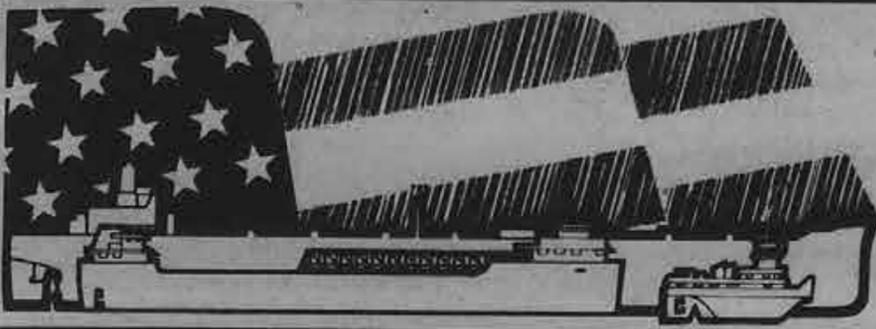


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Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO **VOL. 43**
NO. 1 **JANUARY 1981**

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PRESIDENT'S REPORT

I wish to express my sincere appreciation to the SIU membership for your overwhelming support and confidence in electing me president of the SIU-AGLIWD.

I accept the tremendous responsibility you have entrusted to me, and I pledge to lead our Union forcefully, intelligently and honestly.

It is also with a deep feeling of pride and history that I will carry out the duties of president, which were so well performed for so many years by my predecessor, Paul Hall. He was truly one of the great figures in the history of the American labor movement.

As your president, my primary responsibility is the protection and enhancement of the welfare and security of the SIU family, including active members, pensioners and their dependents.

At the present time, our organization is in excellent condition. Our jobs base is strong. Our contracts are second to none. Our benefit plans, including Pension, Welfare and Vacation, are in the best financial condition ever since their inception. Our school in Piney Point is the best vocational and academic training facility anywhere in the nation for seamen and boatmen.

But no one should be misled by our position of strength today. The maritime industry is facing serious problems across the board. The industry is in the midst of an upheaval of change in regard to technology, economics and politics.

These changes are putting new and increased pressures on the



FRANK DROZAK

ability of the U.S. maritime industry to be competitive on a world-wide basis. The changes and problems may ultimately demand a rethinking and reshaping of many basic maritime policies on the part of government, management and labor.

My point, brothers and sisters, is simply this. The SIU is in good shape today. I foresee growth and expansion for our Union in the future as well as a steady improvement in the lives and livelihoods of SIU people.

However, there are no guarantees for tomorrow. We must make it happen for ourselves. We must always remain in a position to shape our own future instead of having it shaped for us.

That means hard work. And it means a willingness to face our problems head-on instead of sidestepping them and hoping that they go away.

We must face the challenge of new technology by improving our skills at Piney Point. We must face the challenge in the political arena by continued support and participation in SPAD. And we must be willing to cooperate with management and government to ensure the economic stability of our industry.

There are no easy answers. There never have been for us, and I'm sure it's not about to get any easier.

But we have always survived. More than that, we have prospered. We have done it with a combination of hard work and determination.

Most importantly, though, we have done it together as a united brotherhood, standing strong side by side.

There is no substitute for unity. It's the most fundamental concept of trade unionism.

Unity has been the standardbearer of our Union. With your help and continued support, I will do my utmost to keep it that way. And by all of us working together—as one—we can change the hopes and aspirations of today into the realities of tomorrow.

Unions Want Gov't Policy Changes on Maritime

THE AFL-CIO Ad Hoc Committee on Maritime Industry Problems, chaired by Federation President Lane Kirkland, has called for an aggressive five-point plan to reverse the decline of the American maritime industry.

The Ad Hoc Committee, made up of the key seagoing unions including the SIU, pointed out the "urgency" of early enactment of the recommended changes in government policies toward maritime.

SIU President Frank Drozak, who represented the SIU at the meeting affirmed that "the maritime industry does not need new subsidies, loans, grants or bail-outs. It only needs government policies that recognize its importance to all American citizens, no matter how far from the water they may live. Our industry is perfectly capable of paying its own way without new

government money."

The Ad Hoc Committee called for the following:

- A commitment to revitalize the virtually nonexistent dry bulk U.S.-flag fleet. The American merchant marine must be adequately considered in all programs now being developed to promote the export of American coal to foreign purchasers. If U.S.-flag ships carried their fair share of coal exports, America would have a much stronger fleet to carry not only coal but also strategic materials.

- The privately-owned U.S. merchant fleet must be put to greater use by the Navy for routine auxiliary functions. This policy will save defense dollars, better prepare the private fleet for any national emergency and permit Navy personnel to man strategic vessels instead of shipping oil and food in competi-

tion with private industry. The Navy should transfer to the private sector the operation and new construction of naval auxiliary support vessels.

The Navy must establish a charter and build program wherein the private sector will be guaranteed in advance employment of its vessels. At the present time, chartering is on a spot-market basis, often for periods of less than three years. The private merchant marine is often left empty handed after promises of cargo go unfulfilled.

- Tax laws must encourage ship owners to build and operate the most modern fleet in an efficient manner. Government regulations are choking the private merchant marine.

The United States must reduce the 14½ year depreciation schedule for ships. Most other nations have much more favorable tax schedules that encourage

the building of vessels in those nations.

- The United States must sit down at the negotiating table, particularly with developing countries, to draw up bilateral trade agreements.

- The United States government should ratify the United Nations Conference on Trade and Development's proposed code of conduct for liner services.

Drozak said the Committee's concern was shared by representatives of all segments of the maritime industry, labor and government at a recent symposium sponsored by the University of Virginia. More than 100 leaders participated in the program, held this month in the U.S. Virgin Islands. Drozak reported that there was broad agreement that the U.S.-flag fleet is in grave peril and that only new government policies could revitalize the industry.

2.67% COLA Goes Into Effect for Deep Sea Contract

With the latest Cost of Living Adjustment (COLA), deep sea members have increased their earnings over the past two-and-a-half years by 39.2 percent.

The recent COLA went into effect on Dec. 16, 1980. It amounted to 2.67 percent.

This COLA, compounded

with contractual wage raises and other Cost of Living Adjustments, adds up to a 39.2 percent increase in pay since June 16, 1978 when the deep sea tanker and freightship/passenger agreements were signed.

The COLA applies to base wages, premium rates, overtime

(for work in excess of eight hours, Monday-Friday) and penalty off-watch rates (Monday-Friday).

Seafarers should note that the COLA is not applicable to on-watch, Monday through Friday, or on-watch Saturday, Sunday and holiday penalty rates and special rates such as longshore

work and tank cleaning.

However, the 2.67 percent COLA does apply to the deep-sea vacation benefit.

A full rundown on how the latest COLA affects your wages appears on pages 15-16 of this Log.

Frank Drozak Elected President of SIU

FRANK DROZAK has been overwhelmingly elected president of the SIU-Atlantic, Gulf, Lakes and Inland Waters District in a secret mail ballot as provided for under the SIU Constitution. (See below for all election results.)

