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Special 8 Page Supplement

PRESIDENT'S REPORT

THE economic and political facts of life concerning today's American maritime industry are hard and cold.

Our industry is being squeezed tighter and tighter all the time by cut-rate foreign competition. This growing competition, particularly from sharp-shooting "flag-of convenience" fleets, has steadily eroded thousands of American seagoing jobs in the last three decades.

Automation, coupled with the fact that the new ships of today have the hauling capacity of as much as tenfold over their predecessors, has also cut deeply into the jobs picture.

Unfortunately—but understandably—the shrinking jobs picture has often pitted two or more maritime unions against one another in legal and jurisdictional beefs concerning jobs. This can only be considered a counter productive situation for both the industry and the maritime labor movement.

This very serious problem must be met head on. And we in the SIU believe very strongly that the answer is consolidation of our collective strengths and resources through well-planned, well-timed mergers.

The SIU membership is on record directing the leadership to explore all possibilities of merger. With this support, the SIU has successfully engineered two very important mergers in the past five years.

In 1976, the former Inland Boatmen's Union merged into the SIU-AGLIWD. And in 1978, the former Marine Cooks and Stewards Union did the same.

Both mergers were wholeheartedly endorsed by the SIU membership. And both mergers have worked out extremely well for all concerned. More importantly, these mergers have proven beyond a doubt that consolidation—rather than confrontation—is the way to go.

With this in mind, we have reopened merger discussions with our two brother Unions on the West Coast—the Sailors Union of the Pacific and the Marine Firemen's Union.

Merger talks among our unions have been proceeding in an on-again, off-again fashion for the past several years.

The talks were reopened during the executive board meetings of



Frank Drozak

the Maritime Trades Department and AFL-CIO in February. At that time, the SIU offered a solid plan for merger of the SUP and MFU into the SIU-AGLIWD.

Earlier this month—at the invitation of SUP President Paul Dempster and MFU President Whitey Disley, I attended the SUP and MFU membership meetings to address the meetings and continue merger discussions.

The proposed merger plan calls for a total merger of the SUP and MFU into the SIU-AGLIWD. This would mean the consolidation of all assets including the merger of our respective benefit plans, as well as the acceptance of SUP and MFU members on a book for book basis. In addition, the SIU contract, shipping rules and work rules would apply on all contracted vessels of the merged unions—with slight modifications where necessary.

Again, these are only merger discussions and proposals, and SIU members should realize this. Many details must be ironed out before moving on to the next step. Of course, the final word on whether there will or will not be a merger would be decided in a secret mail ballot vote of the SUP, MFU and SIU memberships.

As your representative, I want you to be aware that the security of this union and this membership is my number one priority. I intend to keep the health and welfare of our Union as the key consideration in this or any merger talks down the line. In other words, the security of the SIU membership will never be compromised for the sake of merger or anything else.

As you know, brothers and sisters, both the SUP and MFU are among the oldest established unions in the history of the American labor movement. Their respective memberships are solid trade unionists in the best traditions of our own SIU.

Much thought and planning has gone into these merger talks. I believe the proposed merger plan is a good one for all involved. And I believe the time is right for the further consolidation of the seagoing unions in the family of the SIUNA.

I also believe that the proposed merger—if enacted—will be a major step forward toward the ultimate consolidation of all American seagoing unions into one licensed union and one unlicensed union.

Most importantly though, a merger of the SUP and the MFU into the SIU-AGLIWD would enhance the strength of our organization—and increase the job security of all three respective memberships. It would also give us a wider opportunity to expand our jurisdiction and significantly increase the number of jobs under the SIU banner. I will keep you informed on all developments concerning the proposed merger.

Some Budget Cuts Target Maritime Programs

IN keeping with the promises that he made during the 1980 campaign, Ronald Reagan has proposed sweeping cuts in the Federal budget. Over \$40 billion has been cut from the tentative budget that Jimmy Carter submitted to Congress last year. Almost all non-defense programs will be affected including many that have a direct and crucial impact on the maritime industry.

Of the massive federal spending changes proposed by Pres. Reagan in his two economic addresses, the following ones would directly affect the maritime industry.

- Elimination of free medical care for merchant seamen at USPHS facilities.
- Reduction of new Title XI loan guarantees for new ship construction.

- Severe cut-backs in the Construction Differential Subsidy Program.

- Establishment of user fees for commercial boat operators, recreational boaters and the merchant marine to pay for certain Coast Guard services.

- Reduction in the Export-Import Bank's authority to make direct loans.

- Transfer of some water transportation functions now carried out by the military to the private sector.

- Reduction by 26% in the current budget request for foreign development aid programs.

- Major review of Coast Guard functions.

- Reduction of the P.L. 480 Program.

- Elimination of the subsidy on inland waterways by increasing user fees on barge fuels.

Many of these proposals are expected to arouse intense opposition within the maritime industry, especially those proposals that would abolish this nation's network of Public Health Hospitals and reduce incentive for the construction of American flag vessels.

Also under the terms of the Reagan Budget, Title XI loan guarantee commitments would be reduced some \$300 million in 1981 and \$350 million in 1982 at a time when they are desperately needed.

On top of that, the Administration is putting a hold on all future construction of American flag vessels by not authorizing any new funds for the Construction Differential Subsidy Program.

The Carter request for \$107 million for the CDS program, which was thought by most industry experts to be insufficient, would be totally wiped out. Instead, Administration officials hope to take \$92 million out of the funds appropriated for the current fiscal year and transfer them for use in Fiscal Year 1982. This would virtually preclude any new construction projects for the present year, and for Fiscal Year 1982, since the funds are insufficient for anything but minor conversion work.

On the brighter side of the budget, the vitally important Operating Differential Subsidy program was not cut. Also, plans to speed up the depreciation time for vessels can only have a beneficial effect on the maritime industry, redressing unfair practices of the past.

AFL-CIO Backs 5-Point Plan to Boost Maritime

THE strong, five-point program aimed at revitalizing the U.S.-flag merchant marine which was drafted by SIU President Frank Drozak continued to pick up steam when it was endorsed by the AFL-CIO Executive Council late last month.

The five-point program already has the backing of the AFL-CIO Maritime Trades Department as well as the stamp of the key seagoing unions which make up the AFL-CIO Ad Hoc Committee on Maritime Industry Problems.

Aimed at restoring the American merchant fleet "to the forefront of world maritime shipping," SIU President Drozak said, the five-point maritime platform provides "reasonable, achievable answers to the

nation's maritime problems."

Calling for action by Congress on the maritime program, the AFL-CIO Executive Council, presided over by President Lane Kirkland said: "The United States must remain a major maritime... nation and it needs a foreign trade policy that will insure—not undercut—that goal."

"Greater priority needs to be given to solution of problems facing the maritime industry," said the Executive Council's statement. This can be accomplished through action by the U.S. government and Congress on the following points:

- There should be greater use of the U.S. merchant marine fleet by the U.S. Navy for auxiliary functions.

- Reviving the U.S. merchant marine also requires the

negotiation of bilateral shipping agreements that include guarantees that a fair share of U.S. international cargoes be carried on U.S.-flag vessels.

- A commitment to restoring the competitive standing of the U.S.-flag dry-bulk fleet must be made by guaranteeing an equitable portion of U.S. coal exports to American ships.

- The U.S. government should also ratify the U.N. Committee on Trade and Development (UNCTAD) code for liner conferences, which would help restore more equity of shipment in U.S. bottoms of cargo generated by U.S. trade.

- Finally, there should be revision of tax incentives and regulatory practices to encourage the building of new vessels in

U.S. rather than in foreign shipyards.

The Executive Council's endorsement of the maritime program came during the Council's annual mid-winter meeting in Bal Harbour, Fla., last month. The maritime program was part of a statement on International Trade and Investment issued by the Council which also addressed problems afflicting the American agricultural, manufacturing and service industries.

To preserve those vital U.S. industries, the Council said, "government policies and practices in international trade and investment must give greater emphasis to U.S. interests through national actions and cooperation with other nations to achieve fair trade."

Price Impasse Forces El Paso to Lay Up LNGs

BECAUSE of a breakdown in negotiations between Algeria and the U.S. over the price of gas, SIU-contracted El Paso Co. will lay up its six LNG ships indefinitely.

Of the six ships, three have SIU crews aboard. The other three have been in Europe for repair work.

The three ships, the *El Paso Southern*, the *El Paso Arzew*, and the *El Paso Howard Boyd*,

have also been in Europe in hopes that a settlement would be reached. Now that the talks have been indefinitely suspended the company is bringing the ships to Rhode Island where the crews will be laid off.

The talks broke down last month when representatives from Algeria and the U.S. Department of Energy (DOE) could not agree on a price for Algerian natural gas exports to

America.

Algeria wants the price of its natural gas to be comparable with the world price of crude oil. That price would bring the cost of Algerian natural gas to \$6 a thousand cubic feet. This price is nearly 25 percent higher than costs set in current U.S. agreements covering Canadian and Mexican natural gas.

El Paso began importing Algerian natural gas to the U.S. in 1978. In late 1979, the company renegotiated its contract with that North African country. The agreement called for a price of \$1.94 per thousand cubic feet of LNG.

The price was approved by the DOE which, under law, must rule on the price of any imported gas.

But in the spring of last year the Algerian government decided to press for a higher price than what had been negotiated.

Imports of Algeria natural gas stopped in April of 1980. Soon afterwards, negotiations broke down between El Paso and Algeria and the DOE became the spokesman for the U.S. At various times, it looked like a settlement was imminent and that gas would start flowing again to El Paso's costly regasification plants in Cove Point, Md. and Elba Island, Ga. That was why for much of that time, the company kept crews aboard three of its ships.

Now that the two sides seem to be far from a settlement the company has decided to bring its ships back to the U.S. for lay up.

The 900-foot long high

technology LNG tankers are the most expensive commercial ships ever built. To have them laid up is a terrible waste.

Also, Algerian natural gas provides one of the alternates that America is seeking in its efforts to diversify energy sources.

The Union therefore hopes that an agreement will soon be reached and that SIU crews will once again be bringing natural gas to customers on the U.S. east coast.

The *Log* will keep you informed on any further developments.

SIU Opposing Bill to Allow Foreign Flag Passenger Service U.S.—Puerto Rico

WASHINGTON, D.C.—The SIU is strongly opposed to a recently introduced bill that would allow foreign-flag passenger vessels to travel between Puerto Rico and the U.S. mainland.

Numbered H.R. 1489, the legislation was introduced into the House of Representatives by Congressman Baltasar Corrada (D-Puerto Rico). The bill is currently awaiting consideration before the House Merchant Marine and Fisheries Committee.

The bill was proposed because, under the Jones Act, only U.S.-flag vessels may trade between the commonwealth of Puerto Rico and America.

This legislation was originally introduced in the last session of Congress as an amendment to the ill-fated Omnibus Maritime bill.

Although this particular passenger provision received

unanimous support from both Democrats and Republicans, it was killed along with the Omnibus Maritime bill.

There is presently no regularly scheduled marine passenger service between ports in Puerto Rico and other ports in the U.S.

The legislation states that foreign-flag passenger service would cease as soon as U.S.-flag passenger service becomes available. However, the SIU feels that if foreign-flag ships get involved in the service, there will be no incentive for U.S. operators to enter it.

If Congress feels there is a need for a marine passenger service between the U.S. and Puerto Rico then American-flag operators should be encouraged to start that service.

The SIU will continue to monitor H.R. 1489 and to fight against its enactment.

COLA Hike for Lakes Seafarers

Effective Feb. 1, 1981, Great Lakes Seafarers working under contracts with the Great Lakes Association of Marine Operators, Kinsman Lines and Bob Lo Co., received a cost of living add-on of 23 cents per hour.

Under the terms of the three-year Freightship Agreement, which expires this year, COLA's are computed quarterly. They are based on increases in the Consumer Price Index. For every .3 point rise in the CPI, Great Lakes Seafarers receive a one cent per hour wage adjustment.

The February COLA is the first add-on for 1981. The next cost of living adjustment date is May 1.



SIU Pension, Welfare & Vacation Plans Paid Record \$45.5 Million in Benefits in 1980

1980 was a banner year for benefits for SIU people. The Seafarers Pension, Welfare and Vacation Plans paid out a record \$45.5 million-plus to SIU members, pensioners and their dependents, representing the highest figure ever paid out in a single year.

The report of benefits paid (printed below) is a solid reminder of the kind of benefits and security a member of the SIU enjoys. And it's an important indication of the strength and financial stability of all the SIU's benefit plans.

Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid

	Number of Benefits Paid 1980	Amount of Benefits 1980
SEAFARERS WELFARE PLAN		
ELIGIBLES		
Death	142	\$930,505.75
In Hospital Daily @ \$1.00	5,209	5,284.00
In Hospital Daily @ \$3.00	5,506	16,518.00
Hospital & Hospital Extras	1,814	770,732.90
Surgical	864	170,842.11
Sickness & Accident @ \$8.00	66,610	532,831.00
Special Equipment	21	9,400.97
Optical	1,330	53,209.19
Supplemental Medicare Premiums	492	39,349.54
DEPENDENTS OF ELIGIBLES		
Hospital & Hospital Extras	5,783	2,703,386.81
Doctors' Visits in Hospital	3,337	196,034.69
Surgical	3,074	554,659.86
Maternity	539	219,577.14
Blood Transfusions	5	703.73
Optical	1,093	42,135.48
Special Equipment	—	—
PENSIONERS & DEPENDENTS		
Death	304	860,606.63
Hospital & Hospital Extras	3,916	675,137.28
Doctors' Visits & Other Medical Expenses	3,355	373,210.72
Surgical	388	89,367.08
Optical	1,050	41,276.14
Blood Transfusions	4	1,027.15
Special Equipment	41	18,156.65
Dental	68	20,051.60
Supplemental Medicare Premiums	28,184	278,992.55
MEDICAL EXAMINATION PROGRAM	—	974,715.96
SCHOLARSHIP PROGRAM	85	48,674.78
BLOOD BANK PROGRAM	—	11,727.24
SPECIAL SERVICES DEPARTMENT	—	13,661.88
RESTAURANT & RECREATIONAL BENEFIT PROGRAM	—	—
Other Rest. & Rec. Benefits & Misc.	—	1,240,146.00
TOTAL SEAFARERS WELFARE PLAN	133,214	10,891,922.83
SEAFARERS PENSION PLAN		
TOTAL SEAFARERS PENSION PLAN	37,614	10,491,108.33
SEAFARERS VACATION PLAN		
TOTAL SEAFARERS VACATION PLAN	15,877	24,096,336.42
TOTAL WELFARE, PENSION & VACATION	186,705	\$45,479,367.58

Johnny Yarmola Dies of Heart Attack at 57

JOHNNY Yarmola, vice president of the SIUNA and National Field Coordinator of the AFL-CIO Maritime Trades Department, died of a heart attack March 9 in Washington, D.C. He was 57.

Yarmola, known to everyone simply as Johnny, was one of the best known, best liked people in the labor movement. News of his sudden death hit his friends and colleagues in the SIU and the labor movement very hard.

SIU President Frank Drozak sadly recalled that Johnny was the first person he worked with after coming ashore for the Union more than 20 years ago. Drozak said, "Johnny knew more about the labor movement than anyone I know. He was totally dedicated to trade unionism. Johnny was a true and loyal friend. He's irreplaceable. We're going to miss him very badly."

Johnny Yarmola was born in Chicago in April 1923. He began his long and productive career in the labor movement in 1950 when he joined the staff of the Union Label and Service Trades Department in Washington.

He had a keen mind for organization, and in the mid 50's he helped set up the offices of the AFL-CIO Maritime Trades Department. He, along with the late Paul Hall, was instrumental in bringing new affiliates into the Maritime Trades Department and building it up to the largest, most active constitutional department of the AFL-CIO.

After nearly a decade as a staff officer for the old AF of L and the merged AFL-CIO, Johnny came to work for the SIUNA as an International Representative and special assistant to former SIUNA Presi-

dent Paul Hall. He remained a close personal friend and confidant of Paul Hall until Brother Hall's death June 22, 1980.

Johnny's work with the SIUNA quickly earned him a reputation throughout labor as an ace trouble-shooter. He was at the forefront of many of the SIUNA's toughest beefs.

In 1962, he was sent to Chicago to help coordinate the famous Chicago cab drivers beef. The cabbies wanted to break away from Teamsters Local 777, which was dominated by mobsters. They approached numerous unions to help them. Only the SIUNA came through. The beef took three full years. But in the end, it was won and Yarmola helped affiliate the cab drivers into the SIUNA, where they remain today.

In 1967, Johnny returned to Chicago where he helped organize the United Industrial Workers Union of the Midwest. In 1968, he was rewarded by the UIW of the Midwest membership by being elected president of the new SIUNA affiliate. He has been reelected every three years since.

Also in 1968, Johnny became a vice president of the International and an executive board member of the AFL-CIO Maritime Trades Department. In 1977, he was named National Field Coordinator of the MTD.

During his years with the SIU, Johnny performed many diverse and extremely difficult tasks for the Union. He helped set up the educational curriculum at the Lundeberg School. He even taught at Piney Point for awhile as Union Ed instructor.

Johnny was a top administrator in



John Yarmola shown speaking last month at MTD Exec. board meeting.

addition to his many other abilities and he handled all his assignments quickly and professionally.

In addition to his many duties with the SIUNA and the MTD, Johnny served on numerous committees for the AFL-CIO, including the Community Services Committee, the Pension Investment Committee and the Ad Hoc Committee on Maritime Industry Problems.

Johnny had a secret love of writing and could have been a damn good journalist (in fact one of his first jobs was as a copy boy for one of the Chicago newspapers). He always said he wanted to write a book entitled, "Famous Labor Leaders Who Knew Me." And Johnny Yarmola knew them all.

Johnny Yarmola is survived by his wife, Peggy; son, Jeff; mother, Anna; sister, Marie, of Chicago, and his brother, Steve, of Washington, D.C.

Wakes were held for Brother Yarmola both in Washington and Chicago, where hundreds of his friends from the labor movement, including AFL-CIO President Lane Kirkland, paid their final respects.

On Saturday, March 14, 1981, Johnny Yarmola—devoted husband and father, labor leader, and a real special person—was laid to rest at St. Mary's Evergreen Park in his native Chicago.

Smooth sailing Johnny! We all miss you very badly.

Remembrances of Johnny Yarmola, a True Friend

IN THE last few years, the SIU has suffered the loss of some of our most dynamic and dedicated officials, including Paul Hall, Paul Drozak, Bull Shepard, Bill Hall, and just in the last few months Ralph Quinonez and Joe Algina.

When it finally seemed as if the dust had settled, as if the worst had already happened, Johnny Yarmola died, suddenly, without warning. His death is a tremendous loss to the SIU, to his friends, and most of all, to his family.

For more than 20 years, Johnny Yarmola dedicated his life to the SIU. He had official titles, but no title could describe or do justice to what he did for our Union.

He was like a human smorgasbord: he did a little bit of this, a little bit of that. He lobbied. He travelled around the country to gain support for this Union's legislative programs. He worked with the research department. He taught at Piney Point. And when it was over, the sum of what he did was definitely more than the total of all the parts.

He was a deceptively complex man who presented himself to most people in the simplest of terms. He was overweight and hearty. He had an endless supply of bad prepared jokes, which when told all at once wore down the listener's resistance.

He was wickedly funny. Like a squirrel chasing a nut, he would pounce on a word or a phrase, shock whoever was within earshot and force him to laugh.

He had a big moon face that more often than not was in full smile. He could disarm the most guarded of people. He was once asked to lobby a Congressman on an important bill concerning the maritime industry. The Congressman was a "died-in-the-wool" fiscal conservative who felt that the U.S. merchant marine ranked slightly below Alaskan Snow Conservation in terms of national priorities. The two men met for a quick drink.

By the end of the evening, the prim and proper Republican Congressman was drunk, driving all around Washington, D.C. in his

Mercedes Benz, telling dirty jokes, saying that he couldn't understand why this country hadn't done more to rebuild its badly deteriorated merchant marine, a national treasure if there ever was one. He ran through red lights, drove over highway dividers, and when the time came, voted for the vitally important maritime bill.

Stories like that are not uncommon. Johnny Yarmola had a way of winning opponents over. People trusted him, felt comfortable around him, liked him. They would start off talking about the weather and wind up telling him everything—their life story.

He knew exactly what was happening in the labor movement, and because he did, the SIU was never taken by surprise. The late Paul Hall, for many years president of the SIU, and Yarmola's close friend and advisor, often referred to Johnny as his "secret weapon." "I don't know how he does it, but he knows everything. We couldn't survive without him."

He travelled across the country with little more than a brief case, two shirts, two pairs of underwear and a small bottle of Woolite. He was the last American Gypsy, travelling, working, cursing, laughing his way from Chicago, his home town, to California, to Washington. He knew all the labor people throughout the country and they knew and loved him.

Despite his gypsy feet, he was a creature of habit. When in Washington he would often find his way to his two favorite pub/restaurants: the New York Lounge and the Post Pub. They were both situated on Fifteenth Street in Washington, D.C., just a stone's throw away from his beloved MTD.

He entered the bar like Pavarotti mounting a stage. One by one, he met everyone there: the bartender, the pressman from the nearby *Washington Post*, construction workers, labor skates. He told stories, jokes. He was the center of attention. And when the evening

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Crews Conference Kickoff Set for Apr. 20

SEAFAREERS are urged to attend special meetings at 2:30 p.m. on Apr. 16 to elect delegates to a Union Crews Conference.

As has been reported in the January and February 1981 Logs, the meetings will be held across the country at the halls of the SIU, Atlantic, Gulf, Lakes, and Inland Waters District.

To take place the week of Apr. 20, the Crews Conference will help the SIU plan for the 1980's, as well as for the upcoming A&G deep sea contract negotiations.

The three-year deep sea Tanker and Freighter/Passenger Agreements that were signed in 1978 expire on June 15 of this year.

