Mate William MacArthur makes sure all is well as cable is 'paid out' from the cargo tanks.

## 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  
Tele. #(212) 279-9200

### BALTIMORE, MD.

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

### HOUSTON, TEX.

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

### TAMPA, FLA.

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

### SAN FRANCISCO, CALIF.

John Paul Jennings, Henning  
and Walsh  
100 Bush Street, Suite 1403  
San Francisco, California 94104  
Tele. #(415) 981-4400

### ST. LOUIS, MO.

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

### NEW ORLEANS, LA.

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

### LOS ANGELES, CALIF.

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

### MOBILE, ALA.

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

### DETROIT, MICH.

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

### BOSTON, MASS.

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

### SEATTLE, WASH.

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

### CHICAGO, ILL.

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

## Tug Defender and Crew on Coastwise Trade



Late last month the crew of the SIU-manned Tug *Defender* took time out for this group photo at the mess table. They are (l. to r.) Capt. Tom Dunton; Mate, Matt Drankowski; ABs William Willford and Ken Kirwin; Cook Richard Conway and Engineer Ed Sampson.

## Dispatchers Report for Inland Waters

JUNE 1-30, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
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	4	13	0	1	4	0	7	18	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	2	2	0	0	0	4	4	2
Mobile	2	0	0	0	0	0	12	0	1
New Orleans	0	1	10	0	2	6	6	7	55
Jacksonville	0	0	1	0	0	2	1	5	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	3	7	0	0	0	3	22	42
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	1	0	5	1	0	2	0	1	9
Houston	2	7	7	2	11	9	4	9	16
Port Arthur	6	4	18	5	4	20	4	4	7
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	7	19	24	4	22	19	5	25	17
Piney Point	0	32	0	0	32	0	0	0	0
Paducah	3	10	107	4	7	73	4	6	109
<b>Totals</b>	<b>27</b>	<b>92</b>	<b>181</b>	<b>17</b>	<b>82</b>	<b>131</b>	<b>50</b>	<b>102</b>	<b>260</b>
<b>ENGINE DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	1	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	2	0	0	0	0	0	2	0
New Orleans	0	0	0	0	0	0	0	0	20
Jacksonville	2	0	4	0	0	2	1	1	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	1	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	3	0	0	0	1	1	3	2
Port Arthur	1	0	0	0	1	0	1	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	0	0	0	0	0	0	0
Piney Point	0	1	0	0	1	0	0	0	0
Paducah	0	0	1	0	0	0	0	0	1
<b>Totals</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>7</b>	<b>30</b>
<b>STEWARD DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	2	0	0	0	1	0
Mobile	0	0	0	0	0	0	1	0	0
New Orleans	1	0	1	1	0	0	2	0	8
Jacksonville	0	0	2	0	0	0	0	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	0	0	0	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	1	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	2	3	1	0	1	0	4	3
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	3	14	0	2	11	0	0	14
<b>Totals</b>	<b>3</b>	<b>5</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>30</b>
<b>Totals All Departments</b>	<b>35</b>	<b>103</b>	<b>209</b>	<b>21</b>	<b>86</b>	<b>146</b>	<b>59</b>	<b>114</b>	<b>320</b>

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

★ ★ ★ ★ ★ A Couple of Victories, Past and Present ★ ★ ★ ★ ★



The tradition of Victory lives on. Victory ships like the S.S. Binghamton Victory (left), were built for the War effort in 1944 and '45. But the ship, skippered by "Mad Dog" Olsen, remained in service for Bull Line (above photo taken in 1953), hauling supplies for an Air Force Base at Thule, Greenland. The Binghamton's retired now, but the U.S.M.S. North Star III (right), christened the S.S. Emory Victory, is still going strong. The only diesel-built Victory ship is now operated by the Bureau of Indian Affairs. She was snapped recently in the Bering Straits.

## 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

# Cynthia Cole, '75 Scholarship Winner, To Be a Teacher

Cynthia Marie Cole gave a lot of thought to what she wanted her life's work to be before she even entered college. And when she won the SIU's four-year, \$10,000 college scholarship in 1975, she had a very definite

goal. She planned to become a teacher and eventually end up as a family counselor.

The daughter of recently-deceased SIU member, Recertified Bosun Lonnie Cole, Cynthia is

about to graduate from the University of North Carolina at Greensboro. She'll have a degree in Child Development and Family Relations. She will also have teacher certification for Kindergarten through grade 3, and a blueprint for the future.

"I'd like to start out with a teaching position," Cindy said, "and work on my Masters degree at the University of North Carolina in the summers." She's planning to do her Masters work in counseling which will give her the training necessary for a job in marriage counseling, counseling problem children or parent training.