The ballots were counted by the official Union Tallying Committee, made up of 18 rank-and-file members. The Committee consisted of two members from each of the SIU's nine Constitutional ports. They were elected by their brother members at special meetings in the nine Constitutional ports on Dec. 29, 1980.

The Tallying Committee's report appears below. It should be noted that in addition to the election of officers, there were two Propositions on the ballot.

Proposition 1, a Constitutional Amendment on Dues, was overwhelmingly passed. Proposition 2, a Constitutional Amendment creating the office of Vice President in Charge of the West Coast, was also overwhelmingly passed. The tallies on these two propositions are included in the Tallying Committee's report.

Following is the Union Tallying Committee's report on the vote tally:

OFFICIAL TALLY SHEET FOR ELECTION OF 1981-1984 OFFICERS AND CONSTITUTIONAL AMENDMENTS

Seafarers International Union of North America—Atlantic, Gulf, Lakes & Inland Waters District, AFL-CIO

As Constitutionally provided, the Union Tallying Committee did not count the votes for those candidates

Ed Turner New Exec. V.P.;
Joe DiGiorgio Re-elected Secy.-Treas.
Leon Hall, Red Campbell, Mike Sacco,
Joe Sacco Elected V.P.'s
2 Propositions Also Pass

who were unopposed for any office or job, and such candidates are considered to be elected. The entire section dealing with unopposed candidates reads as follows:

Article XIII, Section 5(a)—"A candidate unopposed for any office or job shall be deemed elected to such office or job notwithstanding that his name may appear on the ballot. The Union Tallying Committee shall not be required to tally completely the results of the voting for such unopposed candidate but shall certify in their report, that such unopposed candidate has been elected to such office or job. The Election report Meeting shall accept the above certification of the Union Tallying Committee without change."

	TOTAL VOTES
PRESIDENT	
Leo Cronsohn, (C-801)	97
Frank Drozak, (D-22) (elected)	5,590
No Votes	142
Voids	15
Total	5,844
EXECUTIVE VICE PRESIDENT	
Anthony C. Aronica, (A-449)	421
Ed Turner, (T-8001) (elected)	5,187
No Votes	214
Voids	22
Total	5,844
SECRETARY-TREASURER	
Joseph DiGiorgio, (D-2)	Unopposed, elected

VICE PRESIDENT IN CHARGE OF CONTRACTS & CONTRACT ENFORCEMENT

Angus Campbell, (C-217) (elected)	5,111
Robert (Bob) O'Rourke, (O-3)	506
No Votes	200
Voids	27
Total	5,844

VICE PRESIDENT IN CHARGE OF THE ATLANTIC COAST

Leon Hall, Jr., (H-125)	Unopposed, elected
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VICE PRESIDENT IN CHARGE OF THE GULF COAST

Joe Sacco, (S-1287)	Unopposed, elected
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VICE PRESIDENT IN CHARGE OF THE LAKES AND INLAND WATERS

Mike Sacco, (S-1288)	Unopposed, elected
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HEADQUARTERS REPRESENTATIVE

Jack Bluit, (B-15)	Unopposed, elected
John Fay, (F-363)	Unopposed, elected
George McCartney, (M-948)	Unopposed, elected
Steven Troy (T-485)	Unopposed, elected

NEW YORK AGENT

Jack Caffey, (C-1010)	Unopposed, elected
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NEW YORK JOINT PATROLMAN

Horace Hamilton, (H-8001)	Unopposed, elected
Luige Iovino, (I-11)	Unopposed, elected
Earl "Emil" Lee, Jr., (L-8001)	Unopposed, elected
Frank Mongelli, (M-1111)	Unopposed, elected
Carl Peth, (P-755)	Unopposed, elected
George Ripoll, (R-708)	Unopposed, elected
Trevor Robertson, (R-723)	Unopposed, elected
Robert Selzer, (S-1258)	Unopposed, elected

PHILADELPHIA AGENT

Ted Babkowski, (B-1)	Unopposed, elected
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PHILADELPHIA JOINT PATROLMAN

Robert "Joe" Air, (A-61)	Unopposed, elected
Stephen Papuchis, (P-5198)	Unopposed, elected

BALTIMORE AGENT

George Costango, (C-5795)	Unopposed, elected
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BALTIMORE JOINT PATROLMAN

Richard Avery, Jr., (A-20017)	Unopposed, elected
Robert Pomerlane, (P-437)	Unopposed, elected

MOBILE AGENT

D. L. "Sheriff" Dickinson, (D-227)	689
Thomas Glidewell, (G-467) (elected)	4,576
No Votes	430
Voids	149
Total	5,844

MOBILE JOINT PATROLMAN

Jack M. Dalton, (D-337)	592
Hubert Hollis Johnson, (J-192)	543
Edward "Edd" Morris, (M-1358), (elected)	4,553
Darry Sanders, (S-2016)	524
George Vukmir, (V-269), (elected)	4,381
No Votes	904
Voids	191
Total	11,688

NEW ORLEANS AGENT

Gerald A. Brown, (B-1159)	Unopposed, elected
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NEW ORLEANS JOINT PATROLMAN

Donald C. Anderson, (A-5244)	Unopposed, elected
Leo Bonser, (B-1193)	Unopposed, elected
Mike Worley, (W-752)	Unopposed, elected

Continued on Page 34



The 18-man Union tallying committee is shown here hard at work counting the ballots for the election of Union officers, as well as the count for the two propositions on the ballot.



On a Christmas visit to the S.I. USPHS Hospital, SIU Rep Johnny Dwyer shakes hand of (right) Chief Steward Joseph Gray.

It's Traditional: Christmas, 1981 'Cheer' for Beached Seafarers

Following the Union's Christmas and New Year's custom, SIU Welfare Rep Johnny Dwyer paid his annual pre-Christmas visit on Dec. 23 to members and pensioners laid up over the year-end holiday at the Staten Is. (N.Y.) USPHS Hospital. Similar visits were made by SIU officials to USPHS hospitals throughout the country.

John distributed Christmas cards, season's greetings, cartons

of cigarets or cigars and a \$50 Christmas bonus check. And with his out-going genial personality he cheered up the ill and bedridden hospitalized there during Yuletide.

Ordinarily, Dwyer regularly pays weekly visits to the hospital to hand out the daily in-hospital benefits due eligible members under the normal sickness and accident provisions of the Welfare Plan.



Deep Sea Pensioner Louis Martoncsik (right) gets some Christmas cheer from SIU Rep Johnny Dwyer at the S.I. (N.Y.) USPHS Hospital.



SIU Rep Johnny Dwyer (left) gives Christmas present to Great Lakes 2nd Cook John Wagner at the S.I. (N.Y.) USPHS Hospital on Dec. 23.

Drozak Pledges Cooperation With Reagan Administration

SIU President Frank Drozak has communicated the SIU's commitment to work with the nation's new President Ronald Reagan on a wide range of issues concerning the good of the American maritime industry and the nation at large.

In a letter dated Dec. 30, 1980, Drozak stated that the Union stands ready to "do everything within the limits of our ability to cooperate" with the Reagan Administration to help maritime.

Below is a reprint of the complete text of President Drozak's letter to Mr. Reagan.