The Crews Conference will be

held at the Seafarers Harry Lundeberg School of Seaman-ship in Piney Point, Md. It will be attended by 69 elected delegates representing all ports and the three shipboard departments. There will be 23 delegates from each department.

Based on shipping and registration and the past year's activities in each of the ports,

representation will be as follows: New York, 12; New Orleans, 6; Houston, 6; San Francisco, 6; Baltimore, 3; Boston, 3; Detroit, 3; Jacksonville, 3; Mobile, 3; Norfolk, 3; Philadelphia, 3; San Juan, 3; Seattle, 3; Tampa, 3; Wilmington, 3; St. Louis, 3, and Piney Point, 3.

If any port fails to elect its quota, then Headquarters will hold a special meeting on Apr. 17 at 2:30 p.m. to elect the port's quota.

Following are the qualifications a deep sea member must meet if he or she wishes to be elected as a delegate: (Proof of these qualifications must be produced at the special meetings held on Apr. 16, and if necessary on Apr. 17).

- Possess a full book with "A" Oceans Seniority in good standing.
 - Have 24 months seetime with SIU-A&G contracted deep sea operators in ratings above entry.
 - Have at least 90 days of such employment in the period from Apr. 1, 1980 to Apr. 1, 1981.
- "Seetime" will be considered as any time for which contributions have been made toward Pension and Welfare eligibility.

SIU Joins Miners To Protest Black Lung Cuts

The SIU, lead by its president Frank Drozak, joined 9,000 AFL-CIO marchers to back the United Mine Workers Union protest of President Reagan's budget cuts of Black Lung disease medical benefits on Mar. 9 in Washington, D.C.

The march route began at the AFL-CIO Headquarters at 16th St. N.W. to a protest rally at the Washington Monument.

The proposed budget cuts (since modified) make eligibility requirements more difficult, depriving many coal miners with valid health claims from compensation. It's estimated that 4,000 U.S. coal miners die each year from Black Lung disease and thousands more are permanently disabled.

Drozak declared that the "SIU and MTD were proud to carry with the coal miners a unified message to President Reagan."

The SIU chief averred that, "our

energy future is coal, but that future has a black cloud in its silver lining—Black Lung disease. Mining is a hazardous job and the disease is

a killer as tiny coal particles collect in the lungs of the miners to impair their breathing and eventually leads to their deaths."



SIU President Frank Drozak and SHLSS Base Commandant Ken Conklin (r) lead a contingent of Seafarers who joined in a Washington, D.C. demonstration to protest the Reagan Administration's plans to cut funding for U.S. Mineworkers who are victims of black lung disease.

Coal Task Force: U.S. Should Build Coal Fleet

A role for U.S.-flag vessels in the burgeoning world coal trade was high on the House Merchant Marine Subcommittee's agenda as they began a series of hearings on the coal trade early this month.

Subcommittee Chairman Rep. Mario Biaggi (D-N.Y.) opened the March 4 hearing by noting that "U.S. steam coal exports experienced

a dramatic surge" in 1980 and that those exports "will continue to increase significantly."

To prepare for the expansion of U.S. coal exports—which could be between four and five times higher than the current level by the year 2000, according to some estimates—the Subcommittee will be seeking solutions to two pressing problems:

- deepening U.S. ports to accom-

modate deep draft coal carriers, and;

- providing for participation by U.S.-flag vessels in the coal trade.

"The question arises," Rep. Biaggi said, "as to what action the government should take to assure that the U.S. merchant fleet shares fairly in the growth brought about by increased steam coal exports. Steam

coal is essential to the industrial and military strength of our European allies," he continued, "and it is imperative that the U.S. assure that there are adequate U.S. vessels to supply our allies."

The Subcommittee was briefed by members of the Interagency Coal Export Task Force, which has been preparing a report since the Task Force was created by former President Carter nine months ago.

"U.S.-flag coal ships are necessary for economic, commercial security and national defense reasons," said Dr. James Lisnyk of the Maritime Administration, an ICE Task Force member.

He targeted several options, included in the ICE Task Force report, which the U.S. can use to build up a coal fleet. Those options include: enacting special, dry bulk legislation; signing cargo preference bilateral agreements with our trading partners; increasing subsidies for the fleet, and; reflagging U.S.-owned, foreign-registered coal ships.

The House Subcommittee plans to hold several additional briefings and hearings in the months ahead "to consider," Rep. Biaggi said, "legislative actions to assure the growth of our ports," and the role of "the U.S. merchant fleet in the transport of steam coal."

This Man Has It All



**Job Opportunities.
Great Pay.
Security.**

You can learn it too. Take the Maintenance of Shipboard Refrigeration Systems Course at the Seafarers Harry Lundeberg School of Seaman-ship on June 22. Get in on today's opportunities in the SIU-contracted fleet. Contact SHLSS or your SIU Representative.

This man knows reefer maintenance.



The M/V Ambassador dockside at her Dodge Island home in the Port of Miami. New RO/RO is the latest addition to the SIU's fleet and will carry trailers, cars and the U.S. flag between Miami and Ecuador.



This crew looks as if they're ready for anything! Would you believe a Florida thunderstorm? From the left, they are AB's Wayne Cravey and Robert Lewis; QMED Francis Torres and AB F. M. Rose.

SIU Ship Is New Ambassador to Ecuador

SIU-contracted Coordinated Caribbean Transport (CCT) has put into service the brand new U.S. flag RO/RO trailership M/V Ambassador. The Ambassador becomes the only American-flag vessel registered in the port of Miami.

The 8,995 dwt RO/RO has a cargo capacity of 170 40-foot trailers or 400 20-foot trailers, in addition to 110 automobiles. She will be employed in CCT's Miami to Ecuador trade route where her cruising speed of 17 knots will be a definite advantage in covering the huge distance.

The Ambassador's SIU crew were quite pleased with the new RO/RO. They found their private accommodations, with individual toilets and showers and refrigerators in every room, extremely comfortable. Most of the crew including bosun Durell "Mac" McCorvey was on hand for the vessel's Atlantic crossing from the West German shipyard where she was built. Bosun and crew all agreed the M/V Ambassador is assuredly seaworthy.

CCT will continue expansion of the American-flag fleet when it takes delivery of a sister-ship RO/RO the M/V Diplomat in the summer of 1981. The Diplomat will service the Miami-Venezuela route.

The Diplomat is a fine example of what cargo preference agreements can do to promote the U.S. flag fleet. Under the terms of an agreement between the United States and Venezuela, ships registered in the two nations will have access to 80 percent of the cargo carried between them; while third-flag carriers will only have access to 20 percent of the cargo. Without



Robert Lewis (l.) thinks the victuals served up by chief cook Robert Aumiller look superb.



Numismatist F. M. Rose shows off some of his collection. Coin he is holding is a ducat from the Netherlands circa 1737. Rose has won numerous prizes for his coin collection at coin shows.

such an agreement the Diplomat may never have been built. With the addition of the Ambassador and Diplomat to their fleet, CCT has made a

serious commitment to the SIU and the U.S. flag. We can only hope that commitment will lead to a long and prosperous relationship for all concerned.



Bosun Durell "Mac" McCorvey checks out the bridge on the M/V Ambassador.



SIU Tampa Patrolman Ray McDonald (l.) met with CCT President Hector Calderon at a shoreside reception for the new RO/RO crew.

SIU Helps SUP Celebrate Its 96th Anniversary

TOP SIU officials spoke at ceremonies in San Francisco marking the 96th anniversary of the founding of the Sailors Union of the Pacific (SUP).

Also, in conjunction with the anniversary, busts of Andrew Furuseth and Harry Lundeberg had been refurbished and were re-dedicated at the ceremonies.

Among the half-dozen guest speakers were SIU President Frank Drozak, SIU Executive Vice President Ed Turner, and SIU West Coast Vice President George McCartney.

Other speakers included Henry Disley, president of the Marine Firemen's Union, Paul Dempster, president of the SUP, Albin Gruhn, president of the California State AFL-CIO, and John Henning, executive secretary of the California Labor Federation.

The entire executive board of the

California AFL-CIO attended as did officers and members from many maritime unions and a number of steamship companies.

The ceremonies took place in front of the SUP building where the larger-than-life busts of Lundeberg and Furuseth stand.

Harry Lundeberg founded the Seafarers International Union and Andrew Furuseth was the founder of the old International Seamen's Union.

Lundeberg's widow, Ida, unveiled the refurbished statues which had become worn over the years. Also present were Lundeberg's children, Eric, Alette, and Gunnar.

In his remarks at the ceremonies, Drozak paid tribute to the long history of strong trade unionism among the membership of the SUP. He also praised the dedication of both Furuseth and Lundeberg for their life-long service on behalf of

American seamen.

Drozak recalled his first meeting with Lundeberg many years before. Lundeberg asked Drozak to get off a ship in order to work for the Union in Seattle. President Drozak said that he little realized at the time that the meeting between him and Lundeberg was to become the beginning of his work as a union official.

Talking about Lundeberg and Furuseth, Ed Turner in his remarks said that "they fought against tough odds to make the world a better place for their fellow man."

Referring to the fact that Furuseth was "charged, tried and expelled from the SUP" in the 1930's, Turner said the "trial committee shouldn't feel too bad. After all, at the same time General Billy Mitchell was court martialed and discharged from the Army because he dared to disagree with his bosses over air-power."

Talking about former SIU President Paul Hall, Turner said he was "a man who had vision, knowledge and practical know-how. He was a tough taskmaster, but a truly dedicated leader."

Ogden Buys 4 Zapata Tankers

Seafarers will continue to man the four ships that SIU-contracted Zapata Corp. recently sold.

The four vessels, the *Zapata Patriot*, *Zapata Ranger*, *Zapata Rover*, and *Zapata Courier*, were bought by another SIU-contracted company, Ogden Corp.

Under the new ownership, the name Ogden replaces Zapata on each of the vessels. The ships are expected to continue on the same routes they were running for Zapata.

Ogden will pick up the remaining two-and-half year charter on the *Patriot* which is being used by

the Military Sealift Command as a water carrier in the Indian Ocean.

The *Ranger* and *Rover* are hauling jet fuel and other refined products under charter to the Navy. The *Courier* is engaged in carrying petroleum products in the worldwide market.

Ogden has acquired the vessels from Zapata for \$89.5 million, including \$52.9 million in cash and a \$36.6 million assumption of debt.

The four vessels constituted Zapata's entire shipping fleet. Built in 1976 and 1977, the ships each weigh 35,000 deadweight tons.

N.Y. Port Council Raises \$16,000 for Italy's Quake Victims



SIU N.Y. Port Agent Jack Caffey (center), who is also vice president of the N.Y. Port Council, presents \$16,000 check to Bishop Bevilacqua for Italy's quake victims. Others in photo are from left: SIU N.Y. Field Rep Tom Messina; Anthony Anastasio, N.Y. Port Council; Evelyn Aquilla and Father Basler of the Diocese of Brooklyn, and Joe Collozo, vice president of ILA Local 1814.

In a warm display of humanitarianism, the Maritime Port Council of Greater New York and Vicinity collected \$16,000 to be donated to the Catholic Relief Services. The money will be used to aid victims of the tragic earthquake that rocked parts of Italy late last year. That disaster, among the worst on record, killed tens of thousands of people and left countless others without food, clothing and shelter.

The presentation took place in a congenial Italian restaurant

located in Brooklyn's Carroll Gardens section. The community is home for many relatives and friends of the disaster's victims.

On hand to make the presentation were SIU N.Y. Port Agent Jack Caffey, who is also vice-president of the Port Council, Anthony Anastasio, and several other officials of the Port Council. Bishop Bevilacqua of the Diocese of Brooklyn accepted the donation on behalf of the Catholic Relief Services.



At the Furuseth and Lundeberg memorial rededication are from the left: SUP President Paul Dempster; SIU President, Frank Drozak; Ida Lundeberg, and SIU Exec. V.P. Ed Turner.

Ogden to Build 2 Dry Bulk Carriers

SIU-contracted Ogden Marine has applied to the U.S. Maritime Administration for construction differential subsidy to build two 41,500 dwt dry bulk ships for operation in the U.S. foreign trades.

Ogden, which has made several moves lately—including buying Zapata's four 35,000 dwt product

tankers—to bolster its fleet of American-flag vessels.

Ogden will build the two new bulkers at Avondale Shipyard in New Orleans. No delivery date has been set. Estimated cost of construction of the two ships is \$133 million.

The ships will be equipped with Sulzer slow-speed diesel engines and will be capable of attaining 15 knots.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

March 1981

Legislative, Administrative and Regulatory Happenings

Reagan Maritime Budget Unveiled

After a long and suspenseful delay, Ronald Reagan finally unveiled the details of his Budget in a warmly received State of the Union address. As predicted, drastic cuts are proposed in almost all sectors of the Federal budget. David Stockman, director of the OMB, played a leading role in helping Reagan decide what programs would be cut, and what programs would be saved.

As it stands right now, the vitally important Operating Differential Subsidy Program will not be cut, although its sister program, the Construction Differential Subsidy, will be trimmed by some \$20 million from the budget proposed last year by then Pres. Carter. Shipbuilders are a little unnerved by the proposed cutback, espe-

cially in light of the recent state of shipyard closings.

Although it will take time to assess the impact of the budget proposals, most people feel that the maritime industry fared relatively well, at least in comparison to other industries. However, the industry was shocked by at least one proposal: the proposal to close the eight remaining USPHS hospitals by 1982. The USPHS network dates back to 1798. Not only do the USPHS hospitals serve an important national purpose, but they are cost-effective as well. It is hoped that in the upcoming months, when the budget proposals are debated by the House and Senate, federal funding for the USPHS hospitals will be reinstated.

Labor Moves to Preserve Trade Adjustment Assistance

Organized labor launched a counter-attack on the Reagan Administration's attempt to virtually dismantle the Federal Trade Assistance Program, which affects millions of American workers, including many who work in the U.S. shipyards and related maritime fields.

Elizabeth Jager, an AFL-CIO economist, told the House Ways and Means Trade Subcommittee that the Trade Adjustment Assistance Program was "a necessary and integral part of overall trade policy."

Under the present program, workers who have lost their jobs because of unfair foreign competition are encouraged to enroll in

special training programs. They are also eligible to receive up to \$269 million a week in adjustment assistance for at least 52 weeks.

Diesel Power Ahead In Economic Study

According to a study conducted by Alan Rowen of the Webb Institute for the Naval Architecture for the Maritime Administration and the Baham Corporation, diesel power is fast becoming the most economic and fuel efficient type of maritime energy. The study predicted that diesel fuel would become increasingly more attractive to owners of merchant vessels in the upcoming years, and suggested that the U.S. government should consider speeding up that process by providing further economic incentives to owners who use that form of fuel.

U.S. Adds Oil To SPR

The government has acquired 6.2 million barrels of oil for the Strategic Petroleum Reserve (SPR) since it began occasional spot-market purchases earlier this month.

It is hoped that the Strategic Petroleum Reserve will eventually total one billion barrels of oil, to be used in case the nation faces an interruption of oil imports, the kind that occurred after the 1973 Yom Kippur War and which may yet occur as a result of the Iran-Iraqi War. The reserve currently contains about 120 million barrels, which is less than a month's imports. It is one of those ironies of history that the U.S., which has vast coal and natural gas reserves, is more vulnerable to foreign pressure than any of the major industrial powers, most of which have spent the past six years quietly building up their own strategic oil reserves.

The 6.2 million barrels of oil is part of an immediate plan to acquire 8.6 million barrels through spot market purchases.

Studds Offers Ship Bill

Gerry Studds, the Chairman of the House Merchant Marine Subcommittee on Coast Guard and Navigation, has introduced H.R. 1774, a bill which would encourage the owners of vessels built in U.S. shipyards to "make applications to the Secretary of Commerce for Construction Differential Subsidies to aid in the reconstruction or reconditioning of such vessels...to make them more energy efficient."



Johnny Yarmola Dies

The maritime industry suffered a tragic loss when Johnny Yarmola, National Field Co-ordinator for the Maritime Trades Department and vice president of the SIUNA, died suddenly in his Washington apartment. (See page 5) He had been a mainstay of the Maritime Trades Department for over twenty years. Thanks in part to his hard work and dedication, the Department was able to become a leading spokesman for the maritime industry on Capitol Hill. He will be sorely missed.

L.A. Coal Terminal

The Los Angeles Board of Harbor Commissioners have approved in theory the need for a \$100 million coal-handling terminal at the port of Los Angeles. The Commission's approval is the first step towards construction of such a terminal, which would facilitate the export of American coal.

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

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

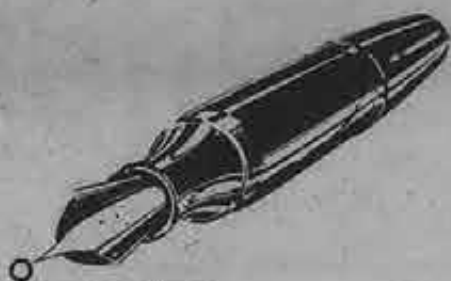
The SIU urges its members to continue their fine record of support for SPAD. A member can contribute to the SPAD fund as he or she sees fit, or make no contribution at all without fear of reprisal.

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

**SUPPORT
SPAD**

LETTERS

TO THE EDITOR



Longer He's In, Better He Likes It

First, I must say it is an honor and privilege to be a member of the SIU. I would like to express my gratitude and thanks to all the people at the Lundeberg School for their patience and understanding while I was attending the AB and GED classes, and the Alcoholic Rehabilitation Program.

The longer I remain a member of the SIU, I become more aware of the devotion and contributions of the individuals who founded the SIU and made it into one of the really unique Unions in the world.

I also want to express my appreciation for the courtesy and cooperation the local SIU officials have showed me in the way of requested information and job assignments.

Fraternally,
Randall D. Halsey, H-5748
St. Louis, Mo.

Plan Pays Huge Bill

This is to thank the Seafarers Welfare Plan for payment of the Doctor and Hospital bills for my operation. It would have taken a long time and lots of sacrifice to have paid over \$7,000. But after the Plan paid for everything according to the rules of the Plan, I had only \$150 to account for. My husband is at sea right now, and I wish to pass along our thanks for all the help.

Sincerely,
Mildred Barnett
Theodore, Ala.

Learn Diesel Technology

There are two courses coming up in **Diesel Technology**.

Both begin June 22.

Apply for the Course and pass a pre-test for

Transportation Institute Diesel

Scholarship. There is also a

Diesel Engineering class running at the same time.

Both courses last 4 weeks.



Congrats on Drozak Election . . .

I wish to express my sincere congratulations to Frank Drozak on his recent election as the President of the Seafarers' International Union-Atlantic, Gulf, Lakes and Inland Waters District.

He has the knowhow and the experience to fight for the SIU and for the labor movement as a whole. I am sure that he will carry on in the tradition of the Seafarers' International Union and in the work of the late President, Paul Hall, in the protection of seamen and their working conditions as well as to achieving a better and larger United States merchant marine.

On behalf of the membership of the Sailors' Union of the Pacific, best wishes and a smooth sailing to all in the SIU.

Sincerely & Fraternaly,
Paul Dempster
President & Secretary-Treasurer
Sailors' Union of the Pacific

. . . More Congrats

I saw in the *Log* that Brother Frank Drozak has been elected to continue "piloting" the SIU-AGLIWD for the next four years.

He has been "up front" these many years, and I'm sure it is gratifying that SIU members wholeheartedly support his endeavors to solidify and strengthen the SIU.

Congratulations are in order, and I sincerely extend mine, as well as those of the MFWO membership.

Steady as She Goes . . .

Fraternaly yours,
Henry Disley
President
Marine Firemen's Union

Patriot Crew Admire Captain

The SIU members aboard this vessel, the *Zapata Patriot*, wish to thank Captain Joseph E. Stuckens for a smooth and pleasant voyage #44. Despite the boredom and monotony of being stationed here in the Indian Ocean there were no beefs of any kind. There was no disputed OT. It is a pleasure to work under the command of such a capable and considerate captain.

Fraternaly,
SIU Crew
Zapata Patriot

SHLSS Instructor Made Difference

We wish to pass along our thanks to Mr. John Russell for all he has done for our son, Raul Iglesias, while at the Lundeberg School.

He couldn't have done it without Mr. Russell's help and understanding. There should only be more helpful people around like him and the world would be a better place to live in.

Sincerely,
Mr. and Mrs. Raul Iglesias, Sr.
Trenton, N.J.

SIU There When Needed Most

My wife and I wish to thank the Union for the recent check which we received towards my expenses while in the hospital. Frankly, I don't know what we would have done without the help of the great SIU. I consider myself very fortunate to be a part of this great organization and the good it has done for so many members. Again we thank you.

Yours in brotherhood,
George B. Fleming
Brooksville, Fla.

PHS Must Not Be Chopped By Budget Ax

THE economy of the United States is in bad shape. Skyrocketing interest rates and prices; inflation; unemployment are all reaching epidemic proportions.

Nobody disputes the fact that our economy is ailing, nor that help is needed. But as their remedy to the nation's economic complaints, the Reagan Administration has proposed budget cuts so massive that they will cut the heart out of social programs that have long been a hallmark of American society. And the consequences of eliminating those crucial programs could well be worse than the economic distress they are supposed to cure.

One of the programs on the budgetary hit list is the U.S. Public Health Service. If all goes according to the Administration's plan, the eight remaining Public Health Service hospitals and 29 clinics will be permanently closed down by the end of 1982.

Since 1798, the Public Health Service has been providing free medical care to the nation's merchant mariners, uniformed service personnel and other federal beneficiaries. In 1980 alone, USPHS served 14,000 seamen on an inpatient basis and 600,000 outpatients.

But, while seamen have remained the chief beneficiaries of USPHS they have not been the only beneficiaries. The health care facilities also offer medical services to the communities in which they are located; communities which will be dealt a severe blow if the hospitals are forced to close.