"I really like the idea of working with parents, helping them handle their children who may be having problems in school or causing discipline problems," she said.

Though she knows that teaching isn't a wide-open field these days, Cindy recently put in applications at the schools in her home town of Asheboro, N.C.

She has two good reasons for wanting to work as close to Asheboro as possible. First of all, she thinks her chances of landing a job in Asheboro are pretty good. "It's not the kind of place everyone goes to get a job," she said, "so that's a plus for me."

Secondly, Cindy's planning to be married in December to her high school sweetheart. And he works in Asheboro.

## Community Involvement

Cindy is well known in her home town where her scholastic achievements and community work have won the praise and appreciation of many of her neighbors. For three years, Cindy has worked in summer church programs. The past two summers she's been the director of church youth programs.

"I enjoyed it a lot," Cindy said. "But it was a seven-day-a-week job. On weekdays I planned day camp activities for young kids. During the evenings I scheduled outings and



Cynthia Cole

retreats for teenagers. And on Sundays I led a Bible class."

Cindy also got some experience with young kids during the school year, taking care of two children for one of her college professors.

But thanks to the SIU scholarship, she didn't have to hold down a full-time job while getting her college degree.

"I'm very appreciative for the help I got from the SIU," Cindy said of the scholarship. "It took a big burden off my parents."

"Winning the scholarship also made my education seem so much more worthwhile to me," she explained. "If someone thought that much of me to pay for my full education, then I felt I wanted to work very hard to live up to that."

Cindy's parents were also thrilled when their daughter won the Union's college award. Her father, Lonnie Cole, passed away last March after more than 30 years as an SIU member.

Seafarer Cole joined the Union in 1947 in the port of Norfolk. He shipped AB for many years and graduated from the Union's Bosuns Recertification Program in 1975.

## It's A Good Idea!



It's a good idea to specialize in skills that are needed today and mean job security tomorrow. It's a good idea to learn marine electrical maintenance.

**So take the course. Marine Electrical Maintenance class starts August 20. Enroll now.**

**Contact HLS or your SIU Representative.**

**It's a good idea!**

## A MESSAGE FROM YOUR UNION



Frank Evers

**DON'T  
GET  
TANGLED  
UP  
WITH  
DRUGS  
IF  
CAUGHT,  
YOU LOSE  
YOUR  
PAPERS  
FOR  
LIFE!**

## From Classroom to Pumproom



The Pumproom Maintenance upgrading class yielded five graduates. Shown l-r, L. Tanner, J. Siegel, G. Blanco, and J. Rozmus. R. Hipp, another pumproom grad, is not in the photo.

## Current Electrical Grads



The last Electrical Maintenance class posed for this pix at Piney Point. Front row, l-r: E. Fredrickson, J. DelRio, C. Coumas. Back row l-r: G. Gilliard, W. White, C. Clausen.

## AB's A'plenty—Here Are Six and Twenty



### The Harry Lundeberg School of Seamanship

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

Graduates of the recent AB course at the Harry Lundeberg School in Piney Point, Md., are, front row (l-r): D. Centofanti, A. Yazidi, J. Sparks, D. Huddleston, D. Law, J. Howe, T. Conroy, R. Brown. Second row (l-r): J. Girt, S. Anderson, W. Hickey, T. Epperson, J. Harris, M. Murdock, R. Mechler, C. Moses, E. Rivera. Back row (l-r): J. Eckhart, J. Polder, E. McKinley, R. Van Dyke, D. Whitmore, C. Taylor, M. Shean, R. Chavers, H. Hofmann.

## In Short Order—Cook & Bakers



Juanito Bayonita (left) and Howard Williams went through the HLS Cook & Baker course and came out with the diplomas they're displaying above.

## They'll Follow the Stars



Since graduating from the Lundeberg School's course in Celestial Navigation, these nine SIU members really can follow the stars. In the first row, l-r, they are: W. Brinkley, G. Mowbray, M. Bradshaw, C. Wood. Second row, l-r: J. James, G. Brown, N. Teller, E. Proudfoot and T. Hulsart.