December 30, 1980

The Honorable Ronald Reagan
President-Elect
Office of the President-Elect
Washington, DC 20270

Dear Mr. Reagan:

As the time approaches for you to assume the Presidency, I would like to take this opportunity to express my sincere good wishes for the success of your Administration. As do all Americans, the Seafarers International Union of North America and its membership, fully appreciate the gravity of the problems which confront this nation and the rest of the world.

As President of the AFL-CIO Maritime Trades Department representing 42 national and international unions consisting of eight million members, we also fully appreciate the gravity of the problems which confront this nation and the rest of the world.

The maritime industry, which we have the privilege of serving, is among those with critical problems, both in its economic standing and from a national security standpoint. You addressed these problems in the course of your campaign, and we realize you are aware of their existence. Although these problems are not easy to solve, remedies can be reached, provided we all approach the problems frankly and sincerely.

My own view is that with the cooperation of the Administration, the Congress, and the industry—both management and labor—we can make America's vital shipping industry competitive and profitable. Rather than attempt massive programs, however, we should begin by concentrating on those few critical areas which offer opportunity for immediate and effective results.

There are a number of such options. In the interest of brevity, let me say simply that under your leadership, which is fundamental to the success of any such program, we can proceed to define, agree upon, and ultimately implement the actions necessary to restore an American presence on the high seas.

Let me assure you that we will do everything within the limits of our ability to cooperate in this direction, and we hope you will set in motion the machinery to bring the appropriate parties together to develop such a program.

Respectfully,
Frank Drozak
President
Seafarers International Union

Reagan Has 7-Point Program for Maritime

President Ronald Reagan has proposed a seven-point program to revitalize the U.S. merchant marine through deregulation, new cargo policies and by providing leadership to make government help, not hinder, the growth of our national fleet.

SIU President Frank Drozak has pledged the Union's support to the Reagan Administration in implementing those programs that will be beneficial to the U.S. maritime industry.

At this time, of course, Mr. Reagan's proposals are just that—proposals. It will take a lot of work in Congress to implement them for the good of the industry.

Following is a complete look at what Mr. Reagan has in mind for our industry:

Reagan Maritime Plan

IF the United States is to survive as a viable and progressive nation, we must have the leadership that has been denied to the American people in these vital areas. We must develop and undertake a maritime policy that will (1) demonstrate our understanding of the importance of the seas to America's future; (2) reestablish the U.S. flag commercial fleet as an effective economic instrument capable of supporting U.S. interests abroad; and (3) demonstrate America's control of the seas in the face of any challenges.

A specific naval-maritime program must be developed that will:

1. Provide a unified direction for all government programs

affecting maritime interests of the United States.

We must insure that there is active cooperation between the Navy and the Merchant Marine and the governmental departments responsible for each. We must see that long-range building programs for naval and merchant ships are established and carried out without falling victim to petty bureaucratic jealousy. This is the role of the President and I shall see that our maritime policy is coordinated to insure that it achieves the objectives we set for it.

2. Insure that our vital shipbuilding mobilization base is preserved.

It is essential that sufficient naval and commercial shipbuilding be undertaken to maintain the irreplaceable shipbuilding mobilization base. Without this nucleus of trained workers and established production facilities, we can never hope to meet any future challenge to our security.

3. Improve utilization of our military resources by increasing commercial participation in support functions.

The Navy today is facing a critical shortage of trained personnel. With the commercial industry assuming increased responsibility for many auxiliary functions, substantial cost saving can be achieved and a large reserve of manpower can be released to provide crews for a growing naval fleet. This is an example of the means by which we can increase defense mobility without adding burden to the taxpayer.

4. Recognize the challenges



created by cargo policies of other nations.

The United States has traditionally espoused free trade. However, the international shipping trade is laced with a network of foreign governmental preferences and priorities designed to strengthen foreign fleets, often at the expense of U.S. maritime interests. We must be prepared to respond constructively for our own interests to the restrictive shipping policies of other nations. A major goal of the United States must be to insure that American-flag ships carry an equitable portion of our trade consistent with the legitimate aspirations and policies of our trading partners.

5. Restore the cost competitiveness of U.S.-flag operators in the international marketplace.

It has been American policy since 1936 for the additional costs of building and operating U.S.-flag ships to be borne by a system of subsidies to help insure the competitiveness of American importers and exporters. But our parity system failed in the mid-1970's because most foreign governments moved to protect their own vital maritime interests after the shipping collapse of the mid-70's. We must now take corrective action to make certain our merchant fleet and our shipbuilding industry survive and grow.

6. Revitalize our domestic water transportation system.

The inland water transportation system provides an economic and energy efficient method of moving the goods and commodities of the nation between all parts of our country. It also provides a vital link in our international trading effort by tying the ports of all four sea-coasts, which includes our Great

Lakes, to the producing heartland of the nation. Again we are paying a high price for the absence of any coherent national policy.

7. Reduce the severe regulatory environment that inhibits American competitiveness.

As foreign competition on the maritime scene has increased, so have the operational and regulatory restrictions on U.S. shipping and shipbuilding. Many of these restrictions increase costs and, in some cases, simply prevent our ships from competing with foreign ships. There is rarely, if ever, any commensurate benefit from these restrictions. Accordingly, we will carefully and rapidly review the effect of these restrictions and sponsor appropriate actions.

Conclusion

In carrying out these expansive programs, a coordinated effort will be undertaken to create new jobs for American seamen, shipyard workers, and the thousands of workers in related industries. These maritime industries which are vital to our national well being, in the past have had an outstanding record of providing not only employment but the training to enable minorities and the disadvantaged to obtain continued advancement.

This seven-point program will be carefully developed and it will be carried out. We cannot expect others—either allies or adversaries—to respect our interests if we show no respect or concern for them ourselves. The failure to develop and carry out an effective naval and maritime program will deny the use of the seas to the United States and, eventually to the Free World.

The erosion of American maritime strength is unnatural, untimely, and endangers the Free World. The strategic concepts upon which our military planning is based includes the rapid support to our allies.

The United States has a heritage of the sea that dates from the first settlement of our country. The oceans—and the ships—and men that both build and sail on them—have been a prominent factor in shaping the crucial development of our nation's history. Our economic vitality, national defense, and foreign policy options will depend increasingly on the use we make of the sea during the remainder of this century.

RONALD REAGAN

The Future Is Now

Are You Ready for It?



You Can Be!

Take the LNG Course at HLS.

Courses start March 2 and April 27.

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

USCG Ends Hearings on Poet Tragedy

THE first chapter in the mysterious disappearance of the S.S. *Poet* and her 34-man crew ended in Philadelphia last month as a joint National Transportation Safety Board/Coast Guard Marine Board of Inquiry concluded the public part of their hearings, no closer to a solution than when they convened.

During 11 days of testimony the Coast Guard, and attorneys for the SIU, MEBA District I and BMO questioned dozens of witnesses. The thrust of the

examinations attempted to discover whether the *Poet* had been properly loaded with the 13,500 tons of corn she was carrying to Port Said, Egypt and whether she was seaworthy when she left Philadelphia Oct. 24.