USPHS has been a beleaguered health care system for years. In 1960, there were 15 PHS hospitals operating in the U.S. Ten years later, there were only eight.

Attempts to reduce or eliminate funding for USPHS have occurred over and over again throughout the years. In 1976, the U.S. Dept. of Health, Education & Welfare, which administers the hospitals, sent a budget request to Congress which was \$25 million short of the funding



necessary to maintain USPHS.

After holding hearings on the issue, the House Committee on Appropriations concluded that the eight USPHS hospitals were "an invaluable resource" and that "to close any single one of the eight hospitals would be irresponsible and unconscionable."

The Committee also lauded USPHS for the "high quality" of its "operation, training and research programs and the care they provide their beneficiaries despite constant

attempts...to undermine the system."

In fact, the commitment the USPHS has made to constantly upgrade its level of service to all its beneficiaries; the willingness of USPHS administrators to seek solutions to the special health care needs of merchant seamen, would be praiseworthy even if there had not been constant battles to remain solvent.

The types of services offered at PHS hospitals and clinics prove that the system's concern for the welfare of seamen goes beyond lip service.

In San Francisco, a USPHS Dental Clinic Research Program began offering free dental care to retired seamen and their families two years ago.

The USPHS hospital in Staten Island, N.Y. has a modern Kidney-Blood Dialysis unit. While community residents are eligible for the treatments, merchant seamen get top priority.

In Philadelphia, the USPHS Outpatient Clinic has some of the most modern equipment around, including a blood analysis machine and a glaucoma testing unit. The physical therapy program offered at that clinic is considered so good that two universities send medical stu-

dents there to learn the therapy techniques.

If quality medical care for—and sensitivity to—seafarers were not, in themselves, compelling reasons to continue the USPHS system, there are other reasons.

The cost to the government of providing health care to federal health beneficiaries through USPHS is way below the cost of comparable care purchased elsewhere by the government. Several years ago, Warren Magnuson, then-chairman of the Senate Labor, Health, Education & Welfare Appropriations Subcommittee queried: "Why should we spend millions of dollars for new programs and new facilities when we should be able to use a sound PHS hospital system which is already in existence?"

Perhaps more than any other federally-funded program, USPHS has consistently made efforts to earn its keep; to change with the times while holding to its initial purpose and serving its primary beneficiaries.

USPHS is an effective health service that has stood the test of time. We have fought for the continuation of that service in the past. And we are prepared to fight for it in the future.

March, 1981

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Algina (A-1), Charter Member, Retired Official, Dies

IN the last few years the SIU has lost a lot of good men. Men who had seen the bad days, the hard days of the Union's early years.

Sadly, another one of those oldtimers passed away early this month. He was former SIU official Joe Algina, a dedicated Union man, a man who took pride and pleasure in his family, and simply—to the people who knew him—a nice man.

Brother Algina, who retired early last year, passed away on Mar. 4 at the Peter Bent Brigham Hospital in Boston, Mass. He had undergone a triple bypass heart operation the week before.

Really, the term "oldtimer" does not seem completely accurate. Brother Algina was 64 years old. In actual years that is not so old. But like other Union officials who have died lately, Algina was old in terms of the years of service he'd given the SIU.

Starting in 1944 when he came ashore as a Union organizer, Algina served his brother Seafarers in jobs that ranged from New York port agent to Headquarters representative to assistant secretary-treasurer. He also served as SIU safety director and as a special representative from the International to its fishing affiliates.

Born in Worcester, Mass. on May 1, 1916, Joseph J. Algina first went to sea when he was 21. Though at the start he was a member of the steward department, Algina switched to the deck department where he sailed as AB and bosun. During World War



These two photos span part of Joe Algina's long career with the SIU. At right he is shown in his early days with the Union. The photo at left shows Brother Algina in 1970 when, as SIU Safety Director, he went aboard the *Galveston* (Sea-Land) in Newark, N.J., to begin a safety inspection.

II he also, at times, sailed as third and second mate.

A member of the International Seamen's Union, Algina was quick to join the SIU when it was formed in 1938. He joined in the port of Boston and his book number was A-1.

After being a Union organizer, Algina, in the mid 1940's served as New York deck patrolman and acting port agent before being elected New York port agent in 1948, 1949, and 1950.

In the two following years he was elected Headquarters representative. In 1953 he was elected assistant secretary-treasurer, a post to which he was re-elected several times.

An active participant in many Union fights, Brother Algina took part in the Coos Bay beef and

various longshore beefs, the 1946 General Strike, and the Wall Street and Isthmian strikes. He was also very involved in the American Shipping beef of the mid and late 1950's.

For many years Algina also served on the Union negotiating Committee that bargained with employers for Seafarers' contracts.

In 1959, Algina was appointed SIU safety director. In this position he helped establish criteria for safety aboard ships. Together with the Coast Guard he set up Collective Regulations on Safety. Among other things, these regulations dealt with safety equipment aboard ship and safe loading and unloading procedures.

One of Brother Algina's most important tasks as an SIU official was the job he was assigned by the

late SIUNA President Paul Hall to be a special representative to the International's fishing and cannery worker affiliates.

Working with affiliates on both the East and West Coasts, Algina was involved in a program to rebuild the fishing unions. He was always on the scene when there were problems or disputes and he helped negotiate contracts for the fishing affiliates.

As is clear from his work record, Algina was a dedicated Union man. He was also very much a family man who derived a great deal of joy from the time he spent with his wife and children. Brother Algina's wife, Eileen, died a number of years ago and he was buried in the same cemetery where she reposes, Holy Rood in Westbury, N.Y. Surviving Seafarer Algina are five children: Kathleen; James; Patty; Dorrie, and John, and five grandchildren. Algina had resided with his daughter, Dorrie, in East Freetown, Mass.

His son, John, who had been shipping out as an SIU member in the engine department, has now earned his third assistant engineer's license.

One last note before this article on Seafarer Algina ends. This reporter knew and admired Joe Algina for many years. When I first came to work for the SIU, I wrote for the fishing affiliates' publication and so worked closely with Brother Algina.

The other night at home I used an expression that will remind me of Brother Algina for a long time because it's one that I—and probably a lot of other people—picked up from him—"Okey-Dokey!"

Monthly Membership Meetings

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

Johnny Yarmola

Continued from Page 5

was over, after the people in the bar had shouted "goodbye Johnny!", he would walk over to his room at the Pick-Lee Hotel, read a book, call his devoted wife Peggy and go to bed.

He had more than one vice, but his favorite one was reading. He wanted to know all that he could about everything there was to know. He used to say that the best thing that the SIU ever did was to institute the GED program at Piney Point. He had dreams of taking a paralegal course.

He had an unusually strong sense of commitment. When Paul Hall fell ill, he was by his side, every day, every night. He stood by his old

friend and mentor without any thought of his own welfare. And when Paul Hall died, he cried like a child.

Today, there are a lot of people crying for Johnny Yarmola. During his lifetime, he had touched a great number of people. There is only one way to repay all the absurd jokes and kindnesses, the loyalty and the good times; and that is to remember what Johnny Yarmola believed in. He valued history and continuity. Though most people didn't know it, his whole life was his wife Peggy and his son, Jeff. Alone with a friend, away from the crowd, he would invariably talk about his son. His face would light up and he would become animated. He was proud that "Jeffie" had joined the SIU, the organization that his father had worked for most of his adult life. He was proud that Jeffie loved to read, just like him. He was proud that he had made use of the union's GED program. He was proud that he had become one of the youngest members ever to get his QMED's rating, thereby carrying on his father's love of education and his dedication to the maritime industry.

Be a Celestial Navigator

Enroll now in this 4 week Course starting May 25.

Seafarers Harry Lundeberg School of Seamanship, Piney Point, Maryland 20674

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Math, Reading, Study Skills, etc.:

When You Need Help to Upgrade You Get It at SHLSS

THE Seafarers Harry Lundeborg School of Seamanship is committed to meeting the broad educational needs of its membership. This commitment is demonstrated through the Charlie Logan College scholarship, the Charles County Community College program, and the high school equivalency (GED) program.

Now the academic staff has developed an Adult Basic Education (ABE) program to help upgraders brush up on their basic math and reading skills.

When students return to school to upgrade their vocational skill or to apply for the GED program, they often find they need to develop their basic

math and reading skills. With the new ABE program, an upgrader can come to Piney Point up to a month before his upgrading class or GED courses start, to get tutoring in math and reading. This could make a big difference in how well the student will do in classes and on exams.

Perhaps as you're reading this article, you can think of a man you've sailed with who could benefit from this course. Have you ever had to help a shipmate with the math on his overtime sheet? Have you ever sailed with a person who could use some reading help? Then encourage these men to come to school for some individualized instruction in these areas.



Right from the beginning, young men in training to become Seafarers find that help is available to aid them in their studies. Here, Edith Foster helps a group of Trainees with study materials for the Lifeboat & Water Survival course.



Two Seafarers who are among the first to achieve Third Engineer licenses through the new SHLSS Licensed Engineer program had high praise for the teachers who helped them with their studies. When they got their licenses, they wanted a picture with the two teachers who helped them most—so here it is. SHLSS Engine Instructor Dave Greig, at left, and Teaching Specialist Carolyn Smith share the limelight with Third Engineers Bill Strode, from Port Arthur, and Harold (Slim) Whightsil, from Louisiana.

From Trainee to Third Mate



When Ben Tidwell arrived at Piney Point back in 1974, it would have surprised the youngster from Knoxville, Tenn. to know that one day he would be handed a Third Mate's license. But, that's what happened. This month, Seafarer Ben Tidwell became the first seaman to achieve a Third Mate's license through the new licensed officer program at SHLSS. Presenting Third Mate Tidwell with his new license is Frank Mongelli, vice president of the Seafarers Harry Lundeborg School of Seamanship. Brother Tidwell, 25, sails out of the Port of San Francisco.



Cindy Meredith works with Seafarers who are preparing for exams to become QMED's. Cindy has worked at SHLSS for more than five years, and she knows the needs of the men and women who come to the school to upgrade. Here, she works with Seafarers Prince Wescott (left) and Gregory Johns.



Seafarer John Mitchell has been away from school for a long time, and he was worried about being capable of keeping up with his studies. SHLSS Special Instructor Chris Moorehouse puts him at ease through patient help with study problems, and with encouragement.

Seafarers Improve Their Skills ...And Increase Their Job Security



These three Seafarers are moving up the ladder to better pay and more solid job security by improving their skills at the Seafarers Harry Lundeborg School of Seamanship. Displaying their Certificates of Achievement after completing the course for Pumproom Maintenance and Operation are, from left, Donald Bush, from the Port of Norfolk; Chris Devonish, New York, and Jonathon Fink, also from New York.

Brrrr...It's A Long Way From Waikiki



Rene Fernandez grew up to know the gentle and warm breezes that flow across the white sands and lush greenery of her native Hawaii. Little wonder then that she was not prepared for the harsh winter winds that blow in from the Chesapeake Bay and whip up the St. George's River where lifeboat classes get underway "rain or shine." But—like other crewmembers of the SIU-contracted *Oceanic Independence*—she bundled up and took her turn at the sweep oar. And, like the rest of her crewmates, she passed her Coast Guard tests and earned a Qualified Lifeboatman endorsement.

A Reunion on Pier 45

Dwyer and Mongelli Recall Bitter Longshore Struggle



Pier 45 on Manhattan's Lower West Side is where it all began for Johnny Dwyer. And here we are, some 46 years later, at "Pier 45" in Piney Point, and Johnny Dwyer is retired. (See the *Log*, February 1981.) Johnny stopped off at SHLSS on his way to Florida to say "hello" to an old friend, Frank Mongelli, who worked very closely with Johnny during the "Longshore beef" in the 1950's. With the two old friends here is Johnny's wife Mary.

New Towboat Operators: SIU Boatmen Achieve Licenses Through TI Scholarship Program



Two more SIU Inland Boatmen earned licenses as Towboat Operator through a special program at SHLSS established by the Transportation Institute. The new Towboat Operators are (top photo) Don Golden, seen here in the wheelhouse of the *Susie Collins* with SHLSS Instructor Ben Cusic, and (photo below) James Stanfield in the wheelhouse of the *C.L. 2*. Stanfield works out of Detroit, while Brother Golden works with Crowley Marine in Wilmington, Calif. Transportation Institute's Towboat Operator Scholarship Program, together with its Diesel Engineer Scholarship Program, is encouraging many of our members to upgrade their skills.



8 Conveyormen Achieve Ratings As Lakes Season Nears Opening



Eight more Great Lakes Seafarers achieved certificates after completing the Conveyorman course at the Seafarers Harry Lundeborg School of Seamanship. They are all heading back to their home ports as the 1981 Great Lakes shipping season nears opening. Seated from left are Maynard Baker, from the Port of Algonac; Michael Schrobble, Chicago; Abdullah Al-Samawi, Algonac, and Seafarers School Instructor Bill Foley. Standing from left are John Barrett, Algonac; Jan Thompson, Cleveland; David Hubbard, Algonac; Timothy Urban, Alpena, and Bob Droulard, Algonac.



SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING COURSE SCHEDULE 1981



Course	Check-in-Date	Completion Date	Course	Check-in-Date	Completion Date
LNG	April 27 June 22 August 17 October 12	May 21 July 16 September 12 November 5	Celestial Navigation	May 25 August 10 November 1	June 25 September 11 December 4
QMED	May 10 September 27	July 30 December 17	First Class Pilot	October 5	November 20
FOWT	May 24 July 19 September 13 November 8	June 18 August 13 October 8 December 3	Quartermaster	June 19 September 11	July 16 October 8
Marine Electrical Maintenance	July 6 October 26	August 27 December 17	Third Mate	July 6	September 11
Marine Electronics	May 25 September 14	July 2 October 22	Able Seaman	March 29 April 26 May 24 August 16 October 11 November 22	April 23 May 21 June 18 September 10 November 5 December 17
Refrigeration Systems Maintenance and Operations	June 22 October 12	July 30 November 19	Bosun Recertification	April 13 August 10	June 8 October 5
Diesel (Regular)	March 30 June 22 October 12	April 23 July 16 November 5	Steward Recertification	May 11 July 13 September 7 October 12	July 6 September 7 November 2 December 7
Diesel Scholarship	March 30 June 22 October 12	May 21 August 13 December 3	"A" Seniority	April 6 May 11 June 8 July 6 August 10 September 7 October 5 November 9 December 7	May 4 June 8 July 6 August 3 September 7 October 5 November 2 December 7 January 4
Pumproom Maintenance and Operations	June 8 October 26	July 16 December 3	Lifeboatman/Tankerman	March 26 May 10 June 7 July 5 August 16 September 13 October 11 November 8	April 9 May 21 June 18 July 16 August 27 September 25 October 23 November 20
Automation	March 30 August 3	April 23 August 27			
Basic Welding	May 25 August 17	June 18 September 10			
Third Assistant Engineer	April 13 August 3	June 19 October 9			
Towboat Operator	May 11	July 2			
Towboat Operator Scholarship	March 30 June 22 September 14	May 14 August 6 October 30			

Apply Now for an SHLSS Upgrading Course

(Please Print)

(Please Print) **Seafarers Harry Lundeborg School of Seamanship**
Upgrading Application

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

Address _____
(Street)

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

Deep Sea Member ☐ Inland Waters Member ☐ Lakes Member ☐

Book Number _____ Seniority _____

Date Book Was Issued _____ Port Issued _____ Port Presently Registered In _____

Social Security # _____ Endorsement(s) or License Now Held _____

Piney Point Graduate: ☐ Yes No ☐ (if yes, fill in below)

Entry Program: From _____ to _____
(dates attended)

Upgrading Program: From _____ to _____ Endorsement(s) or License Received _____
(dates attended)

Do you hold a letter of completion for Lifeboat: ☐ Yes No ☐ Firefighting: ☐ Yes No ☐ CPR ☐ Yes No ☐

Dates Available for Training _____

I Am Interested in the Following Course(s) _____

<p>DECK</p> <p><input type="checkbox"/> Tankerman</p> <p><input type="checkbox"/> AB 12 Months</p> <p><input type="checkbox"/> AB Unlimited</p> <p><input type="checkbox"/> AB Tugs & Tows</p> <p><input type="checkbox"/> AB Great Lakes</p> <p><input type="checkbox"/> Quartermaster</p> <p><input type="checkbox"/> Towboat Operator</p> <p style="padding-left: 20px;">Western Rivers</p> <p><input type="checkbox"/> Towboat Operator Inland</p> <p><input type="checkbox"/> Towboat Operator Not</p> <p style="padding-left: 20px;">More than 200 Miles</p> <p><input type="checkbox"/> Towboat Operator (Over</p> <p style="padding-left: 20px;">200 Miles)</p> <p><input type="checkbox"/> Master <input type="checkbox"/> Mate</p> <p><input type="checkbox"/> Pilot</p> <p><input type="checkbox"/> Third Mate</p>	<p>ENGINE</p> <p><input type="checkbox"/> FWT <input type="checkbox"/> Oiler</p> <p><input type="checkbox"/> OMED - Any Rating</p> <p><input type="checkbox"/> Others _____</p> <p><input type="checkbox"/> Marine Electrical Maintenance</p> <p><input type="checkbox"/> Pumproom Maintenance and</p> <p style="padding-left: 20px;">Operation</p> <p><input type="checkbox"/> Automation</p> <p><input type="checkbox"/> Maintenance of Shipboard</p> <p style="padding-left: 20px;">Refrigeration Systems</p> <p><input type="checkbox"/> Diesel Engines</p> <p><input type="checkbox"/> Assistant Engineer (Uninspected</p> <p style="padding-left: 20px;">Motor Vessel)</p> <p><input type="checkbox"/> Chief Engineer (Uninspected</p> <p style="padding-left: 20px;">Motor Vessel)</p> <p><input type="checkbox"/> Third Asst. Engineer (Motor Inspected)</p>	<p>STEWARD</p> <p><input type="checkbox"/> Assistant Cook</p> <p><input type="checkbox"/> Cook & Baker</p> <p><input type="checkbox"/> Chief Cook</p> <p><input type="checkbox"/> Steward</p> <p><input type="checkbox"/> Towboat Inland Cook</p> <p>ALL DEPARTMENTS</p> <p><input type="checkbox"/> LNG</p> <p><input type="checkbox"/> LNG Safety</p> <p><input type="checkbox"/> Welding</p> <p><input type="checkbox"/> Lifeboatman</p> <p><input type="checkbox"/> Fire Fighting</p>
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No transportation will be paid unless you present original receipts upon arriving at the School.

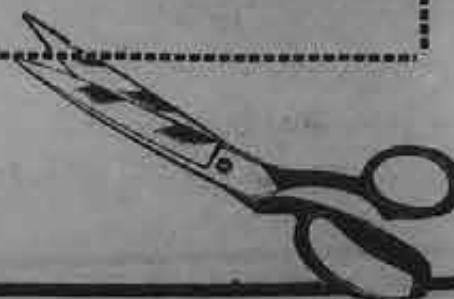
RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

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

SIGNATURE _____ DATE _____

Please Print

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



SIU

Political,

Social,

Welfare,

Training

Program



Special 8 Page Supplement

SIU TRADITION—LEGEND—

By
SIU PRESIDENT FRANK DROZAK

THROUGHOUT its history, the SIU has held its position at the prow of social, political and economic advancement for the Brotherhood of the Sea. Our union led the way in formulating comprehensive pension and welfare programs for seamen; instituted the first vacation plan; established working programs for training and upgrading seamen thirty years ago, culminating with our highly accredited institution at Piney Point, Maryland.

We were the first to develop an effective political action program in Washington, D.C. and the first to establish a union sponsored alcoholic rehabilitation program for seamen.

These programs were and continue to be landmark achievements for our union and a source of tremendous advancement for SIU members.

Advancement and improvement for our people exemplifies this union. In accordance with this SIU legacy, the SIU Political/Social/Welfare/Training Program offers a broad ambitious plan designed to enhance the quality and availability of services afforded SIU members; pensioners and their families. This program also coordinates the political activities in the field with our legislative staff in Washington, D.C.

The focus of the program revolves around specially qualified field representatives who have been assigned to SIU ports throughout the country. Each field representative has undergone a one month course of intensive study-learning in depth—all aspects of the SIU—union education and history, pension/welfare/vacation plans, Seafarers Harry Lundeberg School of Seamanship, labor law and labor's involvement in politics.

Marianne Rogers, the Washington, D.C. based National Director coordinates these field representatives. With her at the helm, these field representatives will apply their broad range of knowledge and by advancing the SIU's general interests in the Halls of Congress, state legislatures and other local and civic bodies.

These duties and responsibilities include:

- (1) providing personal services to SIU members and their families in need or to those members and their families who, for whatever reasons, are unable to apply for assistance in person at the Hiring Hall. This will

National Coordinator



Washington, D.C.
Marianne Rogers



Jacksonville, Fla.
Bill Hodges



Baltimore, Md.
Robert Anton



Norfolk, Va.
Bill Hutchens



Boston, Mass.
Joe Corrigan



Seattle, Wash.
Mike Delman



San Francisco
Bob Hansen



Duluth, Minn.
Wayne Brandt

ARY IN ITS OWN ERA

pertain particularly to the families of those members at sea, pensioners, and members of the SIU out on disability pension. Field representative's duties in this regard may include assistance in processing or expediting an entitled claim; assistance in resolving any pension/vacation/welfare-related grievances; assistance in resolving personal or union-related problems; assistance with any legal problems that an SIU member may have and providing clarification or direction where necessary;

- (2) to handle all responsibilities related to the recruitment of new trainees and to the scheduling of upgraders at the Seafarers Harry Lundeberg School of Seamanship;
- (3) to assist the Maritime Port Councils in each port in any area or issue where the field representatives' expertise will be most beneficial;
- (4) to represent and further the interests of the SIU, its membership and their families at the local, state and Federal level, and at union and labor functions, by actively participating in a wide spectrum of civic, governmental and labor activities. This includes lobbying in state legislatures and city councils, direct involvement in community affairs and worthwhile labor/business/government committees and organizations, attending social functions and politically-oriented events.