# RESERVE A SPACE FOR THE FUTURE

## ASSIGNMENT FOR SEAFARERS' VACATION DONATION (SPAD)

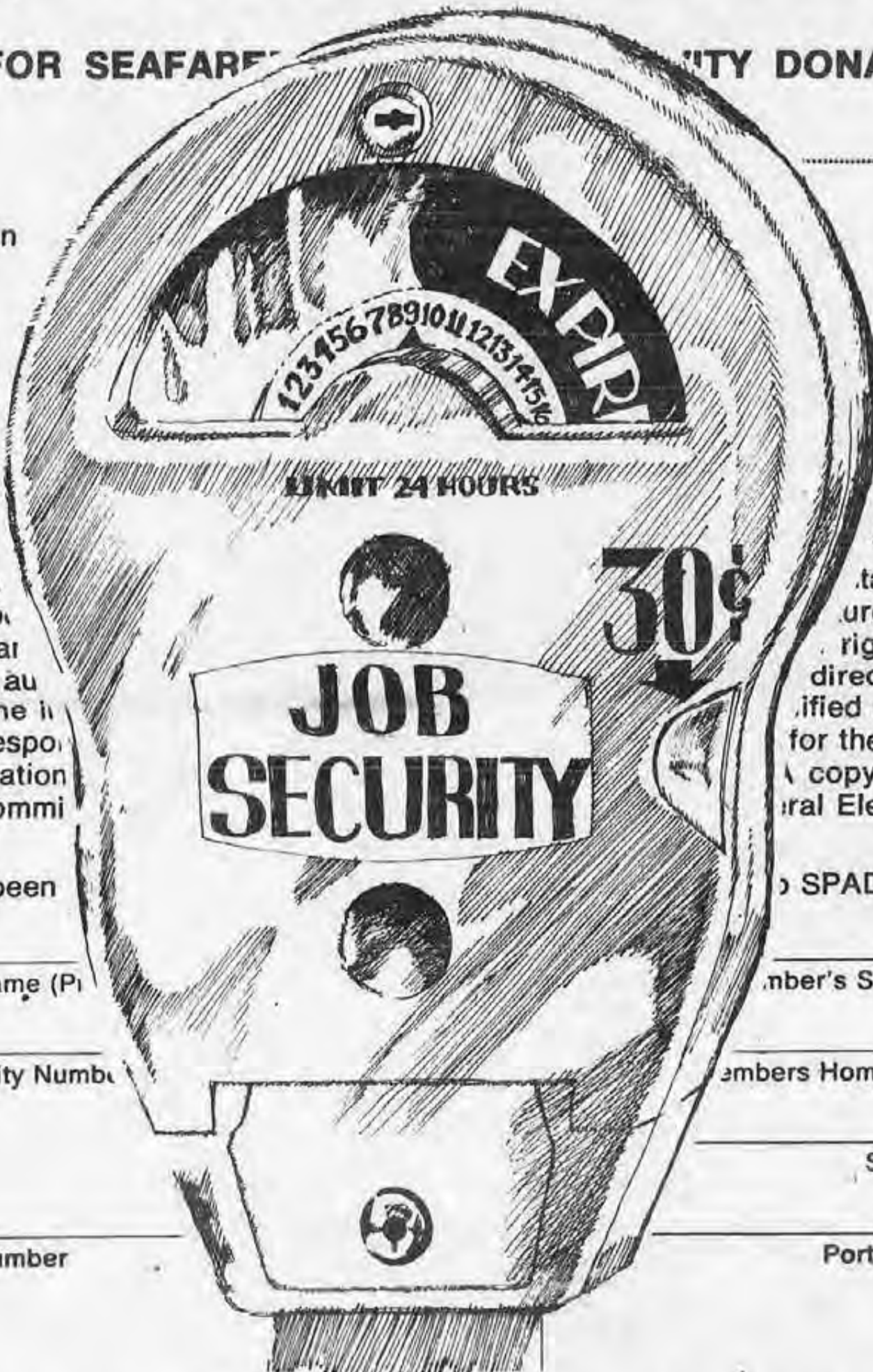
TO:

Seafarers Vacation Plan  
275 20th Street  
Brooklyn, N.Y. 11215

Effective from this date, by you to me for vacation benefits I am entitled to vacation benefits at Brooklyn, N.Y. 11232. This is given by me to you of record date you receive it and apply.

I acknowledge advice given by my union to engage in political office and solicits contributions, including this authorization as I may voluntarily determine it to minimize administrative responsibilities. And this authorization with the Federal Election Commission, D.C.

This authorization has been



Contributions required to be made at 30 cents per day for which SPAD, 675 Fourth Avenue, New York, N.Y. Notice by certified mail shall be effective as of the date thereafter.

SPAD is established and administered by the Seafarers' International Union for candidates seeking election to political office. Right to refuse to make any contribution directly to SPAD such amount as I may voluntarily determine it to minimize administrative responsibilities. A copy of SPAD's report is filed with the Federal Election Commission, Washington, D.C.

SPAD and copy to me.

Member's name (Print)

Member's Signature

Social Security Number

Member's Home Address

State

Zip

Book Number

Port

288

## DON'T LET OUR SECURITY RUN OUT

## 30¢ A DAY IS ALL IT TAKES Sign the SPAD check-off today.