With the conclusion of the public hearings on Dec. 12, the Marine Board of Inquiry moved into phase 2 of their investigation. They are planning to create mathematical models to duplicate weather conditions and the metallurgical structure of the

Poet. The models will be matched in an attempt to determine how the 36-year-old *Poet* might have fared under conditions of a violent storm which swept the East Coast Oct. 25 and 26.

They also plan to inspect the *SS Penny*, the *Poet's* sistership when she returns to the U.S. later this month, searching for clues aboard the *Penny* which may point to structural deficiencies on the *Poet*.

The Board does not expect to

issue its final report before July, 1981. Meanwhile the Board officially declared the *Poet* lost and her 34-man crew, including 24 Seafarers "presumed dead" after a 10-day, 300,000 square mile air search failed to turn up a single trace of the *Poet* or her crew.

SIU Brings Out Key Points

As with any investigation into the disappearance of a ship, the

Continued on Page 35

Ship's Bell Tolls Knell for Lost Poet Crew at Rites

New York-Philadelphia—Jan. 6-7—Memorial services for the lost 34 crewmembers of the missing *SS Poet*—24 of them Seafarers—were held here on successive days at New York's Seamen's Church Institute and the City of Brotherly Love's Gloria Dei (Old Swedes) Church.

With SIU N.Y. Patrolman Bob Stevens and other SIU members in attendance at the Institute, the

1846 ship's bell of the wrecked *SS Atlas* in which 42 were lost, tolled eight times the knell and "end of watch" for our departed brothers.

Seamen's Church Institute Chaplain, the Rev. William Haynsworth, told about 60 mourners of the *Poet's* crew that "the most profound tribute that can be paid to the 34 men who perished aboard the *SS Poet* (on Oct. 24-25) is for us to seek

whatever measures can be found to increase the safety of American vessels."

He also noted that it had been 17 years since another U.S. ship had sunk with all hands.

After the services, the widows of the *Poet's* chief and second mates, Mrs. Norman H. Currier and Mrs. William A. King placed a memorial floral piece into N.Y.

Harbor at Battery Park for the lost crew.

The next day in Philadelphia, as SIU Port Agent Joe Air read off the names of the departed to over 100 relatives of the lost crew and as a choir of eight sang the Mariner's Hymn at a memorial service in the historic Gloria Dei (Old Swede's) Church, Rector Rev. David B. Rivers and the Rev. Robert H. Peoples officiated.



The grieving families of the lost *Poet* crew read from the Bible at services in Philadelphia.



Fellow SIU members attend services for their lost brothers on the *Poet* at the Seamen's Church Institute in New York. SIU representative Bob Stevens is at right.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Feb. 2	2:30 p.m.	7:00 p.m.
Philadelphia	Feb. 3	2:30 p.m.	7:00 p.m.
Baltimore	Feb. 4	2:30 p.m.	7:00 p.m.
Norfolk	Feb. 5	9:30 a.m.	7:00 p.m.
Jacksonville	Feb. 5	2:00 p.m.	—
Algonac	Feb. 6	2:30 p.m.	—
Houston	Feb. 9	2:30 p.m.	7:00 p.m.
New Orleans	Feb. 10	2:30 p.m.	7:00 p.m.
Mobile	Feb. 11	2:30 p.m.	—
San Francisco	Feb. 12	2:30 p.m.	—
Wilmington	Feb. 16	2:30 p.m.	—
Seattle	Feb. 20	2:30 p.m.	—
Piney Point	Feb. 14	10:30 a.m.	—
San Juan	Feb. 5	2:30 p.m.	—
Columbus	Feb. 21	—	1:00 p.m.
Chicago	Feb. 10	—	—
Port Arthur	Feb. 10	2:30 p.m.	—
St. Louis	Feb. 13	2:30 p.m.	—
Cleveland	Feb. 12	—	—
Honolulu	Feb. 12	2:30 p.m.	—



Relatives of lost *Poet* crewmembers prepare to throw flowers into the waters off Battery Park near the Seamen's Church Institute in Downtown New York.

Crews Conference Scheduled for April

A conference that will help the SIU plan for the 1980's, as well as for the upcoming A&G deep sea contract negotiations, will be held in April.

To take place the week of Apr. 20 at the Seafarers Harry Lundberg School of Seamanship in Piney Point, Md., the **Crews Conference** will be attended by 69 elected delegates representing all ports and the three shipboard departments.

The rank and file delegates, 23 from each shipboard department, will be elected at a special meeting to be held at 2:30 p.m. on Apr. 16 at the ports of the SIU, Atlantic, Gulf, Lakes, and Inland Waters District.

SIU President Frank Drozak has called for this important conference which he feels will "act as a springboard to launch the SIU on the right path in this decade."

Drozak said that "the input of the membership at this conference is an absolute necessity if we are to meet the challenge that the coming years will bring to our Union and to the whole maritime industry."

Drozak pointed to the many changes that are evident in the industry. For instance, technology is creating new types of ships with new demands for the men and women who crew them. Also, competition from foreign countries as well as the possibility of damaging legislation in our own country, means that the membership must be alert and knowledgeable to meet the challenges.

Focus on Contract

Part of preparing for the 1980's means getting started with a solid contract that accurately represents the wants and needs of the membership. The three-year Deep Sea Tanker and Freighter/Passenger Agreements that were signed in 1978 expire on June 15 of this year. Delegates to the conference will make recommendations that will be used by the Union committee that negotiates the new contracts.

The conference delegates will be aided in making their recommendations by the responses of the members in questionnaires that have been sent to their homes. The questionnaires are also available at all Union Halls.

Further, a copy of the questionnaire is reprinted in this *Log*. These forms must be returned to Union Headquarters by Mar. 15.

New Deep Sea Contract Will Be Main Focus

Besides the contract and shipping rules, other items to be discussed at the conference include training and upgrading; the role of the SIU in politics and the law; meetings aboard ship and other forms of communication; the SIU Constitution; improving the Pension, Welfare, and Vacation Plans.

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 that port's quota.

The 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.

"Seatime" will be considered as any time for which contributions have been made toward Pension and Welfare eligibility.

Conference Questionnaire

Last Name		First Name		Middle Initial	
Street		City or Town		State Zip	
Book Number		Social Security Number		Dept. (Deck, Engine, Steward)	

I. SIU CONSTITUTION. The SIU constitution sets forth the rules and regulations governing the Union, its members and its officers. The constitution spells out your rights and your responsibilities. The purpose of the SIU constitution is to describe these rights and responsibilities so that everyone will know and understand what is expected of him.

Do you have any suggestions for improving the SIU Constitution?

II. PENSION, WELFARE & VACATION PLANS. The SIU benefit plans make it possible for Seafarers and their families to face the future with dignity and confidence. Improvement in the Pension, Welfare and Vacation Plans will be included in the contract negotiations.

Do you have any recommendations for improving the plans?

III. EDUCATION & TRAINING. Training to meet the challenges of new technology, academic enrichment to provide a fuller meaning to the lives of seafarers, and professional counseling to deal with the stresses of a seafaring life are all parts of the SIU's program to meet the needs of our members.

Do you have ideas on how we can expand or improve these programs?

If you need more space — use a separate sheet of paper.