The field representatives will maintain high visibility profiles with Congressional and other public officials and their staffs as part of an ongoing effort to educate our elected governmental representatives as to the vital importance and urgent needs of the American merchant marine and the U.S. maritime industry.

The SIU field representatives represent the SIU membership in the field by serving as a liaison between the SIU members and their families, and the surrounding labor/business/governmental communities. They will also assist the state and central bodies and coordinate our efforts with other labor unions in each state.

I believe this program is another building block which will reinforce the already sound foundation of the SIU organization for the present and far-reaching future. It is a program that is working for us right now, today. And it is a program that will continue to yield high dividends in the decades ahead.



Brooklyn, N.Y.
Tom Messana



Wilmington, Calif.
Scott Hanlon



Algona, Mich.
Tom Martin



Houston, Tex.
Robert R. Jara



Cleveland, Ohio
Martin Vittardi



Philadelphia, Pa.
Geoffrey Thompson



New Jersey
Jim Ward



St. Louis, Mo.
Steve Jackson



New Orleans
Pat Judge



During their stay at Piney Point the Field Representatives were briefed on courses available to the membership at SHLSS. Here Bill Eglinton, an instructor at the School, demonstrates automated engineering console which is used to prepare Seafarers for jobs aboard high technology ships.



The best way to find out about the Union's upgrading courses at SHLSS is to visit a class-in-progress, and that's just what the Field Reps did.



Keeping track of maritime legislation in Congress is an important job, as the Field Reps learned during a discussion on political action led by the SIU's Washington representatives and Transportation Institute staffers. They are (l-r): Jerry Snow, director, policy planning, TI; Frank Pecquex, SIU legislative rep; Bill Barclift, director government relations, TI; Maryann Kilduff, government relations representative, TI, and, Fred Somers, SIU legislative representative.



The most modern agricultural techniques are used on the farm that's part of the SHLSS. Here, Joe St. Clair, who heads up the farm, answers questions during a tour.



SIU West Coast Vice President George McCartney explains that SIU members' support of the SPAD program is what enables the Union to support those political candidates who work for a strong U.S.-flag merchant marine.



Field Reps learned about the Transportation Institute, a private, non-profit maritime research and education organization, from the Institute's Executive Director Peter Lucasho (left) and Chairman of the Board, Herb Brand.



SIU Secretary-Treasurer Joe DiGiorgio filled in the Field Reps on the history and the present problems of the U.S. deep sea industry.



SIU President Frank Drozak welcomed the Field Representatives to Piney Point at the start of their training program. The Field Reps spent two weeks in Piney Point and a week each in Washington, D.C. and at SIU headquarters in Brooklyn, N.Y.

PINEY POINT, MARYLAND

AT Piney Point, our field representatives concentrated on the internal SIU organization, strikes, union-busting, and the SIU Constitution.

They learned about the various characteristics of our membership and where they are located—deep sea, inland waterways, Gulf, Great Lakes. At the SHLSS the field reps viewed upgrading and recertification and made friends with new recruits.

Officials of the Transportation Institute briefed the field representatives on maritime legislation and its ramifications throughout the industry.



Listening to a question during a discussion on the inland industry are (right to left): SIU Vice President Joe Saoco; TI's Director of Domestic Waterways Tom Allegretti and Pat Judge, Field Rep out of New Orleans.



Recruiting, training and upgrading at the SHLSS were explained to the Field Reps by Jackie Knoetgen (left), director, Academic Education and John Mason, director, Vocational Education.



SIU Vice President Red Campbell (right) led a discussion with N.Y. Port Agent Jack Caffey (center) on SIU contracts and constitution. Listening, at left, is Scott Hanlon, Field Rep out of Wilmington, Ca.



The Seafarers Harry Lundberg School in Piney Point is one of the most important of the Union's programs. And who better to talk about the School than SHLSS Vice President Frank Mongelli (left) and the School's Base Commander Ken Conklin.



The Field Reps learned a lot about the Union during their four-week training program. Here, Wayne Brandt, Duluth's Field Rep and Steve Jackson, out of St. Louis, compare notes.



Union organizing, strikes and different union-busting tactics used by anti-labor companies were discussed by SIU Vice President in charge of Lakes & Inland Waters Mike Sacco (left) and SIU Executive Vice President Ed Turner.



Familiarizing the Field Reps with the SIU Constitution are Union Vice President Leon Hall (left) and Headquarters Representative John Fay.



Bart Rogers, who heads up the physical education program at SHLSS, shown during a talk on the trainee and upgrading programs at Piney Point.



During the week they spent in Washington, D.C., the Field Representatives had a chance to hear, first-hand, about the programs and plans of the AFL-CIO. Here Alan Kistler, the Federation's director of Organizing & Field Services talked about his area of expertise.



Rep. Trent Lott (R-Miss.) spoke to the Field Representatives about maritime legislation and the inland waterways industry.



If you want to know who's who (and what's what) in Congress, Rep. Tony Coelho (D-Cal.) is the man to ask. He's chairman of the Democratic Congressional Campaign Committee and he answered plenty of questions for the Field Reps.



Leading a question-and-answer period after screening a film on the history and functions of the AFL-CIO Maritime Trades Dept., is MTD Executive Secretary-Treasurer Jean Ingrao.



WASHINGTON, D.C.

IN Washington, D.C. the field representatives met with various organizations and groups directly involved in the legislative process which, as you know, has a major affect upon the fortunes of the SIU and the maritime industry.

They gained valuable insight into the history and workings of the labor movement, and of the SIU's integral participation in, and contribution to that great movement.

AFL-CIO officials outlined the federation's COPE (Committee on Political Education) operation and structure.

The field representatives traveled widely on Capitol Hill, meeting legislators and attending conferences and committee meetings.

By the end of their stay in the Nation's Capital, they realized that the only road to success for the SIU and the maritime industry rested in obtaining and effectively applying "Washington Political Clout." Only with such clout could they, as field representatives, help to solve social security, pension, welfare and other problems of SIU members on the local, state and Federal level.



Directing a videotape session during the training program is SHLSS Director of Public Relations Charles Svenson. All the panel discussions and presentations were videotaped and will be used during future SIU conferences.



Peter Luciano (standing, right) executive director of the Transportation Institute, told the Field Reps about the wide variety of educational and research programs the Institute is working on in TI's conference room.



SIU President Frank Drozak (left) introduces a friend of maritime, Congressman Trent Lott (R-Miss.) to the Field Reps during their visit to the nation's capital.



National Coordinator of the SIU's Political, Social & Welfare Training Program Marianne Rogers (left), takes part in discussion on politics with Sen. Chris Dodd, newly-elected Democratic Senator from Connecticut.

WASHINGTON, D.C.



Explaining the mechanics of the AFL-CIO and its many departments and programs is the Federation's Secretary-Treasurer Tom Donahue.



The political arm of the AFL-CIO is the Committee on Political Education (COPE). During the Washington part of the Field Rep conference, COPE Director Al Barkan talked about how COPE works.



During a break in the conference, Bill Hutchins, Field Rep from Norfolk (left) and Seattle's Field Rep Mike Delman have casual discussion.



Checking videotape equipment during part of the Field Rep conference is Log photographer Dennis Lundy. The videotaped presentations of the Field Rep program will be used during future Union conferences.



SIU Headquarters in Brooklyn, N.Y., has a sophisticated computer Data Center. Director Pete McDonald explained the Center's functions to Field Reps, and how it could be of use to them in their everyday work.



Carolyn Gentile, administrator of the Seafarers Welfare, Pension & Vacation Plans, discusses the SIU benefit plans.



During their week-long stay in New York, the Field Reps were filled in on the workings of the SIU Welfare Plan by Supervisor Tom Cranford.



Talking about the results of the 1980 elections is the SIU's Political & Legislative Representative for N.Y. and N.J. Phil Piccigallo.

NEW YORK CITY

IN New York City, at Union Headquarters, the field representatives met union officials and administrators of the various union programs.

They learned about the wide-range of services and benefits available to the membership and their families under the SIU's excellent Pension, Welfare and Vacation Plans, and, more importantly, how to make such services and benefits available to SIU members.

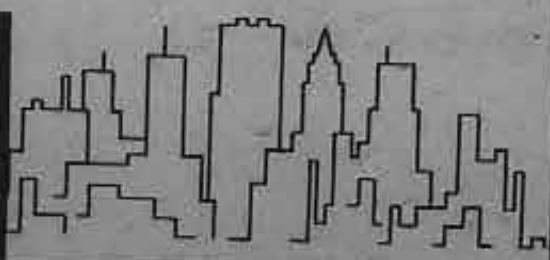
The field representatives

also learned about labor law, employment retirement and the Employment Retirement Income Security Act (ERISA), and legal services available to SIU members.

In the end, they recognized how significantly all phases of their training interact and relate with one another, thereby producing a well-rounded, well-informed, well-equipped "grass roots field rep"—one who is all the more able to assist directly SIU members in the ongoing struggle to improve the quality of their lives.



Field reps were briefed on collective bargaining and delinquencies to fringe benefit plans by SIU Associate Counsel Charles Monblatt.



Howard Schulman (left) of Schulman & Abarbanel, the SIU's General Counsel, talks about increased legal problems facing unions as SIU N.Y. official Auggie Telez listens in.



How the Union's Pension Plans work was the topic of this discussion group, led by Rosemarie Musumeci, supervisory assistant in N.Y.

SIU
New York
Philadelphia
Baltimore
Norfolk
Tampa
Mobile
New Orleans
Jacksonville
San Francisco
Wilming
Seattle
Puerto Rico
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Dispatchers Report for Deep Sea

JAN. 1-31, 1981

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	2	5	1	7	15	0	4	4	2
New York	115	35	6	83	61	1	169	51	17
Philadelphia	5	7	1	6	11	0	14	9	3
Baltimore	21	10	2	17	8	1	41	13	4
Norfolk	15	13	2	5	7	1	40	20	4
Tampa	5	6	1	11	11	0	16	10	4
Mobile	7	6	0	5	1	0	34	10	1
New Orleans	67	20	6	82	27	2	139	42	16
Jacksonville	40	11	4	17	4	1	69	14	6
San Francisco	49	11	5	30	19	1	90	25	11
Wilmington	28	8	10	19	16	3	50	17	17
Seattle	43	15	5	72	36	13	64	21	6
Puerto Rico	15	1	0	11	5	0	28	4	1
Houston	72	23	7	51	37	1	124	24	20
Piney Point	0	2	0	0	11	0	0	0	0
Yokohama	1	1	1	0	1	1	2	1	0
Totals	485	174	51	416	270	25	884	265	112
ENGINE DEPARTMENT									
Boston	5	2	0	11	9	1	2	3	1
New York	65	39	2	66	38	1	142	65	8
Philadelphia	7	3	0	3	3	0	15	4	0
Baltimore	20	8	0	14	1	0	34	17	4
Norfolk	7	10	1	7	6	0	19	14	2
Tampa	5	9	2	7	7	1	4	12	3
Mobile	10	2	0	9	4	0	31	8	0
New Orleans	55	10	1	62	13	0	110	30	2
Jacksonville	13	5	2	7	4	1	31	11	2
San Francisco	33	8	2	27	17	1	62	27	7
Wilmington	18	8	5	5	4	2	26	16	14
Seattle	25	12	7	29	10	6	44	14	8
Puerto Rico	12	3	0	6	3	0	18	5	1
Houston	52	11	4	29	14	1	98	21	8
Piney Point	1	3	0	1	5	0	0	0	0
Yokohama	2	3	0	1	1	1	3	3	0
Totals	330	136	26	284	139	15	639	250	60
STEWARD DEPARTMENT									
Boston	0	4	0	1	7	1	1	2	0
New York	46	20	0	45	50	0	67	38	6
Philadelphia	1	0	1	4	6	0	1	3	1
Baltimore	13	1	0	16	3	1	24	6	1
Norfolk	7	5	1	2	4	0	19	9	3
Tampa	4	2	0	5	4	1	11	2	1
Mobile	8	1	0	7	3	0	19	1	0
New Orleans	36	6	1	37	25	0	70	6	3
Jacksonville	16	5	0	11	11	0	22	4	0
San Francisco	17	17	10	65	16	16	42	40	29
Wilmington	10	6	9	9	10	0	22	10	15
Seattle	20	4	5	38	20	11	23	4	14
Puerto Rico	4	0	0	2	4	0	14	2	0
Houston	34	12	1	26	16	0	61	18	2
Piney Point	0	3	0	0	38	0	0	0	0
Yokohama	0	0	1	0	0	0	0	0	1
Totals	216	86	29	268	217	30	396	145	76
ENTRY DEPARTMENT									
Boston	4	12	4				5	4	11
New York	21	93	32				32	218	130
Philadelphia	3	20	2				9	31	5
Baltimore	13	28	10				18	74	17
Norfolk	5	25	9				9	57	19
Tampa	0	8	1				2	15	5
Mobile	2	15	0				12	29	5
New Orleans	32	48	16				51	100	38
Jacksonville	12	19	5				20	45	11
San Francisco	13	35	50				37	106	130
Wilmington	6	21	39				6	44	91
Seattle	18	29	7				18	49	30
Puerto Rico	6	21	1				19	41	11
Houston	18	53	6				30	80	35
Piney Point	0	46	0				0	1	0
Yokohama	1	3	1				1	3	0
Totals	154	476	183				269	897	538
Totals All Departments	1,185	872	289	968	626	70	2,188	1,557	786

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

Shipping in the month of Jan. 1981 was good in most A&G deepsea ports. A total of 1,664 jobs were shipped last month to SIU-contracted deep sea vessels. That's a slight decrease of jobs shipped over the previous month. Of these 1,664 jobs only 968 or slightly more than half, were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good.

Directory

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

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

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

CHICAGO, ILL.
 9402 S. Ewing Ave. 60617
 (312) SA 1-0733

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

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

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

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

GLOUCESTER, Mass.
 63 Rogers St. 01903
 (617) 283-1167

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

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

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

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 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

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

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.
 350 Fremont St. 94105
 (415) 626-6793

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

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

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

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

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

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

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



SHLSS instructor shows how to stay warm and dry in 30-degree water.



Trainees learn how to raise the lifeboat's sail.

Survival at Sea! They Don't

by Mike Gillen

Survival That's what the two-week Lifeboatman course at the Seafarers Harry Lundeborg School of Seamanship in Piney Point, Md. is all about: survival at sea should you ever have to abandon ship.

The thing that sets the Lundeborg School apart from so many other maritime schools is

Mike Gillen is co-director of the Seafarers Historical Research Department.

that it goes far beyond just preparing you for a Coast Guard examination.

The Lifeboatman course is a case in point. It goes far beyond showing you how it's done on paper. And it goes far beyond the basic technique involved in launching a lifeboat.

What it gives you is the added ingredient that only thorough and expert *practical* instruction can give: confidence.

Knowledge and confidence go hand in hand and, taken together, they increase the odds

of what is the bottom line objective of the Lundeborg School's Lifeboatman course: your survival in the inhospitable environment of the open ocean.

The school has established its reputation for being a cut above the rest on the fact that it doesn't draw the line at the bare minimum required to satisfy the Coast Guard. In the case of the Lifeboatman course, it aims to provide you with no less than the tools you'll need to save your life.

As a result, you'd be hard pressed to find anywhere else the kind of up-to-date, practical instruction (as well as top-notch classroom instruction) that you find at the SHLSS.

Perhaps the best example of this is the instruction trainees and upgraders receive in the use of *liferafts*.

Where else could you learn—by doing—the correct method of righting, by yourself, a 25-man liferaft should it inflate upside down?

Where else could you learn—by doing—the proper technique for hauling an injured person into a liferaft?

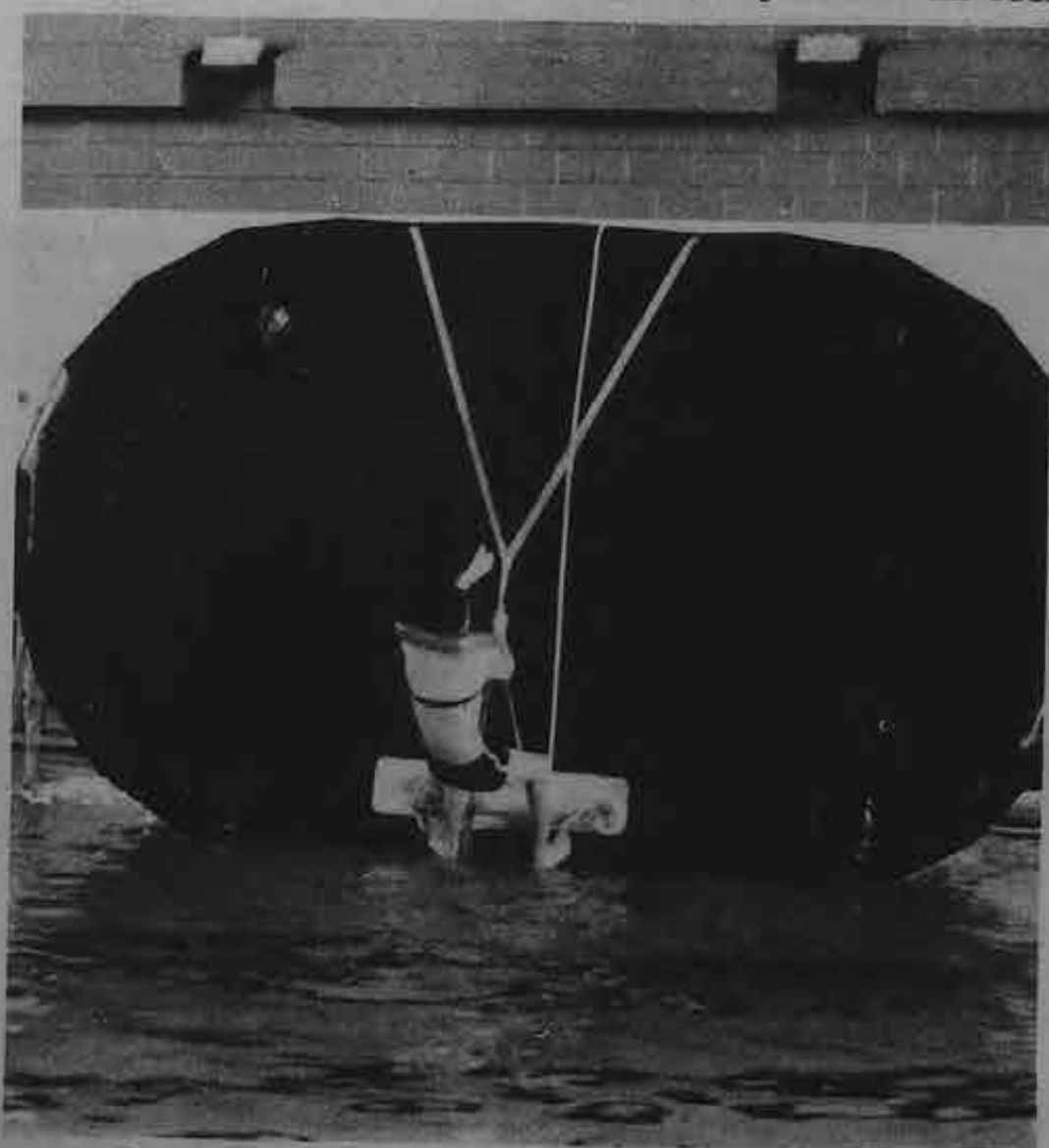
And where else could you learn—by doing—the best way of jumping into the drink and then boarding a liferaft?

At the Lundeborg School, and perhaps no other place, you learn how. We do not exaggerate when we say its program of instruction is both unique and equals or surpasses the best.

The school's instructors, though perhaps not expert in the art of diplomacy—for they make

no bones about the right or wrong way of doing things—are experts in the art of ocean survival.

From them you'll learn more than the "how to" of launching, getting underway and commanding a lifeboat. And you'll learn more than the ins and outs of liferafts. You'll also learn such



One man can turn a liferaft rightside up—if he knows how.



Into the drink! Trainees learn by doing at the SHLSS.



Students learn the procedure for bringing an injured person into a lifeboat.



Trainees sail past on ice flow on St. George's Creek.

Call It *Lifeboat* for Nothing

things as how best to prepare for survival in cold water, and how to avoid the real possibility of electrical shock during a helicopter rescue.

Yes, you'll be prepared to take that Coast Guard exam, make no

mistake about it. And you'll be prepared for much more.

The knowledge and confidence you'll gain from the Lundeborg School's Lifeboatman course will be the ace in the hole you just might need should you ever hear

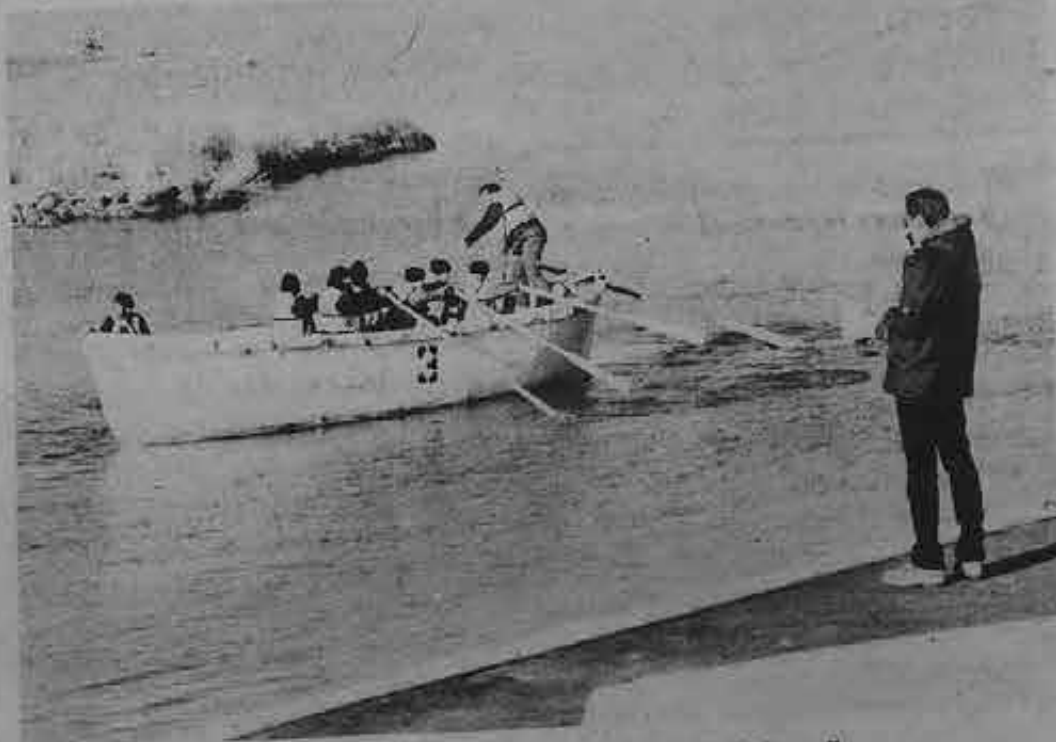
that "more than 6 short blasts and 1 long blast" on the ship's whistle in a real emergency.

If there are any lingering doubts about just how good the Lundeborg School's Lifeboatman course is, consider this: the

next official Coast Guard AB/Lifeboatman manual (to be released later this year) was written by the instructors at the Seafarers Harry Lundeborg School of Seamanship. They wrote the book.



Boarding a lifeboat: It looks awkward, but it works.



"This is your friendly instructor speaking..."



Trainees and upgraders pull together—and smartly!



Heading home after a morning's row.



The Lakes Picture

Cleveland

American Steamship Co. is planning to fit out the *Richard J. Reiss* later this month. The *Reiss*, laid up in Toledo, will probably be used on the Toledo-Detroit coal run. The company also has tentative plans to begin running the *Sam Laud* in early March.

Alpena

Fitting out from the port of Alpena is Huron Cement's *S. T. Crapo*. The cement carrier has been laid up for the past month.

* * *

Marie Twite, who helps keep the Union hall in Alpena ship-shape, was recently elected to her first term as an officer of the Thunder Bay Labor Council, AFL-CIO.

Algonac

SIU Algonac Port Agent Jack Bluit was one of two winners of \$500 scholarships to the George Meany Labor Studies Center in Silver Spring, Md.

Winners of the Gordon Singelyn Scholarship were chosen by a drawing during a recent meeting of the Michigan AFL-CIO Executive Board. The names of trade unionists included in the drawing were submitted by executive board members.

* * *

American Steamship's *Detroit Edison* ran aground near Charlevoix, Mich. last month. She was freed after several days but reportedly sustained fairly heavy bottom damage. She's now in the shipyard for repairs.

* * *

Good news about the *Chief Wawatam* (Straits Car Ferry)! The car ferry was returned to service at the end of December when repair work necessitated by the *Chief's* collision with the St. Ignace dock was completed. The Coast Guard certified her fit for service and a week later the Michigan Dept. of Transportation released the funds necessary to run her. Even better for fans of the 70-year-old hand bomber was the news that the state DOT okayed subsidies for the *Chief* to keep her running for at least another year.

Buffalo

It's now possible for working adults (including seamen) to earn a college degree at convenient times through Buffalo State's Off-Campus College program.

The program began at Wayne State University in Detroit under the sponsorship of the UAW. Because of the success of the Detroit program, it was recently extended to Buffalo.

To be a full-time student, participants are required to take three courses. Each course meets once a week; there are TV courses which coordinate with classwork and there's also a special weekend course, meeting three times per semester on the Buffalo State College campus. The specially-designed college courses are all worth four credits instead of the three credits usually earned from college courses.

Many different degree programs, as well as financial aid and veteran's benefits are available. For further information about the Off-Campus College Program call the Office of Continuing Education at Buffalo State: 1-716-878-5906.

Tonnage Totals

Tonnage totals for 1980 in basic bulk commodities—iron ore, coal and grain took a dramatic dip from the 1979 figures. The overall bulk cargo

total for 1980 of 143,995,061 net tons was 12.5 percent below the 164,737,929 net tons moved in 1979. Shipments of iron ore through Nov., 1980 totalled 67,195,499 gross tons, a drop of 21 percent from 1979's 85,549,388. Coal totals declined from the 1979 figure of 42,853,640 net tons to 39,197,703 for last year. The only increase over 1979 was in grain shipments, up slightly from 26,068,974 net tons in 1979 to 29,538,400 in 1980. An additional seven million tons of U.S. grain was carried from U.S. Great Lakes ports to the St. Lawrence grain transfer elevators by Canadian-flag vessels.

PCB Pollution

More and more stories of toxic waste contamination have been hitting the headlines in newspapers throughout the country recently. Helpless citizens from coast-to-coast have been finding out that their houses were built over landfills where toxic wastes were dumped; that leaks or accidents have allowed carcinogens to enter the food-chain.

The Great Lakes area is sitting on a time-bomb contained in hundreds of thousands of barrels holding PCB-contaminated wastes which are stored throughout the region.

PBCs (polychlorinated biphenyls) are colorless, odorless chemicals which were widely used in adhesives, paints, varnishes, sealants and for insulation until they were banned in 1977. They are highly toxic and have contaminated most of the Great Lakes through rain and snow. In addition, PCB-laden chemicals were simply dumped into the Great Lakes for many years.

Now, the U.S. Food & Drug Administration advises people not to eat Great Lakes fish containing more than five parts per million of PCB.

The problem of how to get rid of PCBs has still not been answered. Incineration is the only method of disposal for high level PCBs authorized as safe by the Environmental Protection Agency. Though the technology exists to build such incinerators, public opposition and other factors have prevented any of them from being approved for commercial use in the U.S.

Meanwhile, PCBs continue to enter the environment and pose a threat to the population.

Coal Futures

A report released in mid-January by the Maritime Administration says U.S. Great Lakes ports could play a key role in a U.S. coal export program because those ports provide a "competitive alternative" to traditional Atlantic ports.

In the report, titled Great Lakes Ports Coal Handling Capacity and Export Potential, Marad said "if world coal demands continue to increase and U.S. East Coast ports continue to be congested, the Great Lakes-St. Lawrence route will be a competitive alternative."

The report noted that rail and port facilities necessary for coal exports already exist in seven locations on the U.S. Great Lakes: Ashtabula, Conneaut, Sandusky and Toledo, Ohio; Erie, Pa.; South Chicago, Ill.; and Superior, Wisc.

Compiled in response to a request from the Council of Lake Erie Ports and other Great Lakes maritime interests to determine whether Great Lakes ports are competitive with other ports for coal exports, the report concluded:

- Western coal from Wyoming via the port of Superior appears to be the most competitively priced source. Also cost competitive is Appalachian coal via Conneaut.
 - Ports on the Great Lakes-St. Lawrence River could act as "blending facilities" for coal originating at a variety of Great Lakes ports on Lakes Superior and Erie.
 - U.S. rail and port facilities are already in place serving U.S.-domestic and U.S.-Canadian coal trade.
 - Transportation rates from mine to overseas destinations are slightly higher using the Great Lakes/St. Lawrence Seaway than competing East Coast ports. However, when a \$10 per ton demurrage charge is added (as at most East Coast ports due to heavy congestion) the Great Lakes/St. Lawrence route is price competitive.
 - Additional Great Lakes ports could be competitive if a lower level of export coal rail rate were established from origin mines to Great Lakes ports.
 - If U.S.-flag Lakes operators are to gain a share of the export coal trade, new maximum cubic capacity vessels must be built.
- Last year only a very small percentage of the total 40 million tons of export coal moved through the Great Lakes. The coal that did go through Great Lakes ports was almost exclusively U.S.-domestic and U.S.-Canadian trade.

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

History of the SIU, Part V:

SIU's First Big Victory—War Bonus

by John Bunker

THE ink was scarcely dry on its charter before the new Seafarers International Union began winning benefits for its members and proving its intention to play an aggressive role in maritime labor.

In 1939 SIU crews began a drive for more adequate bonuses on ships sailing into war zones. The union also signed improved contracts with the Savannah Line and other operators.

An 11-day strike against the big Eastern S.S. Co., operator of passenger ships and freighters, resulted in a contract for better wages and working conditions. A strike began against the Peninsular and Occidental Line (P&O), which operated car-ferries and passenger ships between Florida and Cuba. This strike lasted 14 months and was finally successful for the SIU, although the company later put its ships under foreign flags. The P&O beef showed that the new union could "hang together" when the going got rough.

The SIU was most effective for its members in the war bonus beefs that began in 1939. These bonuses were for extra "hazardous duty" pay for men sailing ships to South and East Africa and the Red Sea.

The September 18, 1939 issue of the *Seafarers Log* carried this headline:

"SIU Strikes Ships For Bonus."

Crews walked off the Eastern Steamship liners *Acadia* and *St. John* and the Robin Line freighter *Robin Adair*. The *St. John* and *Acadia* had been chartered for returning American citizens from Europe and for carrying American construction workers to air base projects in Bermuda.

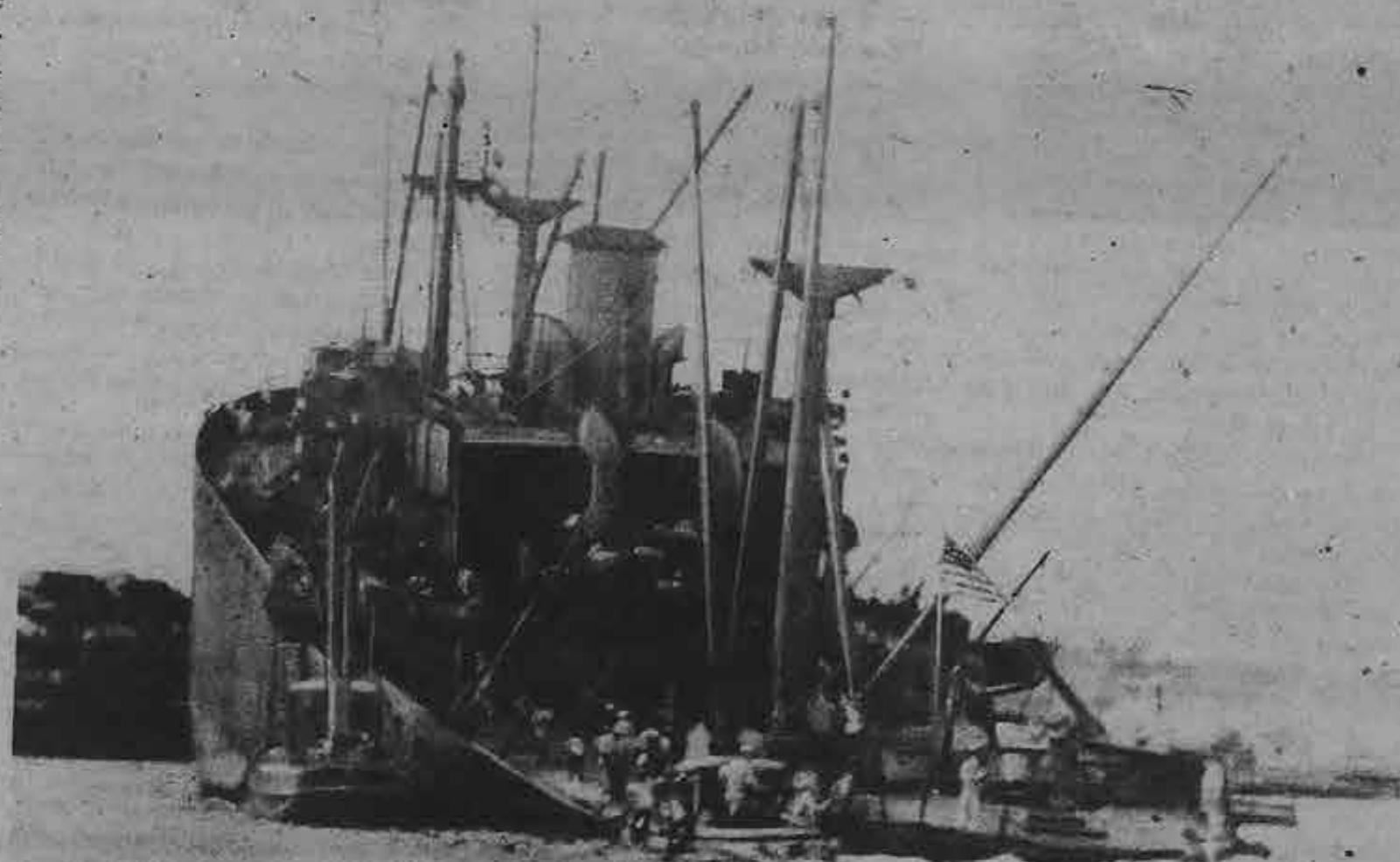
These actions resulted in the shipowners agreeing to a 25 percent bonus for voyages to certain Atlantic and Middle East war zones.

In September of 1940 the SIU *Log* carried a headline of vital interest to seamen:

"SIU Gets Increase to 33 1/3 percent in Bonus for African run."

There probably would have been no increase if it had not been

John Bunker is director of the Seafarers Historical Research Department.



This ship was lucky. She was torpedoed in the South Pacific but made it into port even though the torpedo had blasted out two of her bulkheads. Liberty ships such as this were hard to sink—and many an SIU crew helped them reach port after a torpedo had blasted into them.

for militant action taken by SIU crewmen on the Robin Line's *S.S. Algic* in July of 1940, when they walked off the ship, demanding a bonus of \$1 a day from the time the ship left port in the United States until her return home.

The *Algic* action came after an announcement by the German Navy that it had planted mines in African waters.

As the war spread and both submarine and air attacks were intensified, the SIU pressed for a still more adequate war bonus for seamen endangering their lives in war areas.

SIU men again hit the bricks in July of 1941, tying up the *Flomar*, *Shickshinny* and *Robin Locksley* in New York to show they meant business. The ships were later released and allowed to sail when operators and the government agreed to sit down and negotiate.

SIU Ship First Sunk

The urgent need for action on bonuses was emphasized with the torpedoing of the SIU-manned *Robin Moor* about 700 miles south of the Azores in May of 1941. She was the first American flag merchant ship sunk in World War II. American ships and

seamen were now on the front lines of the war and there they served until VJ Day in 1945.

When there was no progress in talks with operators and the government, the SIU initiated all-out action in September of 1941, starting with ships in New York that were loaded with cargo for new bases in the Caribbean. The tie-up soon extended to vessels in Boston, New Orleans, Mobile and Tacoma. Within a few days more than 20 ships were tied up.

The U.S. Maritime Commission struck back by seizing three Alcoa ships and placing government-recruited crews on board and threatening to requisition all privately-operated merchant vessels.

President Roosevelt told the union that the ships "must move or else." The SIU was up against the Federal Government, so on September 25, seamen met at 14 SIU ports and voted to release the ships pending negotiations to end the dispute.

Hearings began in Washington which ended in a victory for the seamen, for on October 5 the newly-created National Defense Mediation Board recommended increased bonuses and set up a procedure for avoiding future

disputes. It also recommended creation of a three-man War Emergency Maritime Board for maritime mediation, which was approved by the President. This Board handled bonus matters for the duration of the war.

The NDMB granted an immediate increase in war bonuses for unlicensed personnel from \$60 a month to \$80 a month and an increase in special bonuses for the port of Suez and other Red Sea and Persian Gulf ports.

Needless to say, the West Coast unions and the National Maritime Union were powerful allies with the SIU in its bonus battles, with the NMU respecting SIU picket lines, even though it did walk out of an important union-industry Washington bonus conference in 1941.

If it had not been for strong and militant action by the Union before United States entry into the war, American merchant seamen would probably have been sailing dangerous cargoes through hazardous seas for regular pay. In its war bonus fight, the SIU proved that it could pinpoint an issue, "move the troops" and use the power of well organized action to win just compensation for its members.

Final Departures

Following are the death notices of our brothers from the former Marine Cooks and Stewards Union who died recently. All of these brothers were pensioners when they died.

Tony V. Blando, 77, died on Aug. 15. Burial was in the Metro Cemetery, Manila, P.I. Surviving are three daughters, Mrs. Rosita Robledo, Mrs. Adelaida Mangapat and Mercedes.

Edward E. Bowers, 71, died on July 28. Cremation took place at the Olivet Memorial Park Cemetery Crematory, Colma, Calif. Surviving are his widow, Lillian; a son, John and a daughter, Mrs. Lois Harris.

Ramon J. Casilla, 74, died on Jan. 13, 1980. Cremation took place in Woodlawn Crematory, Bronx, N.Y. Surviving is his widow, Ruth.

William E. Crawford, 72, died on July 16. Burial was in Holy Cross Cemetery, Colma, Calif. Surviving are a son, Ricky and a sister, Mrs. Jennie Lagler.

Merle H. Daugherty, 68, died on Aug. 26. Interment was in Fairview Cemetery, Vinita, Okla. Surviving are his widow, Maxine; two sons, Richard and Philip and two daughters, Linda and Yvette.

Henry Dixon, 64, died on Aug. 29. Burial was in Skyview Cemetery, Vallejo, Calif. Surviving are three daughters, Mrs. Deloris Johnson, Mrs. Patricia Curry and Mrs. Jean Terrell.

Luis D. Ebueza, 86, died on Aug. 16. Interment was in Tablon Cemetery, Cagayan de Oro City, P.I. Surviving are his widow, Rosario; a daughter, Laurene and a sister, Mrs. Minda Jacutin.

Herman Enz, 75, died on July 17. Interment was in Soquel (Calif.) Cemetery. Surviving is his widow, Eva.

William Hickman Jr., 67, died on June 5. Burial was in Olivet Cemetery, Colma, Calif. Surviving is a sister, Mrs. Ora Lee Thompson.

James Hou, 75, died on June 21. Interment was in Olivet Cemetery, Colma, Calif. Surviving are his widow, Yueh and a son, John.

Yung G. Lee, 77, died on June 25. Burial was in the Ning Yung Cemetery, Colma, Calif. Surviving are his widow, Fay and a son, Benjamin.

Monroe Levy, 74, died on Dec. 4, 1979. Interment was in Memory Gardens Cemetery, Livermore, Calif. Surviving are a son, Robert; a daughter, Mrs. Helena Holt and a brother, William.

Yen W. Lim, 76, died on July 16. Burial was in the Ning Yung Cemetery, Colma, Calif. Surviving are his widow, Mee; a son, James; a daughter, Miranda and a brother, Lau Sum.

Boyd D. Lucas, 56, died on June 18. Burial was in Bahra Valley Cemetery, Novato, Calif. Surviving are his widow, Mary and three sisters, Mrs. Marie Howad, Mrs. Vivian White and Mrs. Vera Parlis.

Joseph Maldonado, 82, died on Aug. 15. Interment was in Woodlawn Cemetery, Colma, Calif. Surviving are his widow, Noemuy; five sons, Victor, Peter, Harry, Reginald and Gerald and four daughters, Verna, Regina, Sylvia and Shirley.

Benjamin Mitchell, 75, died on Dec. 12, 1979. Burial was in Evergreen Cemetery, Los Angeles. Surviving are his widow, Florence and a brother, John.

John S. Moore, 89, died on Aug. 27. Burial was in Cypress Hill Cemetery, Petaluma, Calif. Surviving is his widow, Juanita.

Keith L. Noble, 61, died on May 18. Interment was in Hillside Cemetery, Eastport, Me. Surviving are his widow, Mary; three sons, John, Tela and Stanley and a daughter, Kristine.

Jack P. O'Day, 79, died on June 15. Cremation took place in the Westminster (Calif.) Cemetery. Surviving are his widow, Lillie and a sister, Mrs. Pauline Garson.

Pablo T. Pascua, 70, died on Mar. 1, 1980. Burial was in Espiritu Cemetery, Ilocos Norte, P.I. Surviving is his widow, Salvacion.

Angle Romano, 79, died on July 30. Interment was in Woodlawn Cemetery, Colma, Calif. Surviving are a brother, Innacio and a niece, Sandra.

Yock Q. Sam, 64, died on June 30. Interment was in Woodlawn Cemetery, Colman, Calif. Surviving are his widow, Cheung Wan and a son, Wai Yuen.

Charles H. Scott, 77, died on Sept. 26. Burial was in Acacia Cemetery, Seattle. Surviving are his widow, Esther; a son, Charles Jr. and a daughter, Mrs. Shirley Maier.

Patrick J. Sergi, 69, died on Sept. 22. Burial was in West Cemetery, Bristol, Conn. Surviving are three sisters, Mrs. Marion Lavhero, Mrs. Frances Carpenter and Mrs. George Hemond.

Bert Taylor, 56, died on Aug. 5. Cremation took place in Evergreen Cemetery, Oakland, Calif. Surviving are his widow, Lee Etta; a son, Bert Jr. and two daughters, Darlene and Verdell.

Jacineto S. Tomas, 76, died on June 16. Interment was in Holy Cross Cemetery, Colma, Calif. Surviving are his widow, Dionisia and a sister, Francisca.

Ludovico Valiente, 76, died on July 3. Interment was in Calvary Cemetery, Los Angeles. Surviving is a sister, Francisca.

Raoul Valladares, 90, died on Feb. 24, 1980. Brother Valladares' remains were given to the University of Southern California's School of Medicine, Los Angeles. Surviving are his widow, Rosa and a daughter, Mrs. Verna Campbell.

Wallace E. Walker, 80, died on June 16. Burial was in Woodlawn Cemetery, Colma, Calif. Surviving are a brother, Raymond and two sisters, Mrs. Vyola Miller and Mildred.