Continued on following page



IV. SHIPBOARD MEETINGS & MEMBERSHIP COMMUNICATION. Shipboard meetings give our members an opportunity to express their opinions on all matters concerning their jobs, and their rights and duties as SIU members.

Do you have any suggestions on how shipboard meetings can be made more effective? Do you have any ideas on how we can improve communications between our members at sea and headquarters ashore?

V. LEGISLATION. The maritime industry is the most federally regulated and legislated industry in the U.S. The Merchant Marine Act of 1970, the Oil Import Bill, Public Health Hospitals and the Jones Act are just some of the important areas affected by legislation.

What do you think we can do to protect our jobs and job security through legislation?

VI. POLITICS AND THE LAW. "Politics Is Porkchops." This is the fact of life for Seafarers. It was through political action and your participation in SPAD that we won the Merchant Marine Act of 1970, and won the legislative battle for the Oil Import Bill. Again — it's all tied in with jobs and job security.

How can we become more effective?

VII. THE SIU CONTRACT & SHIPPING RULES. Keeping in mind the condition of the maritime industry today and the changes we can expect in the future, what are your suggestions for updating the Standard Freightship & Tanker Agreement and the SIU Shipping Rules?



If you need more space — use a separate sheet of paper.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

January 1981

Legislative, Administrative and Regulatory Happenings

Reagan Names Cabinet: Impacts Maritime Directly

After a lengthy and highly publicized search, President Ronald Reagan has revealed the names of the men and women who will head the various executive departments and agencies in the new Administration.

Since the November 4th election, journalists and political commentators have talked about little else other than the make-up of Reagan's new Cabinet.

Analyzing the so-called "selection process" became something of a national pastime, on par with watching Dallas on Friday nights. Magazines and television news programs devoted much of their energies towards finding out what person was in line for what Cabinet post. The cast of characters changed daily.

Seemingly lost in this avalanche of gossip

was the realization that Reagan's choices would have important consequences for the people of this country.

To give an example close to home: the maritime industry is regulated by every single one of the executive departments.

The Labor Department sets safety standards for workers. The Commerce Department reviews applications for Operating and Construction Differential Subsidies. Opposition from the State Department can kill a bilateral trade agreement.

The list is endless.

Most disinterested observers feel that on the whole, Reagan has named some highly capable people to Cabinet positions. Of course, it will be a while before one can judge the quality of the appointees, or their understanding of national issues, especially

as those issues relate to the welfare of the maritime industry.

Here is a list of Reagan's Cabinet choices:

Alexander Haig, Secretary of State; Casper Weinberger, Secretary of Defense; Donald Regan, Secretary of the Treasury; William French Smith, Attorney General; Ray Donovan, Secretary of Labor; Jean Kirkpatrick, Ambassador to the UN; Franklin Pierce, Secretary of HUD; Richard Schweiker, Secretary of Health and Human Services; William Casey, Director of the CIA; T. H. Bell, Secretary of Education; David Stockman, Director of OMB; James Edwards, Secretary of Energy; James Watt, Secretary of Interior; J. Brock, Secretary of Agriculture; Malcolm Baldrige, Secretary of Commerce; Bill Brock, Special Trade Representative.

Operators Seeking Title XI Financing Hits Record

According to projections, 1981 is going to be another busy year for workers at the Maritime Administration.

It is estimated that during the coming year the Maritime Administration will have to process a record number of applications for government-guaranteed financing under Title XI of the Merchant Marine Act of 1936. Before it can do that, however, the agency will have to clear up backlog numbering more than 120 applications valued at some \$3 billion.

At present, it takes an average of nine months for an application for Title XI financing to be approved. The delay can be traced to the importance that ship-owners place on securing Title XI loans, as well as internal pressures within the Maritime Administration, which has been severely affected by a recent government hiring freeze.

Delta Gets Subsidy to Reconstruct Two Ships

The Maritime Subsidy Board has awarded \$267,000 in construction differential subsidy funds to Delta, an SIU contracted shipping company. Delta will use the money to increase the cargo handling capability of two breakbulk vessels that are being used in its foreign trade service.

The money awarded represents 32% of the \$832,000 that Delta projects is needed to reconstruct the two vessels.

Construction Differential Subsidies are awarded to ship-owners who build their American crewed vessels in domestic shipyards. The subsidies are an effective way of promoting the American flag merchant marine.

Construction Differential Subsidies are usually equal to the amount of money it would cost to build a vessel in a domestic shipyard, minus the cost of building that same ship in a foreign one.



Towboat Scholarship Winners View the Washington Scene

Participants in the TI/SIU Towboat Operators Scholarship Program visited Transportation Institute and the Washington office of the Seafarers International Union during a recent trip to the nation's capital. The visit included a tour of the Capitol where this photo was taken. Seen

here are (bottom row l-r) Joseph Hayes, John Gray, Lawrence Butler, John Organ, Patrick Brown, Richard Wylie, Timothy Nickels, Ricci Anderson and Lloyd La Beach. In the top row (l-r) are Barry Neibert, Max Fischer, Terry Kittle, Joseph Luquette and Richard Orgel.

Funds Awarded to Help Tankers Convert

The Maritime Subsidy Board has agreed in principle to award subsidies to three SIU contracted tankers so that they can be refitted to meet strict new federally mandated pollution standards that are scheduled to go into effect this coming June.

In order to comply with the terms of the Port and Tanker Safety Act, each tanker must have a new crude oil washing system installed (or, depending upon the tanker, an inert gas system). The improvements are expected to cost as much as \$38.7 million, half of which will be covered by the subsidy.

More than ninety subsidies are expected to be awarded so that American ship-owners can meet the terms of the Port and Tanker Safety Act.

No concrete sum has been paid out by the Subsidy Board. Before that happens, financing will have to be arranged and costs adjusted.

An undetermined, though probably small, number of this nation's 236 American flag tankers are expected to be prematurely scrapped because their owners do not feel that it will be economically feasible to meet the new pollution standards. The SIU feels that the government should balance its priorities and devise ways of having those tankers replaced.

The three SIU tankers that have been awarded subsidies are the *Worth*, the *Rose City* and the *Beaver State*. All three are owned by the Berger Group.

Bradley Amendment Triples SPR Fill Rate

WASHINGTON, D.C.— President Carter signed into law last month a bill that could greatly speed up the delivery of oil to the Strategic Petroleum Reserve (SPR) Program.

An amendment to a Department of Interior Appropriation bill raised the daily fill rate of SPR from 100,000 to 300,000 barrels per day, "or a sustained average annual daily rate of fill which would fully utilize appropriated funds."

American seamen benefit from this Program since at least 50 percent of the cargo must go on

300,000 Barrels Per Day: Half For U.S. Ships

U.S.-flag ships.

The SPR Program was established under the 1975 Energy Policy and Conservation Act. Its purpose is to buy and store oil for use in case of national emergencies or a cutoff of imported oil supplies.

The amendment to the bill, which became Public Law 96-514, was introduced by Senator Bill Bradley (D-N.J.).