Calvin Whitlock, 79, died on Mar. 31, 1980. Interment was in Olivewood Cemetery, Riverside, Calif. Surviving are his widow, Elese and a daughter, Thelma.



KNOW YOUR RIGHTS

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

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

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

Angus "Red" Campbell
Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N.Y. 11215

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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



Pensioner John Roger Dixon, 69, died of cancer at home in High Point, N.C. on Oct. 5, 1980. Brother Dixon joined the SIU in 1946 in the port of

Norfolk sailing as a chief cook. He worked on the Hydro-Atlantic Shore-gang in the port of New York from 1971 to 1972. Seafarer Dixon hit the bricks in the 1961 N.Y. Harbor strike. And Dixon was a veteran of the U.S. Army in World War II. He was born in Reidsville, N.C. Interment was in Oakwood Cemetery, High Point. Surviving is his widow, Hazel.



Terrence Michael Downes, 22, died of multiple injuries in La Place, La. on Oct. 26, 1980. Brother Downes joined the SIU after his graduation from Piney

Point in 1974. He sailed as an AB. Seafarer Downes was born in Maryland and was a resident of Baltimore. Burial was in the Garden of Faith Cemetery, Baltimore. Surviving are a son, Shane of Baltimore; his mother, Mrs. Mary Cala of Baltimore and his father, Terrence.



Paul Edwin Bailey, 56, died of injuries in the San Francisco General Hospital on Oct. 23, 1980. Brother Bailey joined the SIU in the port of Baltimore in 1955

sailing as an AB for 34 years. He was born in Beech Grove, Ind. and was a resident of San Francisco. Cremation took place in the Bahia Valley Cemetery Crematory, Novato, Calif. His ashes were scattered over the sea. Surviving are his mother, Marie of Beech Grove and a sister, Martha of Indianapolis, Ind.



Pensioner Benjie Irving, 51, died of heart-lung failure in the San Francisco USPHS Hospital on Nov. 8, 1980. Brother Irving joined the MC&S in the port of San Francisco in 1952 sailing as an

assistant cook. He was a veteran of the U.S. Army after World War II. Irving was born in Oklahoma and was a resident of Berkeley, Calif. Burial was in Rolling Hills Cemetery, Richmond, Calif. Surviving are his widow, Irene of Richmond and two daughters, Debra of Berkeley and Eloise of Richmond.



Pensioner Conrad Olaf Schmidt, 67, died on Dec. 24, 1980. Brother Schmidt joined the Union in the port of Toledo, Ohio sailing as a conveyorman and

FOWT for the Reiss Steamship Co. He sailed 38 years. Laker Schmidt was born in Washington Is., Wisc. and was a resident of Sturgeon Bay, Wisc. Surviving is his widow, Leone.



Julian Theodore Alderete, 27, was reported lost at sea off the *ST Overseas Aleutian* (Maritime Overseas) near Puerto Armeuelli, Panama on Apr. 20, 1980. Brother Alderete joined the SIU following his graduation from the HLS in the port of Houston in 1970 sailing as an AB. He sailed for G&H Towing in 1979. Born in Houston, he was a resident there. Surviving are his widow, Susana; a daughter, Erika and his father, Julio of Houston. The SIU crew of the *ST Overseas Aleutian* spread the blanket to collect donations totaling \$390, which was sent to Mrs. Alderete with a letter from the Maritime Overseas Co.

1980. Brother Alderete joined the SIU following his graduation from the HLS in the port of Houston in 1970 sailing as an AB. He sailed for G&H Towing in 1979. Born in Houston, he was a resident there. Surviving are his widow, Susana; a daughter, Erika and his father, Julio of Houston. The SIU crew of the *ST Overseas Aleutian* spread the blanket to collect donations totaling \$390, which was sent to Mrs. Alderete with a letter from the Maritime Overseas Co.



Pensioner Irwin Francis Miller, 85, succumbed to heart disease in the VA Medical Center, Lebanon, Pa. on Dec. 18, 1980. Brother Miller joined the Union in the port of Baltimore in 1958 sailing as an AB for Moran Towing from 1942 to 1952 and for G&H Towing from 1952 to 1965. He was a veteran of the U.S. Army's 108th Machine Gun Bn., Co. E, 20th Div. in World War II. Born in Hamburg, Pa., he was a resident of Lebanon. Burial was in Hillside Cemetery, Roslyn, Pa. Surviving are a son, Bruce and two daughters, Mrs. Darlene Walker of Blackwood, N.J. and Sally.

in the port of Baltimore in 1958 sailing as an AB for Moran Towing from 1942 to 1952 and for G&H Towing from 1952 to 1965. He was a veteran of the U.S. Army's 108th Machine Gun Bn., Co. E, 20th Div. in World War II. Born in Hamburg, Pa., he was a resident of Lebanon. Burial was in Hillside Cemetery, Roslyn, Pa. Surviving are a son, Bruce and two daughters, Mrs. Darlene Walker of Blackwood, N.J. and Sally.



Terry Ernest Clayton, 28, died in Flint Goodridge Hospital, New Orleans on June 5, 1980. Brother Clayton joined the SIU following his graduation from the HLS in 1971. He sailed as an FOWT and sailed during the Vietnam War. Seafarer Clayton was born in New Orleans and was a resident there. Burial was in Providence Memorial Park Cemetery, Metairie, La. Surviving are his widow, Emily; a daughter, Terez Monique; a stepson, Robert Maurice Ventress; his parents, Mr. and Mrs. Marshall and Shirley Scott Clayton; three brothers, a sister and his grandmother, Mrs. Pearl Garner, all of New Orleans.

the HLS in 1971. He sailed as an FOWT and sailed during the Vietnam War. Seafarer Clayton was born in New Orleans and was a resident there. Burial was in Providence Memorial Park Cemetery, Metairie, La. Surviving are his widow, Emily; a daughter, Terez Monique; a stepson, Robert Maurice Ventress; his parents, Mr. and Mrs. Marshall and Shirley Scott Clayton; three brothers, a sister and his grandmother, Mrs. Pearl Garner, all of New Orleans.



Pensioner Charles Wilson Bartlett, 59, succumbed to cancer in the USPHS Hospital, Brighton, Mass. on Sept. 17, 1980. Brother Bartlett joined the SIU in the port of Boston in 1951 sailing as an AB and during the Vietnam War. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Bartlett was a veteran of the U.S. Army in World War II. Born in Hingham, Mass., he was a resident of Dorchester, Mass. Cremation took place in the Forest Hills Crematory, Boston. Surviving are his mother, Mrs. Arlene Baumeister and a sister, Shirley, both of Dorchester.

joined the SIU in the port of Boston in 1951 sailing as an AB and during the Vietnam War. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Bartlett was a veteran of the U.S. Army in World War II. Born in Hingham, Mass., he was a resident of Dorchester, Mass. Cremation took place in the Forest Hills Crematory, Boston. Surviving are his mother, Mrs. Arlene Baumeister and a sister, Shirley, both of Dorchester.



Charles Ray Barnes Jr., 29, died of injuries sustained in a truck-car crash in Sanger, Calif. on Oct. 3, 1980. Brother Barnes joined the SIU following his graduation from Piney Point in 1968. He sailed as a QMED and earned his GED diploma at the Point. Seafarer Barnes was a veteran of the U.S. Marine Corps during the Vietnam War. He was born in Jasper, Ala. and was a resident of Dinuba, Calif. Burial was in the Smith Mountain Cemetery, Dinuba. Surviving are his mother, Louise of Dinuba and his father, Seafarer Charles R. Barnes Sr. of Manteca, Calif.

graduation from Piney Point in 1968. He sailed as a QMED and earned his GED diploma at the Point. Seafarer Barnes was a veteran of the U.S. Marine Corps during the Vietnam War. He was born in Jasper, Ala. and was a resident of Dinuba, Calif. Burial was in the Smith Mountain Cemetery, Dinuba. Surviving are his mother, Louise of Dinuba and his father, Seafarer Charles R. Barnes Sr. of Manteca, Calif.



Pensioner Thomas Albert Piniecki, 81, died of lung disease in Church Hospital, Baltimore on Jan. 7, 1980. Brother Piniecki joined the Union in the port of Baltimore in 1960 sailing as a captain for the B&O Railroad from 1925 to 1962. Brother Piniecki was a former member of the MM&P Union. He was born in Baltimore and was a resident there. Interment was in St. Stanislaus Cemetery, Baltimore. Surviving are his widow, Anna and two sons, Thomas Jr. and Richard of Baltimore.

more in 1960 sailing as a captain for the B&O Railroad from 1925 to 1962. Brother Piniecki was a former member of the MM&P Union. He was born in Baltimore and was a resident there. Interment was in St. Stanislaus Cemetery, Baltimore. Surviving are his widow, Anna and two sons, Thomas Jr. and Richard of Baltimore.



Pensioner William Lawrence Brabham, 73, died of a stroke in the Memorial Hospital, Charlotte, S.C. on Dec. 17, 1980. Brother Brabham joined the SIU in 1939 in the port of Philadelphia sailing as a bosun. He also sailed during the Vietnam War. Seafarer Brabham was a veteran of the U.S. Army's Coast Artillery in World War II. A native of Colleton County, S.C., he was a resident of York, S.C. Burial was in Lakeview Gardens Cemetery, York. Surviving are his widow, Lula; a son, William Jr. and a daughter, Marie of York.

1939 in the port of Philadelphia sailing as a bosun. He also sailed during the Vietnam War. Seafarer Brabham was a veteran of the U.S. Army's Coast Artillery in World War II. A native of Colleton County, S.C., he was a resident of York, S.C. Burial was in Lakeview Gardens Cemetery, York. Surviving are his widow, Lula; a son, William Jr. and a daughter, Marie of York.



Pensioner Raymond 'Ray' Arden Thomson, 62, died of heart failure in the Clearwater (Fla.) Community Hospital on May 27, 1980. Brother Thomson joined the Union in the port of Duluth, Minn. in 1961 sailing as an oiler for Moland Brothers from 1940 to 1948 and for Great Lakes Towing. He was President of the IBU Local 2 Tug and Dredge Section in 1964. Laker Thomson was a former member of the Teamsters Union Local 288 from 1938 to 1952. In 1964, he also ran for sheriff in Superior, Wisc. Thomson was a veteran of the U.S. Army's Armored Corps in World War II. Born in Wisconsin, he was a resident of Port Richey, Fla. Cremation took place in the Tri-Co Service Crematory, Tampa. Surviving are his widow, Laimi; a son, Kenneth and a daughter, Carol.

joined the Union in the port of Duluth, Minn. in 1961 sailing as an oiler for Moland Brothers from 1940 to 1948 and for Great Lakes Towing. He was President of the IBU Local 2 Tug and Dredge Section in 1964. Laker Thomson was a former member of the Teamsters Union Local 288 from 1938 to 1952. In 1964, he also ran for sheriff in Superior, Wisc. Thomson was a veteran of the U.S. Army's Armored Corps in World War II. Born in Wisconsin, he was a resident of Port Richey, Fla. Cremation took place in the Tri-Co Service Crematory, Tampa. Surviving are his widow, Laimi; a son, Kenneth and a daughter, Carol.



Pensioner Woodrow Asa Brown, 67, succumbed to leukemia in the Tampa General Hospital on Dec. 3, 1980. Brother Brown joined the SIU in 1946 in the port of New York sailing as an oiler. He was a veteran of the U.S. Army in World War II. Seafarer Brown was born in Dothan, Ala. and was a resident of Tampa. Burial was in the Garden of Memories Cemetery, Tampa. Surviving are three sons, George, Byron and Raymond; two daughters, Kathryn and Regina and a sister, Mrs. Grace B. Mixon of Tampa.

1946 in the port of New York sailing as an oiler. He was a veteran of the U.S. Army in World War II. Seafarer Brown was born in Dothan, Ala. and was a resident of Tampa. Burial was in the Garden of Memories Cemetery, Tampa. Surviving are three sons, George, Byron and Raymond; two daughters, Kathryn and Regina and a sister, Mrs. Grace B. Mixon of Tampa.



Pensioner Alex Anagnostou, 81, passed away in Volos, Greece on Oct. 10, 1980. Brother Anagnostou joined the SIU in the port of New York sailing as an

FOWT for 33 years. He was born in Volos, was a naturalized U.S. citizen and was a resident of Volos. Burial was in Volos. Surviving are his widow, Sirago of Volos; a son, Angelos; a daughter, Helen and a brother, Glef-terios of New York City.



Pensioner Paul Clayton Carter, 63, died of a heart attack in the Tampa General Hospital on Oct. 30, 1980. Brother Carter joined the SIU in 1946 in the

port of Norfolk sailing as a chief steward and pastry chef. He was on the picketline in the 1962 Robin Line beef and attended the Piney Point 3rd Educational Conference. Seafarer Carter was a veteran of the U.S. Coast Guard before World War II. Born in Tarpon Springs, Fla., he was a resident of Tampa. Cremation took place in the West Coast Crematory, Clearwater, Fla. Surviving is his widow, Bernice.



Pensioner Ralph Joseph Denayer, 80, passed away from injuries in St. Mary's Medical Center, Los Angeles. Brother Denayer joined the SIU in 1946 in the port of New York sailing as a bosun. He was a former member of the ILWU Local 13. Seafarer Denayer was born in Chicago, Ill. and was a resident of Long Beach, Calif. He was a veteran of the U.S. Army's Cavalry after World War I. Burial was in Pacific Crest Cemetery, Rendon Beach, Calif. Surviving are a daughter, Brigitte of Bremen, West Germany and a sister, Mrs. Marguerite Priest of Torrance, Calif.

the SIU in 1946 in the port of New York sailing as a bosun. He was a former member of the ILWU Local 13. Seafarer Denayer was born in Chicago, Ill. and was a resident of Long Beach, Calif. He was a veteran of the U.S. Army's Cavalry after World War I. Burial was in Pacific Crest Cemetery, Rendon Beach, Calif. Surviving are a daughter, Brigitte of Bremen, West Germany and a sister, Mrs. Marguerite Priest of Torrance, Calif.

Summary Report for Tug & Dredge Pension Plan

This is a summary of the annual report of Great Lakes Tug & Dredge Pension Plan, 13-1953878, for January 1, 1979 to December 31, 1979. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The value of plan assets, after subtracting liabilities of the plan was \$3,979,998 as of January 1, 1979, compared to \$4,528,336 at December 31, 1979. During the plan year the plan experienced an increase in its net assets of \$548,338. This included unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$905,563 including employer contributions of \$520,365 and earnings from invest-

ments of \$385,198.

Plan expenses were \$228,633. These expenses included \$142,194 in benefit payments, and \$86,439 representing administrative expenses, insurance premiums for Pension Benefit Guaranty Corporation and other fiduciary insurance as required by federal law, communications with participants, and custodian fees.

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. A. Jensen, 675 Fourth Avenue, Brooklyn, New York, 11232. The charge to cover copying costs will be \$1.00 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive

from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report.

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

Legal Aid

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

NEW YORK, N.Y.

Schulman & Abarbanel
350 Fifth Avenue
New York, N.Y. 10118
Tele. (212) 279-9200

BALTIMORE, MD.

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

HOUSTON, TEX.

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

TAMPA, FLA.

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

SAN FRANCISCO, CALIF.

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

Philip Weltin, Esq.

Weltin & Van Dam

No. 1 Ecker Bld.

San Francisco, Calif. 94105

Tele. (415) 777-4500

ST. LOUIS, MO.

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

NEW ORLEANS, LA.

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

LOS ANGELES, CALIF.

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

MOBILE, ALA.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

SEATTLE, WASH.

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

CHICAGO, ILL.

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

Dispatchers Report for Inland Waters

JAN. 1-31, 1981

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	3	3	2	0	0	0	6	4	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	5	2	3	1	1	0	9	3	5
Mobile	0	1	0	0	0	0	0	2	0
New Orleans	3	1	6	1	1	4	3	4	8
Jacksonville	1	0	1	0	0	0	1	1	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	5	0	0	2	5	5	11	5
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	0	0	1	4
Houston	5	3	2	1	0	3	14	5	5
Port Arthur	19	2	6	4	1	0	37	8	12
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	4	3	6	1	2	2	7	4	8
Piney Point	7	4	4	7	4	4	0	0	0
Paducah	1	1	19	0	1	3	6	4	41
Totals	50	25	50	15	12	21	88	47	91
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	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	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	1	1	1
Jacksonville	0	0	2	0	0	1	1	1	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	0	0	1	0	1	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	1	0	0	1	0	0	0	0
Paducah	1	1	4	1	0	0	1	1	5
Totals	1	2	7	1	2	1	5	2	9
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	1	0	0	0	2	0	2
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	0	1	0	0	2	1	0
Jacksonville	0	0	0	0	1	0	0	0	0
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	0	0	0	0	0	0	0	0	2
Port Arthur	1	0	0	0	0	0	2	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	2	0	1	1	0	4	1	0	1
Piney Point	1	0	0	1	0	0	0	0	0
Paducah	0	0	3	0	0	0	0	0	7
Totals	6	2	6	3	1	0	7	1	14
Totals All Departments	57	29	63	19	15	22	100	50	114

*"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.

Former SIU Black Ganger Going for 1st Asst. Eng.

A desire to advance himself and a curiosity about other countries and cultures have characterized the sailing career of Charles Rodela.

A former member of the SIU, Brother Rodela has just taken the Coast Guard test for First Assistant Engineer-Steam after studying at the District 2 MEBA School in Brooklyn, N.Y. And if he passes this exam, Rodela is "definitely" planning to go on for his Chief's license. As he says, when I retire, I want to retire as Chief.

It's this type of attitude that's been a recurring theme in 51-year old Rodela's life. Before going to sea in 1947 and "in between ships" after that, he studied architectural engineering at the University of Houston.

Though he wasn't able to get his degree at the time, Rodela hasn't forgotten about it. He's planning to go back to college in Texas or California so that he can earn his B.S. degree. Moreover, Rodela hopes to use his degree to teach architectural engineering.

His interest in architecture was one of the reasons that propelled Rodela into shipping out. He wanted to see the architecture of other countries, as well as to observe other cultures, forms of government, and religions.

In 1956 Rodela joined the SIU in the port of Houston. (Rodela is a native and resident of Laredo, Tex.) He stayed in the Union for nearly 13 years as a Seafarer in the engine department. Then in 1968, after attending the MEBA District 2 School, Brother Rodela got his Third Assistant Engineer's license.

Nine years later he went back to the School and received his Second Assistant Engineer's license.



Charles Rodela

During all this time, Brother Rodela, who is a WW II veteran, has gotten a chance to see many of those countries he had wanted to visit. He especially liked the architecture of Japan and the attitudes toward work and child rearing that he found in Germany.

Between 1966 and 1972, as the Vietnam War raged, Rodela made one or two trips every year to that Southeast Asia country. Once, in 1966, while his ship was in the port of Qui Nhon, Vietnam, a time bomb was found near the ship, apparently placed there by Viet Cong frogmen,

Rodela said. He wasn't aware of the bomb until he came off watch. But he later heard the bomb had been defused and that some of the Viet Cong had been killed.

Though Brother Rodela has traveled to many places around the world, there's still a few places

he's missed. He's never been to Australia and he'd love to visit mainland China. With the recent bilateral pact signed between the U.S. and China, Brother Rodela is likely to get his chance. And considering his career record thus far, he's likely to go there as Chief one day.

Job Opportunities

in the

Steward Department have never been better. Make these opportunities your own. Upgrade your skills in the Steward Department at SHLSS.

Assistant Cook—July 13
Cook and Baker—July 13
Chief Cook—April 20
Chief Steward—June 1

For more information, contact your SIU Representative or contact Seafarers Harry Lundeborg School of Seamanship, Admissions Office, Piney Point, Maryland 20674, (301)994-0010.

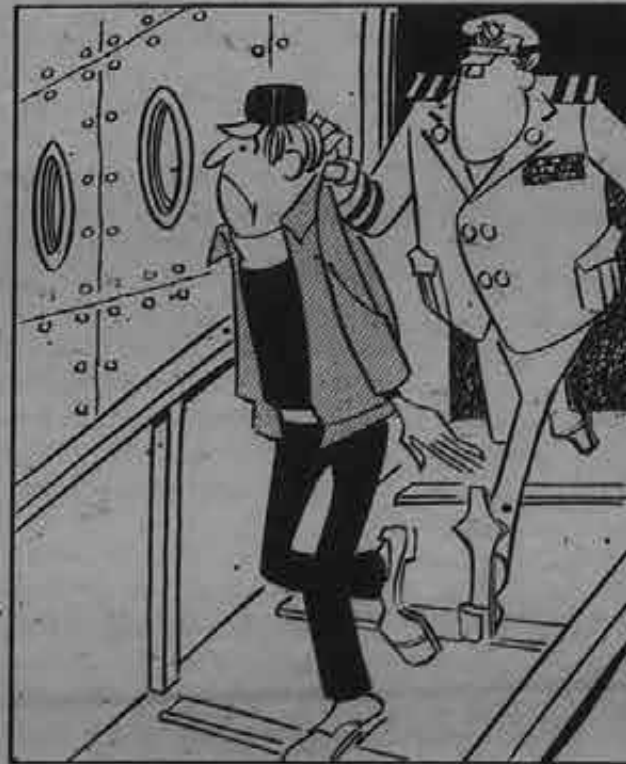
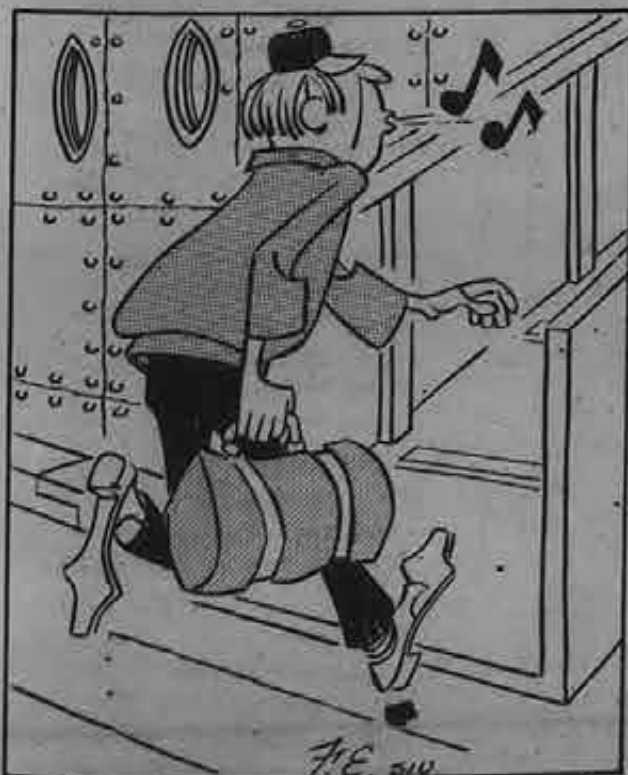


JAN. 1-31, 1981

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqs.)	22	3	2	3	2	0	41	10	6
ENGINE DEPARTMENT									
Algonac (Hdqs.)	15	6	1	12	12	0	29	10	5
STEWARD DEPARTMENT									
Algonac (Hdqs.)	5	2	0	2	3	0	8	7	0
ENTRY DEPARTMENT									
Algonac (Hdqs.)	30	31	8	0	0	0	44	61	22
Totals All Departments	72	42	11	17	17	0	122	88	33

*"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 MESSAGE FROM YOUR UNION



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

SEA-LAND GALVESTON (Sea-Land Service), January 18—Chairman, Recertified Bosun John Japper; Secretary J. Mojica; Educational Director L. Petrick; Deck Delegate John Barone; Steward Delegate Reinaldo Rodriguez. No disputed OT. Chairman read all the communications that were received and posted them. Discussed the importance of upgrading at Piney Point and of donating to SPAD. Observed one minute of silence in memory of our departed brothers. Next port Yokohama.

SEA-LAND FREEDOM (Sea-Land Service), January 1—Chairman, Recertified Bosun E. D. Christiansen; Secretary C. M. Modellas; Educational Director K. Peterson. No disputed OT. Chairman reported that everything was running well. Reminded members that during fireboat drill two or three men were required on the hose for back up men. Next port Seattle.

INTREPID (Coscal Marine), January 24—Chairman F. R. Schwarz; Secretary T. J. Smith; Educational Director D. Vaughn; Deck Delegate T. D. Seager; Engine Delegate N. P. Davis; Steward Delegate J. Forbes. No disputed OT. Chairman recommended that all crew members who qualify should upgrade at Piney Point. Applications are available from the secretary. A vote of thanks to the steward department for a job well done. Next port Boston.

ZAPATA PATRIOT (Zapata Tankships), January 4—Chairman, Recertified Bosun V. Grima; Secretary W. Wroten; Educational Director C. Merritt; Deck Delegate B. Miciak; Engine Delegate A. Campbell; Steward Delegate A. Azet. Secretary reported that there are reading materials in the recreation room that were sent from New York and urged all crew members to read them to fully understand what is going on in the Union and the industry. Discussed the importance of donating to SPAD. The Log was received and passed around. No disputed OT. A vote of thanks to the steward department for the holiday dinners and barbecues.

SEA-LAND OAKLAND (Sea-Land Service), January 4—Chairman Rune Olsson; Secretary S. Kolasa; Educational Director H. A. Kobits; Steward Delegate Rayfield Crawford. No disputed OT. Chairman advised anyone who wished to upgrade, to apply to Piney Point. A vote of thanks to the steward department for a job well done. Christmas Day and Christmas dinner were most enjoyable.

LONG LINES (Transoceanic Cable), January 4—Chairman, Recertified Bosun Roy Theiss; Secretary Ira Brown. Secretary reported that a meeting was held on board with SIU representative Frank Boyne in Yokohama. Advised men that are qualified and have time in to apply for upgrading at Piney Point. The Log was received. \$250 in ship's fund. Some disputed OT in deck, engine and steward departments. A vote of thanks to Brother Fryette who volunteered to act as movie director for remainder of voyage. Report to Log: "The Long Lines was ready to pay off in Wilmington, Calif. but at the last minute it was decided to pay off on the East Coast around January 28."

Digest of SIU Ship Meetings



LNG LIBRA (Energy Transport), January 4—Chairman, Recertified Bosun Thomas Brooks; Secretary Frank Costango; Educational Director J. Dernbach; Deck Delegate Tom Redes; Engine Delegate Fred Reyes; Steward Delegate Mike Haukland. Some disputed OT in deck department. Secretary reported that the future of the seafarer looks bright for the coming year and the years to follow. He urged everyone to take a more active interest in our entire program. SPAD, upgrading, articles for the Log, feedback to headquarters of suggestions and shipboard activities. A new treasurer, Mary Ann Warriner. GSU was elected and we have \$131 in ship's fund. Steward added that the three GSU's Andrea De Muro, Mary Ann Warriner and Robert Grimes are doing an excellent job and you can see that the training program at the Harry Lundeberg School is paying off. Special attention was given to communications that were posted on narcotics, directory for Union halls, constitutional amendments on regular dues, SPAD donations, the SIU in Washington. Also the latest rates of pay and the special notice on credentials that should be carried by those flying abroad. A vote of thanks to the steward department for a continuing good job. Report to Log: "To the Editor and Staff" "We wish to thank you all and at the same time extend a hearty thanks to Mr. John Bunker for his article on Union history. How can anyone appreciate the Pork Chops today when they know so little about our fore brothers who fought so hard to make them possible." Next port Nagoya, Japan.

OGDEN CHALLENGER (Ogden Marine), January 11—Chairman, Recertified Bosun R. D. Thoe; Secretary R. De Boissiere; Educational Director H. Callien; Deck Delegate C. L. Hickenbottom; Engine Delegate A. S. Hernandez; Steward Delegate William Karpiak. No disputed OT. Chairman advised all those who qualify to upgrade at Piney Point. The new ships are now on the line and ready to go and men are needed with the knowledge of these ships. This can mean more jobs and more pay. The word in Washington should be "make the merchant marine a stronger fourth arm of defense and more modernistic." This issue talks about President Reagan's support and we should write to our Congressman and Senators to let them know how we feel. A vote of thanks to all delegates for a job well done. Report to Log: "Our special vote of thanks to two old professionals Chief Steward R. De Boissiere and Bosun R. D. Thoe. We were in a storm with 75-mile-an-hour winds and 30 degree rolls and sub-zero weather and they performed their duties and maintained a safety record with no one hurt and everything secure. God bless and keep them both."

LNG GEMINI (Energy Transport), January 4—Chairman, Recertified Bosun R. Schwarz; Secretary G. De Barre; Educational Director B. Gillis; Deck Delegate M. Horan; Steward Delegate D. Pappas. Chairman asked that all members please pass around the Log for all to read. Several members, who wrote to Piney Point about information on upgrading and have not heard from them yet, were advised to write again. Safety committee suggests that members handling wire should wear gloves. A vote of thanks to the steward department for the fine food aboard this ship. Next port Osaka.

LNG AQUARIUS (Energy Transport), January 5—Chairman Joe Morrison; Secretary Duke Gardner; Educational Director M. De Nardo; Steward Delegate George Taylor. No disputed OT. Chairman noted that we should be going to sea trials somewhere between January 18th and January 21st at which time we will have a new skipper and a new mate. A discussion was held on where to put the basketball net. The swimming pool to be squared away as soon as possible and benches will be made when we get some lumber. A vote of thanks to the steward department especially for Christmas dinner.

COASTAL KANSAS (Coscal Marine), January 4—Chairman, Recertified Bosun J. Richburg; Secretary W. G. Williams; Educational Director Wiley L. Yarber; Deck Delegate Charles Lambert; Engine Delegate P. E. Payton; Steward Delegate M. C. Dale. No disputed OT. Chairman reported that this ship was in idle status for 18 months. All members should take more interest in respect to safety, firefighting and repairs. Also that more entry ratings should apply for training at Piney Point. A vote of thanks was given to all delegates for their cooperation. A notice about the wage increase and the President's message were posted. Secretary sent a letter of appreciation to the Stella Maris Maritime Center in New Orleans for Christmas presents donated by local ladies. A vote of gratitude to Captain Bechtel for wine donated for the holidays. Next port Boston.

COVE NAVIGATOR (Cove Shipping), January 3—Chairman, Recertified Bosun E. La Soya; Secretary C. Corrent; Educational Director G. Kuglov. No disputed OT. Chairman extended compliments to the crew for excellent cooperation when a collision occurred with a small craft. On collision signal, the crew was alert with their lifejackets on and ready to meet any emergency. Advised all members to read the Log so you will be aware of what is going on in the Union. Report to Log: "This crew gives good membership attention and openly will discuss controversial subjects." Next port Fall River.

OGDEN LEADER (Ogden Marine), January 4—Chairman J. R. Colangelo; Secretary H. Donnelly; Educational Director Alan R. Gardner. \$90 in ship's fund. No disputed OT. Secretary reported that the ship's library contains various pamphlets that were received in New York during the Steward Recertification program about Union activities for the benefit of the membership. They are most informative and should be read and discussed. Educational Director suggested that the SIU should publicize that smoking on barges by boatmen while transferring fuel is highly dangerous for themselves and the ship they are servicing. All communications including the Log that were received were posted for all to read. The membership discussed the sinking of the *Poet* as some had friends that were lost and stood a special moment of silence in their memory. Next port Baytown.

SEA-LAND DEFENDER (Sea-Land Service), January 18—Chairman R. Ray; Secretary A. Reasko; Educational Director Neathery. Chairman noted that the ship was going to Tamano and all beefs were to be discussed with Frank Boyne, Port Agent. He also noted the importance of donating to SPAD. Applications for upgrading or LNG schools are available for those who are interested. \$225.00 in ship's fund. No disputed OT. All members when leaving ship were asked to clean their rooms and strip their bunks. An SIU ship is a clean ship.

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

Transcolorado
New York
Sea-Land Economy
Seattle
Del Sol
Del Oro
Benjamin Harrison
Sea-Land Consumer
Sam Houston
Overseas Joyce
William Hooper
Tampa
Sea-Land Pacer
Santa Mariana
Sea-Land Finance
Santa Cruz
Edward Rutledge
Ogden Charger
Monticello Victory
Cove Trader
Sea-Land Voyager
Boston
Sea-Land Market
Santa Lucia
Jacksonville
Mount Washington
Arecibo
Santa Barbara
Charleston
Cove Engineer
Del Campo
Delta Mar
Overseas Harriette
Mount Washington
Sea-Land Producer
Ogden Willamette
Puerto Rico
Sea-Land Resource
Delta Norte
Sea-Land Developer
Overseas Arctic
Achilles
Del Viento
Sea-Land Galloway
Del Mundo
Tamara Guilden



Tom M. Arriola



Seafarer Tom M. Arriola, 26, graduated from the Piney Point Entry Program in 1974. Brother Arriola sailed aboard the U.S. Coast Guard Cutter *Dauntless* out of Miami, Fla. from 1972 to 1973. He passed the courses for tankerman, lifeboat, firefighting and CPR. Arriola is a veteran of the U.S. Army National Guard's 143rd Airborne Division and the Coast Guard in the port of Houston. Born in Houston, he lives and ships out from that port.

Mark E. Simpson



Seafarer Mark E. Simpson, 25, graduated from the Seafarers Harry Lundeborg School of Seamanship (SHLSS) Entry Trainee Program, Piney Point, Md. in 1978. Brother Simpson now sails as a chief cook, last on the *LNG Aquarius* (Energy Transport). He has the LNG, firefighting, lifeboat, cardiopulmonary resuscitation (CPR) and first aid documents. Before attending Piney Point, Simpson graduated from the Culinary Institute of America, New York City. He was born in Newark, N.J., lives in Rungoes, N.J. and ships out of the port of New York.

Joseph Artis



Seafarer Joseph Artis, 24, is a 1975 graduate of the HLSS Entry Trainee Program. He upgraded to AB at the School in 1980. Brother Artis holds the lifeboat, firefighting and CPR endorsements. Artis was born in Santa Ana, Calif., lives in San Diego, Calif. and ships out of all West Coast ports.

Timothy G. Donoghue



Seafarer Timothy G. Donoghue, 21, graduated from the HLS in 1979. In 1980, he upgraded there to FOWT. He holds the firefighting, lifeboat, CPR and first aid endorsements. A native of Long Island, N.Y., he lives there and ships out of the ports of Seattle and New York.

Daniel Laitinen Jr.



Seafarer Daniel Laitinen Jr., 27, is a 1969 grad of the HLS. He sails as an AB. Brother Laitinen earned the CPR, lifeboat and firefighting tickets. He is a veteran of the U.S. Army and he resides and ships out of the port of New Orleans.

James Venskus



Seafarer James Venskus, 25, graduated from the HLS in 1976. Brother Venskus sails as an AB. His endorsements include 3rd cook, firefighting, lifeboat and CPR. He was born in Fort Leavenworth, Kans., lives in Springfield, Va. and ships out of the port of New York.

Richard C. Rosati



Seafarer Richard C. Rosati, 26, is a 1977 graduate of the HLSS. In 1978, he upgraded to FOWT in the port of New York and to QMED last year at Piney Point. Brother Rosati also earned his CPR, firefighting and lifeboat tickets. Born in Long Island, N.Y., he ships out of the port of New York.

Tony O. Vargas



Seafarer Tony O. Vargas, 29, graduated from the HLS in 1975. Brother Vargas upgraded to FOWT there in 1976. He has the lifeboat, firefighting and CPR papers. Vargas is a veteran of the U.S. Army during the Vietnam War. A native of Brooklyn, N.Y., he ships from the port of New York.

Richard S. Borden



Seafarer Richard S. Borden, 22, was a graduate of the HLS Entry Program in 1978. The same year he upgraded there to LNG and sailed on the *LNG Aries* (Energy Transport) and the *LNG El Paso Southern* in 1979. Brother Borden, last year, upgraded to AB at Piney Point sailing aboard the *El Paso Arzew*. He is a native of Washington, D.C., lives in Annapolis, Md. and ships out of the ports of Baltimore and New York.

Larry Jay Gordon



Seafarer Larry Jay "Flash" Gordon, 25, is a 1975 grad of Piney Point. He then also earned his GED diploma there. Brother Gordon in 1977 upgraded to FOWT and took the Basic Welding course. Last year he upgraded to QMED. Gordon also earned the firefighting, lifeboat and CPR tickets. He plans to take some advanced math courses soon at Piney Point. Born in Pennsylvania, he ships out of the port of Baltimore.

James Bo Koesy



Seafarer James Bo Koesy, 22, graduated from Piney Point in 1978. Brother Koesy "enjoys the sailor's lifestyle!" He upgraded to FOWT at the HLS in 1979 and LNG and QMED there in 1980. Koesy was in the original crew of the *LNG Gemini* (Energy Transport). He holds the LNG, firefighting, tankerman, lifeboat and CPR endorsements. Born in Panama City, Fla. he ships out of the ports of New York and New Orleans.

Philip D. Poole



Seafarer Philip D. Poole, 27, joined the former IBU in 1975 in Port Arthur, Tex. He then graduated from the HLS Trainee Program for deep-sea in 1977 upgrading to AB there the same year. Brother Poole earned the firefighting, lifeboat and CPR documents. He was born in Long Branch, N.J., resides in Monmouth Beach, N.J. and ships out of the port of New York.

It Ain't the Same Old Job So the Same Old Skills Won't Do ...



Take the
**Towboat
Operator
Scholarship
Program** which
starts June 22.

If you
don't qualify
for the **Towboat
Operator Scholarship
Program**, you may take the
regular **Towboat Operator
Course**, which starts May 11.

See your SIU Representative for details.

Summary Annual Report for Seafarers Pension Plan

This is a summary of the annual report of Seafarers Pension Plan I.D. #13-6100329 for January 1, 1979 to December 31, 1979. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$151,436,402 as of January 1, 1979, compared to \$167,418,738 as of December 31, 1979. During the plan year, the plan experienced an increase in its net asset of \$15,982,336. This included unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$33,287,337 including employer contributions of \$19,188,255 and earnings from investments of \$14,099,082.

Plan expenses were \$10,583,321. These expenses included \$9,554,357 in benefit payments and \$1,028,964

representing administrative expenses, insurance premiums for Pension Benefit Guaranty Corporation and other fiduciary insurance as required by federal law, communications with participants, and custodian fees and other investment charges.

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. A. Jensen, 675 Fourth Avenue, Brooklyn, New York 11232. The charge to cover copying costs will be \$1.00 for the full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual

report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the right to examine the annual report at the main office of the plan, 675 Fourth

Avenue, Brooklyn, New York 11232, and at the U.S. Department of Labor in Washington, D. C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the Department should be addressed to Public Disclosure Room, N4677, Pension and Welfare Benefit Programs, U.S. Department of Labor, 200 Constitution Avenue, N. W., Washington D. C. 20216.

Ogden Champion Committee



Recertified Bosun Elmer Baker (front left) ship's chairman of the ST Ogden Champion (Ogden Marine) is with the Ship's Committee at a payoff with visitors on Feb. 22 at the Exxon Dock, Bayway, N.J. They are (left rear) Chief Pumpman Buddy (and Helen) Griffith, educational director and (r. to l.) Saloon Messman Bill Dal—who lost his 640-acre home to Mt. St. Helen's eruption—steward delegate; Chief Steward Joe Bennett Jr., secretary-reporter; Remedios Motly and AB Harvey Barlow, deck delegate.

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.



Pensioner's Corner



Ioannis Apostolidis, 65, joined the SIU in the port of Baltimore in 1956 sailing as an AB. Brother Apostolidis sailed 30 years and rode the Isthmian Line in 1955. He hit the bricks in the 1960 Greater N.Y. Harbor beef. Seafarer Apostolidis was born in Greece and is a resident of Euboea, Greece.



Pedro Rafael Arteaga, 62, joined the SIU in 1945 in the port of New York sailing as a cook. He sailed for Bull Line and Robin Line in 1957. Brother Arteaga was born in Guayaquil, Ecuador and is a resident of Philadelphia.



Paul Francis Arthofer, 59, joined the SIU in 1941 in the port of New Orleans sailing as an AB. Brother Arthofer also sailed as a ship and deck delegate during the Vietnam War. He received a 1961 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Del Oro* (Delta Line). Seafarer Arthofer is also a printer and cook. Born in Dallas, Tex., he is a resident of Monroe, La.



Isidore Carmen Dongen, 65, joined the SIU in 1948 in the port of New York sailing as a FOWT. Brother Dongen sailed 42 years. He was born in Paramaribo, Suriname (Dutch Guiana) S.A., is a naturalized U.S. citizen and is a resident of Brooklyn, N.Y.



Joseph George Edwards, 68, joined the SIU in the port of New Orleans in 1958 sailing as 3rd cook and waiter. Brother Edwards sailed 30 years. He is a veteran of the Louisiana National Guard from 1933 to 1938. Seafarer Edwards was also an office manager and junior executive. Born in New Orleans, he is a resident there.



Ola Ekeland, 63, joined the SIU in the port of Philadelphia in 1950 sailing as an AB. Brother Ekeland sailed 48 years. He was born in Skare Kongshamn, Tromoy, Arendal, Norway and is a resident of Brooklyn, N.Y.



George Luc Esteve, 57, joined the SIU in 1943 in the port of New Orleans sailing as an AB. Brother Esteve sailed 38 years. He was born in Louisiana and is a resident of New Orleans.



Warren Theodore Miller, 62, joined the Union in the port of Philadelphia in 1956 sailing as a captain and mate for the Warner Co. from 1950 to 1955 and for Independent Towing from 1955 to 1980. He also sailed as a mate for P.F. Martin in 1958. And he was a former member of the MM&P Union, Local 14 from 1943 to 1960. Boatman Miller also sailed deep sea on the Bull Line from 1938 to 1940 and the Robin Line from 1940 to 1942. He is a veteran of the U.S. Navy in World War II. A native of Fredericksburg, Va., he is a resident of Willow Grove, Pa.



Cecil Bernard Wiggins, 52, joined the SIU in 1945 in the port of Mobile sailing as a bosun. Brother Wiggins received a Union Personal Safety Award in 1960 for sailing on an accident-free ship, the *SS Alcoa Ranger*. Seafarer Wiggins was born in Alabama and is a resident of Theodore, Ala.



Heinz Seel, 68, joined the former MC&S Union in the port of San Francisco in 1962 sailing as a chief steward on the *SS Maria* from 1977 to 1978. He graduated from the MC&S Stewards Training School in 1959. Brother Seel is a former member of the Waiters Union Local 30. Born in Hamburg, West Germany, he is a resident of Petaluma, Calif.



James Perry "J.P." Bratcher, 55, joined the Union in the port of Houston in 1960 sailing as an oiler, deckhand and captain for the W.D. Hoden Co. from 1952 to 1963. Coyle Lines and G&H Towing from 1963 to 1980. Brother Bratcher is a veteran of the U.S. Navy in World War II. He was born in Washington County, Fla. and is a resident of Houston.



Jesus Villanueva Garcia, 63, joined the SIU in 1948 in the port of New York sailing as a FOWT. Brother Garcia was born in Fort Worth, Tex. and is a resident of Fort Lee, N.J.



George Lenard Gill, 76, joined the SIU in the port of New Orleans in 1954 sailing as a 2nd cook. Brother Gill sailed 25 years. He helped to organize Cities Service. Seafarer Gill was born in Port of Spain, Trinidad, B.W.I. and is a resident of Fairhope, Ala.