The President is given a good deal of leverage in obtaining the oil in that the amendment says

"the President shall immediately seek to undertake and thereafter continue, crude oil acquisition, transportation, and injection activities at a level sufficient to assure that crude oil storage in the strategic petroleum reserve will be increased to an average annual rate of at least 300,000 barrels per day...."

After strong protests by the SIU and the Transportation Institute, the Department of Energy (DOE) agreed late last year that cargo preference laws

apply to the SPR Program.

That means that at least 50 percent of SPR cargo must go on American-flag ships. (See full story in November 1980 Log).

The SPR Program was reactivated last October after a lull of about a year. Ninety-two million barrels, or a supply of 12 to 13 days, had been stored when shipments were stopped at that time.

The petroleum is stored in salt domes in Texas and Louisiana.

The goal under the 1975 Energy Policy and Conservation Act was one billion barrels.

Key House, Senate Maritime Committee Heads Chosen

THE new power structure that has risen on Capitol Hill as a result of the 1980 election is slowly, but surely, revealing itself.

The Republican Senators and Democratic members of the House of Representatives held separate meetings earlier this month so that they could determine which of their peers were going to hold the vitally important Committee Chairmanships during the next session of Congress.

There were a number of unexpected developments, especially in regard to those Committees that regulate the maritime industry.

As expected, the new House Merchant Marine and Fisheries Chairman will be Walter Jones (D-N.C.), who will succeed John Murphy (D-N.Y.). Mario Biaggi (D-N.Y.) was chosen vice-chairman of the same committee,



Rep. Walter Jones

which was a surprise, because the title of vice-chairman is not usually awarded.

On the Senate side, the Republicans chose Robert Packwood (R-Ore.) as chairman of the Senate Commerce, Science and Transportation Committee.

The new Chairman of the



Sen. Bob Packwood

Merchant Marine Subcommittee will be Slade Gorton, a moderate Republican from Washington who defeated Sen. Warren Magnuson.

The Republicans, in the November election, captured control of the Senate for the first time since 1954. That gave them the right to choose the Chairmen of



Rep. Mario Biaggi

the different Senate Committees.

Even though the Democrats retained control of the House of Representatives, they still had to assign a number of new Committee Chairmanships. A good number of incumbent Democratic Chairmen were defeated in the November election.

'Littlest Seafarer'



He's only three weeks and four days old in this photo, but already Joshua Lee Roles the grand son of SIU bosun Rune Olssen, is gulfitted in his Union "T" shirt. As soon as he learns how to write, we expect he'll have his application in for Piney Point



DIESEL MECHANICS WANTED

Learn Basic Diesel theory and operations in the four week Diesel Technology course at SHLSS. This means job opportunities for you aboard the Diesel-powered U.S. Flag ships under contract with the SIU. Diesel Engineers enroll in the eight week Diesel Engineering Course at SHLSS. Get your license and get ahead.

Course for the Diesel Technology starts March 30 through April 23. Course for the Transportation Institute Diesel Engineering Scholarship Program starts March 30 through May 21. All application materials must be received by February 27.

Sign Up Now!

Join the crowd of Seafarers who've improved their pay and job security.

New Jobs for Seafarers on LASH George Wythe

Over the past few years, SIU-contracted Waterman Steamship Company has taken major steps to upgrade its fleet. Among those steps was the acquisition of three LASH sister-ships from Central Gulf Line of

New Orleans, La. Just this month, one of those ships, the *George Wythe*, paid off in the port of New York where the *Log* photographer visited her and her SIU crew. The *George Wythe* represents new jobs for Seafarers.

The 893-foot vessel was formerly known as the *Green Island*. Like her two sisterships, the *Button Gwinnett* and the *William Hooper*, she was named after Southern signers of the Declaration of Independence. George

Wythe heads the list of signers from Virginia.

All of the ships were built in 1974 at Avondale Shipyard in New Orleans and were acquired by Waterman this past June.



It's Christmas aboard the LASH *George Wythe* and Saloon Messman Michael White (left) and Crew Messman Ernest Ponson trimmed the tree.



A close-up of one of the *George Wythe*'s lifeboats and a long shot of New York City's majestic skyline, snapped from the *Wythe*'s deck one clear wintery day.

SIU Kicks Off Training Program for Field Representatives

Piney Point, Md.—SIU President Frank Drozak launched a special month-long educational program Jan. 4, marking the official start of the SIU's new National Political, Social and Welfare Training Program.

Taking part in the month-long educational program are the 19 Field Representatives who will become the cornerstone of the Union's landmark new program. Also participating is Marianne Rogers, national coordinator of the program.

Each SIU port office will be assigned a Field Representative in February after they complete their initial training.

The Field Representatives have actually been working in the ports for several months, familiarizing themselves with the membership and the day-to-day operation of the Union.

This month's training program for the Field Representatives will help to reinforce what they have

already learned working in the ports.

The Field Representatives will be kept busy this month with two weeks of intensive training at the Lundeberg School, a week studying the SIU's political action machine in Washington, D.C. and a week viewing the SIU's Headquarters operation in New

York.

The goal of the SIU's new program is to provide the SIU membership, pensioners and their families with new and increased services.

The Field Representatives will also have the assignment of carrying out the SIU's political action programs on the local

level.

The February 1981 issue of the *Log* will carry a complete run-down of the month long educational program at Piney Point, Washington and Headquarters. We will also carry pictures of all 19 Field Representatives and the ports they will be assigned to.



A group of the Field Representatives get a tour of the Lundeberg School's farm as Frank Mongelli, left, vice president of the School, looks on, left.



SIU President Frank Drozak kicks off the month long educational program for the Field Representatives by welcoming the crew of 19 to the Seafarers Harry Lundeberg School on Jan. 4, 1981.

31 SIU Ships Eligible for Subsidy to Carry Grain to USSR, If...

The grain embargo against the Soviet Union, which has effected many SIU-contracted companies, may be terminated under the Reagan Administration.

President Carter imposed the embargo early last year after the Soviet Union invaded Afghanistan.

During the Presidential campaign, Ronald Reagan said he would repeal the embargo if elected. However, he was not so definite about the repeal when asked by reporters earlier this month.

"You have to determine

whether it's having as much effect on the Soviet Union, or if that's being offset by a worse effect on our own agricultural communities," Mr. Reagan stated about the grain embargo. He added, "I think this is something for a great deal of study."

Meanwhile, the number of companies eligible for subsidy in 1981 to haul grain to Russia was down from the previous year.

The contracts, which are signed with the U.S. Maritime Administration, are good for one year. In 1980, there were 30 operators with 41 vessels eligible

for subsidy. This year 24 companies with 31 ships are eligible. All of these vessels are under contract to the SIU.

The reason for the decrease in ships was due in part to the embargo and in part to the higher rates that are available to companies in other trades.

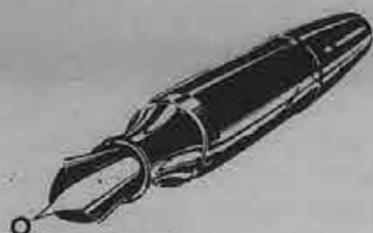
Under the 1972 Shipping Agreement signed between the U.S. and the Soviet Union, one third of the grain cargoes are reserved for American-flag ships.