Peter Ruedeski, 65, joined the Union in the port of Detroit in 1960 sailing as a wiper. Brother Ruedeski was born in Plymouth, Pa. and is a resident there.



Ernel Frederick Zeller, 60, joined the Union in the port of Frankfort, Mich. in 1953 sailing as a cook for the Ann Arbor (Mich.) Carferries from 1961 to 1980. Brother Zeller sailed 36 years. He is a wounded veteran of the U.S. Army in World War II. Laker Zeller was born in Merrill, Wisc. and is a resident of Elberta, Mich.



Jacobus "Jack" Gerardus Lakwyk, 64, joined the SIU in the port of New York in 1952 sailing as a chief steward. Brother Lakwyk is a former member of the Marine Cooks & Stewards Union. He is a veteran of The Netherlands Navy before World War II. Seafarer Lakwyk was born in Holland and is a naturalized U.S. citizen. He is a resident of Houston.



Walter Alexander Kuchta, 60, joined the SIU in the port of Wilmington in 1957 sailing as a bosun. Brother Kuchta sailed 37 years. He was born in Sharpsburg, Pa. and is a resident of Pittsburgh, Pa.



Arthur Joseph Margiotta Jr., 53, joined the SIU in the port of New Orleans in 1953 sailing as a cook. Brother Margiotta sailed 27 years. He is a veteran of the U.S. Army in World War II. Seafarer Margiotta was born in New Orleans and is a resident of River Ridge, La.



Henry Culmer McKinney, 56, joined the SIU in 1945 in the port of New Orleans sailing as an AB. Brother McKinney sailed 35 years. He is a veteran of the U.S. Army during the Korean War. Born in Wauchula, Fla., he is a resident of Lacombe, La.



John Alexander McLaughlin, 61, joined the SIU in 1943 in the port of New York sailing as an AB. Brother McLaughlin sailed 42 years. He received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Francis*. Seafarer McLaughlin was born in Stayner, Ontario, Canada, is a naturalized U.S. citizen and is a resident of Seattle.



Herbert Milzer Parsons, 72, joined the SIU in the port of New Orleans in 1967 sailing as an AB. Brother Parsons sailed 28 years. He is a former member of the ILA, Local 1418. Seafarer Parsons is a veteran of the U.S. Army in World War II. Born in the British West Indies, he is a resident of Metairie, La.



George A. Rosholt, 65, joined the SIU in 1956 in the port of Jacksonville sailing as a chief steward. Brother Rosholt sailed for Cities Service from 1961 to 1976 and for IOM from 1980 to 1981. He is a veteran of the U.S. Army in World War II. Born in New York, he is a resident of Holly Hill, Fla.



Arcangel Saavedra, 65, joined the SIU in 1939 in the port of Miami sailing as a chief pumpman and saloon messman. Brother Saavedra was born in Puerto Rico and is a resident of the Bronx, N.Y.



Alberto Angel Yado, 65, joined the SIU in 1940 in the port of Tampa sailing as a cabin steward and bellman for 42 years. Brother Yado was born in Key West, Fla. and is a resident of Miami.



Josip Matre Tramontanic, 64, joined the SIU in 1948 in the port of New York sailing as a QMED. Brother Tramontanic is a veteran of the U.S. Coast Guard in World War II. He was born in Yugoslavia, is a naturalized U.S. citizen and is a resident of Biloxi, Miss.

Need a License? Get One Cheap With Graft,

Below is a reprint of an article from the West German magazine, Geo. It says a lot about why "flag-of-convenience" ships have by far the worst safety record on the high seas. We sincerely hope that those Congressmen and Senators who protect these fleets at the behest of the oil companies read this article and then take strong action to curb the growth of "flag-of-convenience" fleets. Right now, "flag-of-convenience" ships, like the one in this article, carry more than 50 percent of all America's oil imports.

A Mate for the "Aladin B."

Christian Jungblut was utterly unqualified to be a ship's officer. But he bought himself the papers he needed and signed on a "flag-of-convenience" oil tanker as the third mate.

Reprint of Article by
Christian Jungblut

DEAD slow ahead!" The pilot barked his command from one wing of the bridge. The captain turned to me, ordering me with a glance to operate the engine-room telegraph.

It's a simple job. You push a lever to the reading "Dead Slow." Nothing to it. I grabbed the handle and shoved it—almost too far. Nobody noticed my panic. They were all too busy casting off. The gangway had been pulled up 15 minutes before. I had passed the point of no return. We were leaving the oil dock in Curacao, destined for Marcus Hook, near Philadelphia.

A slight vibration went through the ship as the engines started deep below. Some 15,000 metric tons of steel and 525,000 barrels of crude oil in 10 huge tanks were set in motion. I was standing on the bridge, which was as tall as the roof of a six-story building, and 800 feet of ship lay in front of me. I could hardly make out the men hauling in the lines on the foredeck.

Why on earth did we have to cast off during my watch? I was the newly hired third mate, but I knew barely as much about seamanship as Julio the messboy. Twenty years before, I had been a deck boy on a small freighter, but not once since then had I set foot on the bridge of a ship. And now I was to help navigate a tanker of 85,000 deadweight tons through the tricky waters of the Caribbean. Of course, the harbor pilot and Captain Petros Deligiannakis were up there with me, and Kolakko, a sailor, took the helm. But I was grateful for every minute that the pilot was on board and every hour that brought me closer to the end of my watch.

Somehow before it ended, I managed to obey an order to take a bearing using the radar. The next

Christian Jungblut is a 37-year-old German reporter and writer who put in many years as a laborer before he turned to journalism.

day when Captain Deligiannakis asked me to fix our position with the sextant, I said, lying, that I hadn't used one in years and would he please show me how. Without saying another word, he turned his back. I continued my lookout. Suddenly, he walked up to me. "I take it," he hissed, "you have never before traveled on a ship." Looking out to sea, I replied as casually as possible. "You are free to think whatever you like." That was the end of our conversation. He took no action whatsoever. I stayed on the bridge. Later, in the officers' mess, he voiced his suspicion repeatedly, but after a few days nobody paid any attention.

The ship was the *Aladin B.*, built in 1966 and sailing under the colors of the Republic of Panama, a flag of convenience. Like Liberia and some other countries, Panama collects little or no income tax from the shipowners (of many different nationalities) who register vessels there and has been lax in checking the seaworthiness of the vessels it registers. I had long wanted to see up close an oil tanker sailing under one of these registries. A further suspicion had brought me aboard the *Aladin B.* I had signed on to find out whether it is true that many ships flying flags of convenience are operated by officers who wouldn't qualify under the laws of many countries to steer a motorboat. Would I myself be allowed responsibility for the running of the ship?

My "career" as a ship's officer had begun five months earlier, when I decided to get myself instantly certified.

I had no intention of spending three years as a sailor and three additional mandatory years at a maritime academy, as German law demands. But neither was I as lucky as a man I shall call Peter. A dropout after a few semesters at an engineering school, he became second engineer on a Ghanaese freighter. The shipowner, a Dutch industrialist, had agreed in the contract of hire to provide Peter with "all necessary documents" except a passport. I had seen his contract and was amazed. I would have no such luck. I would have to get my papers through consulates in big city ports.

Equipped with my old seaman's book, which showed my year as a deck boy, and with three other documents confirming my services as a sailor for a total of three years—I had bought them for 100 deutsche

marks (\$53) each from the captains of ships under flags of convenience in the harbor of Hamburg—I stood before the Panamanian consul in his Hamburg office. Smelling of perfume and sporting a well-groomed beard, Consul General Gaspar G. Wittgreen carelessly pushed my papers aside. He wanted to see my German license. "I don't have one," I said, "otherwise I wouldn't be sitting here."

"But those are the rules," he said in a soft voice. "Don't you at least have a certificate of hire as an officer?"

"How could I have a certificate of hire as an officer if I don't even have a license," I replied rudely.

"I don't know myself," he admitted, "but those are the rules."

So I set out to get what I needed. I heard of a Dutch shipowner who might "hire" me without an officer's license. I inquired aboard his ship and got his telephone number. I called, and without laying eyes on me or any license, he mailed me a certificate of hire as second mate of his ship. (Much later we happened to meet, and I asked him why he did that for me. "Everybody started from the bottom once," he said.)

Next I turned to one of the administrative offices of the city of Hamburg. I chose the days between Christmas and New Year's. I went to the Department of Sports at the Ministry of the Interior. The officials there were working at half speed. I presented a license I had earned as a teenager sailing a dinghy and said I planned to bring a schooner from Turkey, and that they surely understood all the Oriental rules and regulations. The officials nodded agreeably, and in a holiday mood they issued a document stating that I had "several years of experience as a skipper." It was true, but as a skipper of sailboats no more than 15 feet long.

Now I went back to the Panamanian consul. The certificate of hire from the Dutch shipowner met with his approval. However, when he saw the document from the city of Hamburg, he hesitated: "But here it says 'Department of Sports.'"

"And farther down it says 'skipper,' and that should be adequate," I replied. As he began to protest that he was not inclined to lose his job for my sake, I tossed across the desk a certificate that qualified me to operate a radiotelephone. I had recently taken a three-day course to get it.

"Well, this is a different matter," the consul said. "What would you like, a seaman's book or a license to operate the radiotelegraph?" I chose the telegrapher's license, with no restrictions. With it I could work aboard passenger liners and supertankers. The fee was 50 marks. My cousin's husband had trained for five years to earn one.

A week later I had a mate's license

as well. I had gone to another big port and found the Panamanian consul there, this one less scrupulous than the first. Over the rattle of the typing of two secretaries he asked, "How big is the ship on which you are a mate now?"

"Fifteen hundred tons," I said, lying; the Dutchman's ship I had supposedly been hired on was a mere 300 tons. "But couldn't you make it five thousand tons in the license? That's the size of a ship that travels as far as the Mediterranean."

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I immediately began to look for a job. In that city, however, none were available, so I headed for Piraeus in Greece.

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Need a License? Get One Cheap With Graft,

Below is a reprint of an article from the West German magazine, *Geo*. It says a lot about why "flag-of-convenience" ships have by far the worst safety record on the high seas. We sincerely hope that those Congressmen and Senators who protect these fleets at the behest of the oil companies read this article and then take strong action to curb the growth of "flag-of-convenience" fleets. Right now, "flag-of-convenience" ships, like the one in this article, carry more than 50 percent of all America's oil imports.

A Mate for the "Aladin B."

Christian Jungblut was utterly unqualified to be a ship's officer. But he bought himself the papers he needed and signed on a "flag-of-convenience" oil tanker as the third mate.

Reprint of Article by Christian Jungblut

DEAD slow ahead! The pilot barked his command from one wing of the bridge. The captain turned to me, ordering me with a glance to operate the engine-room telegraph.

It's a simple job. You push a lever to the reading "Dead Slow." Nothing to it. I grabbed the handle and shoved it—almost too far. Nobody noticed my panic. They were all too busy casting off. The gangway had been pulled up 15 minutes before. I had passed the point of no return. We were leaving the oil dock in Curacao, destined for Marcus Hook, near Philadelphia.

A slight vibration went through the ship as the engines started deep below. Some 15,000 metric tons of steel and 525,000 barrels of crude oil in 10 huge tanks were set in motion. I was standing on the bridge, which was as tall as the roof of a six story building, and 800 feet of ship lay in front of me. I could hardly make out the men hauling in the lines on the foredeck.

Why on earth did we have to cast off during my watch? I was the newly hired third mate, but I knew barely as much about seamanship as Julio the messboy. Twenty years before, I had been a deck boy on a small freighter, but not once since then had I set foot on the bridge of a ship. And now I was to help navigate a tanker of 85,000 deadweight tons through the tricky waters of the Caribbean. Of course, the harbor pilot and Captain Petros Deligiannakis were up there with me, and Kolakko, a sailor, took the helm. But I was grateful for every minute that the pilot was on board and every hour that brought me closer to the end of my watch.

Somehow before it ended, I managed to obey an order to take a bearing using the radar. The next

Christian Jungblut is a 37-year-old German reporter and writer who put in many years as a laborer before he turned to journalism.

day when Captain Deligiannakis asked me to fix our position with the sextant, I said, lying, that I hadn't used one in years and would he please show me how. Without saying another word, he turned his back. I continued my lookout. Suddenly, he walked up to me. "I take it," he hissed, "you have never before traveled on a ship." Looking out to sea, I replied as casually as possible, "You are free to think whatever you like." That was the end of our conversation. He took no action whatsoever. I stayed on the bridge. Later, in the officers' mess, he voiced his suspicion repeatedly, but after a few days nobody paid any attention.

The ship was the *Aladin B.*, built in 1966 and sailing under the colors of the Republic of Panama, a flag of convenience. Like Liberia and some other countries, Panama collects little or no income tax from the shipowners (of many different nationalities) who register vessels there and has been lax in checking the seaworthiness of the vessels it registers. I had long wanted to see up close an oil tanker sailing under one of these registries. A further suspicion had brought me aboard the *Aladin B.* I had signed on to find out whether it is true that many ships flying flags of convenience are operated by officers who wouldn't qualify under the laws of many countries to steer a motorboat. Would I myself be allowed responsibility for the running of the ship?

My "career" as a ship's officer had begun five months earlier, when I decided to get myself instantly certified.

I had no intention of spending three years as a sailor and three additional mandatory years at a maritime academy, as German law demands. But neither was I as lucky as a man I shall call Peter. A dropout after a few semesters at an engineering school, he became second engineer on a Ghanaese freighter. The shipowner, a Dutch industrialist, had agreed in the contract of hire to provide Peter with "all necessary documents" except a passport. I had seen his contract and was amazed. I would have no such luck. I would have to get my papers through consulates in big city ports.

Equipped with my old seaman's book, which showed my year as a deck boy, and with three other documents confirming my services as a sailor for a total of three years—I had bought them for 100 deutsche

marks (\$53) each from the captains of ships under flags of convenience in the harbor of Hamburg—I stood before the Panamanian consul in his Hamburg office. Smelling of perfume and sporting a well-groomed beard, Consul General Gaspar G. Wittgreen carelessly pushed my papers aside. He wanted to see my German license. "I don't have one," I said, "otherwise I wouldn't be sitting here."

"But those are the rules," he said in a soft voice. "Don't you at least have a certificate of hire as an officer?"

"How could I have a certificate of hire as an officer if I don't even have a license," I replied rudely.

"I don't know myself," he admitted, "but those are the rules."

So I set out to get what I needed. I heard of a Dutch shipowner who might "hire" me without an officer's license. I inquired aboard his ship and got his telephone number. I called, and without laying eyes on me or any license, he mailed me a certificate of hire as second mate of his ship. (Much later we happened to meet, and I asked him why he did that for me. "Everybody started from the bottom once," he said.)

Next I turned to one of the administrative offices of the city of Hamburg. I chose the days between Christmas and New Year's. I went to the Department of Sports at the Ministry of the Interior. The officials there were working at half speed. I presented a license I had earned as a teenager sailing a dinghy and said I planned to bring a schooner from Turkey, and that they surely understood all the Oriental rules and regulations. The officials nodded agreeably, and in a holiday mood they issued a document stating that I had "several years of experience as a skipper." It was true, but as a skipper of sailboats no more than 15 feet long.

Now I went back to the Panamanian consul. The certificate of hire from the Dutch shipowner met with his approval. However, when he saw the document from the city of Hamburg, he hesitated. "But here it says 'Department of Sports.'"

"And farther down it says 'skipper,' and that should be adequate," I replied. As he began to protest that he was not inclined to lose his job for my sake, I tossed across the desk a certificate that qualified me to operate a radiotelephone. I had recently taken a three-day course to get it.

"Well, this is a different matter," the consul said. "What would you like, a seaman's book or a license to operate the radiotelegraph?" I chose the telegrapher's license, with no restrictions. With it I could work aboard passenger liners and super-tankers. The fee was 50 marks. My cousin's husband had trained for five years to earn one.

A week later I had a mate's license

as well. I had gone to another big port and found the Panamanian consul there, this one less scrupulous than the first. Over the rattle of the typing of two secretaries he asked, "How big is the ship on which you are a mate now?"

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Then Get a Mate's Job on 'Flag-of-Convenience'

enough for me to count the bristles of his beard, and quietly named his price. "Twenty thousand drachmas [\$450]," he said. "You must understand, we get the smallest share of the pie. Five thousand go to the crew manager of the shipping company, who will move your application from the bottom of the pile to the top. Six thousand are for the port captain of the shipping line, to get him to give you a good ship. Five thousand go to immigration so they will take care of passports. Only four thousand are for us. This you pay when you sign the contract."

"How about a receipt?" I asked. He gave me a condescending look. "That's impossible. You know, this is illegal here. You have to trust me." I handed over the money, thinking that all I had to show for it was the privilege of spending my days waiting on a chair in his office.

A month passed before I was ordered to Athens to undergo the physical examination required for a job—as mate aboard the *Fadi B.*, a tanker. However, no contract followed, and waiting around at the agent's office, I happened to hear that an Arab had been signed on in my place. I asked about this and was told that nothing had been decided. A week later, the agent said: "There is a tanker in Genoa, the *Amer B.*, you'll get on that ship." When I checked with the shipping company, the answer was, "The ship will be in Piraeus tomorrow. Nobody will be signed on."

The agent sent me to Athens again. By now the bus drivers were greeting me with handshakes. In Athens I was told that there was a beautiful tanker, 14 years old, but in very good condition. I no longer cared. I would have accepted any old ship. This tanker, they said, travels the Caribbean between Curacao and the United States. I would have to fly to Curacao, where it was in port. Its name was the *Aladin B.*

A new arrival aboard any ship is first told by his mates about the condition of the vessel. "This tanker is somewhat rusty, but otherwise it's in good shape," said Manfred, the first engineer, as a pair of cockroaches crossed one wall of his cabin. I had been taken to him immediately upon arrival because he was the only other German on board. Compared with the rust buckets I had seen, the *Aladin B.* was a fine ship, but in its declining years. There was a crew of thirty-four men from nine nations and four continents.

"You know the rule of thumb?" Manfred asked. "Five years under Greek ownership or under a Greek captain and a ship is done for, because nobody does anything to keep her in shape. This ship has been Greek for three years—the Japanese had it before. In other words, she has two more years to go."



The flag-of-convenience tanker *Argos Merchant* breaks apart off Nantucket in late 1978, causing the worst oil spill ever in American coastal waters. There are hundreds of tankers like this one plying the world's seaways with untrained crews and officers with phony licenses.

"And the lifeboats?"

"Stuck; rusted fast," Manfred laughed.

"But don't you have lifeboat drills? According to international rules, they must be held once a month."

Manfred laughed again. "Not on this ship; no lifeboat drills or fire drills. We have no drills whatsoever. None. You understand?"

Whenever I began to wonder how I was going to get out of this mess unscathed, I reminded myself that before I came, the crew had always managed to reach port. The odds, I concluded, were in my favor as long as I didn't make a big mistake during my watch.

I decided to be even more on guard than before. I missed no opportunity to learn. I wanted to see the pump room, to be familiar with all important valves, switches and locks. I wanted to be prepared for an emergency, to be able to prevent an overflow of oil at the docks—a responsibility that was part of a mate's job, in fact.

Two nights later, I got the feeling we would never reach port. In a grayish-black haze, our visibility was only two nautical miles. We were on a much traveled route near the American coast. When I was about to switch on the radar, another officer said, in all seriousness, "Don't. We have good visibility."

I tried to explain that we did not have enough time to change course if we had to avoid another ship. If the other ship were traveling at our speed, 15 knots, our vessels would be approaching each other at 30 knots, and if we were two miles apart at first sighting, the big crunch would occur in four minutes.

All the officer had to say was, "There's plenty of time for a full turn. I executed one only this morning. You'll see, it will be okay." In my mind's eye, I saw a man in a car without brakes racing toward a wall and still supposing he could make a sharp turn only a few feet away. I don't scare easily, but cold fear was getting hold of me. It

Portside, was still there. It was oil sludge, shifted by Joe from one tank to another through interconnecting pipes. Now that sludge wouldn't budge. A reading with a gauge showed that there were 10 inches of it down there. It had accumulated in tanks that had not been properly cleaned.

The captain appeared. He and Joe had a lively and long conversation. Joe kept turning valves as they spoke—in Greek, which of course I did not understand. Then the captain left. Joe pulled the measuring gauge out of the tank. The reading was now two inches.

When inspectors for the refinery came aboard to verify that the tanks had been emptied, it was raining cats and dogs. This was to Joe's advantage. I watched carefully as they got to Number 4 Portside. Joe lowered the measuring gauge into the tank, and as a knot passed through his fingers, he immediately stopped the line from dropping farther. When he pulled up the gauge, it showed only a few drops of oil in the tank, whereas I knew that two inches were still in there. But where did Joe put the other eight inches? He told me later that the captain had ordered him to pump the oil sludge into the bilge below the pump room.

Now I began to understand the meaning of an earlier incident. During my watch one night, when we were at about the latitude of Charleston, South Carolina, the ship's course was changed, without anybody telling me about it, to take us farther out to sea. In entering our position on the charts, the first mate didn't use dividers because they leave holes in the paper and could be detected later. Umpteen barrels of oil sludge were dumped into the sea during this change of course. They came from the bilge, where the remaining eight inches of oil sludge from Number 4 Portside were now stored.

Such were the favors Joe did for the captain. Later, I visited Joe in his cabin. He was sipping whiskey, given to him by the captain, and brooding. "I've got to get away from here," was all he said. I nodded.

Joe and I were still on board as we crept out of port. As usual with sailors, it is easier to stay.

The Coast Guard was satisfied. They had boarded during the unloading and approved the log. Their only other concern was with two cables hanging fore and aft, which can be used to tow the ship out of port as fast as possible in case of fire. Nobody was much interested in us. In any port, everybody prefers to see such ships leaving instead of coming.

As for the people at the refinery, they breathed a sigh of relief when the dock was finally available again for another tanker to discharge its cargo.



LOG
March 1981



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