The vessels eligible for grain subsidy in 1981 are: *Monticello*

Victory; Montpelier Victory; Mount Vernon Victory; Mount Washington; Achilles; Overseas Aleutian; Overseas Ulla; Ogden Leader; Overseas Arctic; Overseas Juneau; Overseas Valdez; Overseas Joyce; Ogden Challenger; Ogden Champion; Potomac; Overseas Anchorage; Columbia; Connecticut; Cove Sailor; Cove Explorer; Cove Navigator; Cove Communicator; Cove Trader; Cove Leader; Overseas Alaska; Overseas Alice; Merrimac; Ogden Charger; Overseas Vivian; Ogden Wabash, and the Ogden Willamette.

LETTERS

TO THE EDITOR



Man Overboard Saved

This is to inform you of the excellent seamanship and conduct displayed by the SIU crew of this vessel, when one of the crew went over the stern while this vessel was about 150 miles off Cabo Corrientes, Mexico, on a passage from Balboa to this port on December 11, 1980.

He went over at morning coffeetime. The onlooking crewmen immediately released ring buoys, and notified the bridge. The alarm was sounded, extra lookouts posted and both motorboats swung out and manned, all in a seamanlike manner with no panic or excitement.

The man in the water was located and #3 boat lowered. He was rescued after spending 33 minutes in the water and returned to the ship. The lifeboat was waterborne only 27 minutes. These times should indicate the efficiency of the crew's response.

It is difficult to select any individual for special credit as all hands participated in the effort. The deck gang, under Bosun Ray E. Schrum, had the boats ready by the time the Mates arrived. William C. Dowzicky, AB, raced amidships to inform the crew and then stood lookout atop the port kingpost, keeping the overboard man in sight and helping direct the boat to him. I've been told that Glen James, AB, was the first to spot the man. The list of active participants contributing to the rescue encompasses almost the entire crew list.

The boat crew was commanded by J.F. Gordian, 2nd Mate and the motor was operated by B.K. Gajewski, 1st Assistant Engineer. The unlicensed men in the boat were Thomas A. Keenan, AB, William R. McCorkle, OS, Francis R. Wagner, 2nd Pumpman, William T. Christopher, Pumpman/Engine Maint., and Eldridge Smith, Engine Utility.

Although there was a good-sized swell running, the boat was launched and returned, hooked on and hoisted aboard without any damage or injury, to cap an excellent performance in all respects.

I take this opportunity to express a "Very Well Done" to all hands. I am proud to be their Captain, and the SIU must be complimented for the quality of these crew members.

Sincerely yours,
L.L. Frank, Master
S/T Mount Vernon Victory

Brotherhood... Thru Good Times and Bad

On Dec. 14, 1980, we lost our youngest son Frankie Lee Hall in an accident in Oklahoma.

My husband Clifford was on board the *LNG Leo* in the Far East. I called Mr. Mike Sacco (SIU Vice President) at the St. Louis union hall to tell him what happened and to ask how I would go about getting Clifford home.

Mr. Sacco told me not to worry about anything, that he would do everything he could to get Clifford home as soon as possible. Within three hours, I was talking to Clifford—"ship-to-shore" telling him of our loss. He was able to get off the ship the next day and was home within a few days.

Our sincere thanks to Mike Sacco and the Union for all they did to get Clifford home. We would also like to thank the Union brothers and their families of the St. Louis union hall for the flowers they sent. Also to the captain, officers and crew of the *LNG Leo* for their kind thoughts and flowers.

May God bless each of you.

Sincerely,
Mr. and Mrs. Clifford C. Hall
Fredericktown, Mo.

Oh Those Holiday Menus, Brrrp!

With the Xmas holidays just behind us, I would like the membership to know that the menus of the *MV Tamara Guilden* were dynamite. If you ever run a contest for good shipboard cooking, our menus would be hard to beat. And all this by a steward department that hardly knew each other the week before when the ship was taken out of lay-up, crewed, stores loaded and on it's way in six days. Real pros, evryone of them. And this is not a classy new ship. It's a 20-year old workhorse hauling coal in the North Atlantic in the winter.

Our steward department includes Johnny Hogge, steward; K.A. Outlaw, chief cook; M.E. Calhoun, pastry chef; J. Kumor, 3rd cook, and P.J. Devine, messman and salad king. By the way, our holiday menu consisted of Tom turkey, baked smoked Virginia ham, prime ribs, broiled spring chicken, as well as a selection of appetizers, nine vegetables and an assortment of cakes, pies and candies. Brrrp!

Fraternally,
E.P. Burke, B-666
And the Crew of the *Tamara Guilden*
Rotterdam, Holland

Paul Hall—Never a Better Union Man

Paul Hall was a seaman's-seaman, an old timer's-old timer, a workingman's-workingman, and as good as any man that ever walked a picket line on all coasts from the very early 30's right up to the present time, and I never remember meeting a better union man than Paul Hall. You better believe that we who knew him will miss him a long, long time.

I am glad to see the younger men coming up in our union and doing a fine job. God bless them, and may they always keep the SIU banner waving. I remember when these men started in the SIU, and have seen them grow along with the Union.

I've walked picketlines in about every port in the USA, with all maritime unions, AFL and CIO, and I can tell you that none, but none of them are any better (and most not as good) as the Seafarers International Union. I've sailed in the NMU, SUP, MFOU, MCS, Army Transport (before it was MSTs), and walked all their picketlines, and I'll still take the SIU—all the way.

I retired a couple of years too soon, and lost out on the raise in pension, and the retirement bonus, but thank God for the SIU, and if these young fellows just coming in today only knew what we went through, they would get down and give thanks every night of their life.

SEAFARERS FOREVER,
'Saki Jack' Dolan, Retired
Keansburg, N.J.

Salmon Biting by the Bay



Here's Reino Pelaso (pensioner) showing off his 22 lb. salmon. Good catch Reino!

Just wanted to drop a line to say hello to my old shipmates and to wish everyone a great 1981.

For this pensioner, fishing was good outside the Golden Gate Bridge. I brought home 10 salmon from 4 lbs. to 22 lbs. My best to all.

Fraternally,
Reino J. Pelaso, P-8, Retired
Vallejo, Calif.

Undermanned Navy Can Look to Merchant Marine

Ronald Reagan has come up with a sheaf of policy statements outlining the goals and priorities of his Administration. Included is a seven-point maritime program which recognizes that the "maritime industries... are vital to our national well-being."

While each of the seven points of Reagan's maritime program indicates an awareness of the current state of the U.S. maritime industry, one point in particular deserves commendation.

In calling for increased cooperation between the Navy and the commercial maritime industry to the advantage of both, Mr. Reagan echoed a point which this Union has been vocally advancing for years. Let the Navy devote its dollars and its manpower to its warships and look to the private merchant fleet and its pool of skilled, professional seamen for military support functions.

The Navy has made no secret of its personnel shortages. Just a few months ago Adm. Thomas Hayward, chief of naval operations conceded that the Navy is "approaching the point where we may have no realistic alternative but to consider standing down some ships."

Of course, the Navy *does* have an alternative. The private merchant fleet already includes vessels which could easily take over support tasks such as supplying and fueling Navy ships at sea as well as at-sea repairs and rescues.

We've pointed this out to the Navy. The U.S. Maritime Administration has repeatedly pointed it out. So has the General Accounting Office. But the Navy has continued to jealously guard



its jurisdiction, ignoring the offered support of the merchant marine and jeopardizing the security of the nation in the bargain.

Assigning naval support work to the U.S. merchant marine which is ready, willing and able to

undertake it makes sense. It makes sense for the Navy, for the private maritime industry and for the comprehensive and effective defense of the United States.

It is gratifying that the new Reagan Administration agrees that "with the commercial industry assuming increased responsibility for many auxiliary functions, substantial cost saving can be achieved and a large reserve of manpower can be released to provide crews for a growing naval fleet."

We believe the intent of this statement can be accomplished with relative ease by the new President.

By issuing a directive transferring to the private sector the operation and the future construction of naval fleet support vessels the Navy will be free to invest funds and personnel in combat vessels.

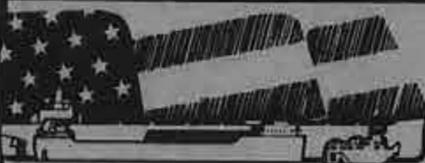
Such a transfer could be streamlined by placing military auxiliary services under the control of either the Military Traffic Management Command or a Defense traffic agency. This

would eliminate the competition which now exists between the private merchant marine and the Navy's Military Sealift Command which now oversees naval support work.

A less dramatic solution which would achieve more or less the same result could take the form of a written directive issued by the new Administration instructing the MSC to employ U.S.-built, U.S.-flag vessels whenever such vessels are available for support work. Too often, the MSC either overlooks or excludes U.S.-built, U.S.-manned merchant vessels for naval support jobs, in contravention of United States policy.

Through his naval-maritime program Ronald Reagan has indicated an understanding of the intent of the Merchant Marine Act of 1936 which calls for a strong merchant marine capable of serving as a military auxiliary in peacetime and in time of national emergency.

Our role in the months ahead will be to ensure that understanding is translated into action.



LOG

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January, 1981 Vol. 43, No. 1

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John Bunker Honored By Maritime Historical Society

John Bunker, head of the SIU's Historical Research Department, was honored last month by the National Maritime Historical Society for his "outstanding contribution to the nation's maritime heritage."

The Society presented Mr. Bunker with its 12th Annual James Monroe Award at a dinner at the Seamen's Church Institute in downtown Manhattan.

Wellwishers toasted Mr. Bunker who has maintained a close relationship with the SIU since 1942.

Peter Stanford, director of the National Maritime Historical Society, presented Mr. Bunker with the award. He noted Mr. Bunker's literary achievements,



John Bunker, left, head of the SIU's Historical Research Department, receives congratulations from Peter Stanford, director of the National Maritime Historical Society at a dinner last month at the Seamen's Church Institute.

Unclaimed Wages Maritime Overseas

Following is a list of Seafarers who have unclaimed wages due them from Maritime Overseas Corp.

If your name appears on this list, you may get your unclaimed wages by writing to Paymaster, Maritime Overseas Corp., 43 W. 42nd St., New York, N.Y. 10036.

Remember to include the following information: the Maritime Overseas' vessel or vessels you worked on; the rating or ratings you sailed, and the dates you worked.

J. Merrill	417-74-6794
R. F. Flournoy	461-12-5049
F. E. Perkins	265-40-8579
J. Sumlin	421-70-4228
A. T. Smith	223-76-5159
E. E. Gibbs, Jr.	420-20-8197
F. Johnson	230-78-8991
V. O. Davis	424-76-1283
G. Patino	467-94-2115
H. Horne	264-56-3575
J. C. Leach	283-32-5723
P. Rodriguez	082-36-0399
J. L. Burk	004-60-1274
S. B. Crader	567-86-1795
J. A. Hoeneveld	157-52-5909
H. Chamberlin	159-05-5160
R. L. Dixon	419-20-0104
R. M. Lee	405-56-0354
C. Miller	142-12-5358
L. Thomas	434-84-2303
J. Gladney	213-30-1791
J. St. John	080-24-3092
H. Wyatt	460-70-7221
D. Campus	580-80-3548
Y. Omar	377-68-9715
M. Tebbetts	003-32-0289
T. Cunningham	123-01-9107
A. Mohsin	376-58-6889
E. Vargas	581-28-9003
J. O'Toole	101-32-5061
F. Smith	217-18-8093
K. Monahan	217-68-3182
J. Remko	216-20-6152
P. Benhneman	213-66-1200
J. Gonzales	055-24-6505
R. G. Mobley	266-35-1390
F. Reynolds	464-38-3808
J. P. Wimmer	420-62-4827
G. A. Peters	216-68-5410

which include publication of *Liberty Ships, The Ugly Ducklings of World War II* (1972), and *Harbor and Haven* (1979), the first comprehensive history of the Port of New York prior to the War.

Stanford also lauded Mr. Bunker for having kindled public interest to restore the *Star of India*, a Civil War vintage iron sailing ship in San Diego back in the 1950's. The *Star of India*, now a floating museum, is the oldest restored commercial ship in the country.

Mr. Bunker, who shipped with

the SIU during World War II, has participated in many special projects for the SIU, including the development of Piney Point.

He began putting together the Seafarers Historical Research Dept. in 1974. Since then, he has developed a comprehensive history of the SIU and the entire American maritime labor movement.

In his career he has also worked as a reporter for the *Christian Science Monitor* in Boston, the *Louisville Courier* in Louisville, Ky. and the *San Diego Tribune*.

The National Maritime Historical Society, founded in 1963 is an organization dedicated to preserving the maritime heritage of the United States. They are presently involved in many projects, including restoration of the *Wavertree*, a Cape Horn square rigger, originally built in 1885. The Society also publishes a smartly done quarterly magazine entitled *Sea History*.

Mr. Bunker, a die hard lover of the sea and ships, was a perfect recipient for this year's Society award. The SIU is proud of his accomplishments.

New Wage Rates for Pacific Maritime Association Vessels

Following are the new wage and overtime rates for seamen working aboard SIU-Pacific Maritime Association Vessels.

EFFECTIVE 12/16/80

Wage Rates for Dry Cargo Vessels

POSITION	VESSEL TYPE	BASE WAGE RATE	
		MONTHLY	HOURLY OVERTIME
Chief Steward	Freighter	\$1,650.71	\$6.00
Chief Steward	Modified Mariner	1,741.22	6.00
Chief Steward/Baker	SS Maine	1,831.76	6.00
Chief Steward/Chief Cook	Hawaiian Princess	1,611.92	6.00
Chief Cook, Night Cook, and Baker	Freighter	1,556.48	6.00
2nd Cook and Baker, 2nd Cook	Freighter	1,459.47	6.00
Assistant Cook/Messman	Freighter	1,303.38	6.00
Assistant Cook/Combination	Hawaiian Princess	1,344.04	6.00
3rd Pantryman	Freighter	1,170.39	4.55
Messman	Freighter	1,122.34	4.55
Passenger BR. Passenger Waiter	Modified Mariner	1,122.34	4.55
Utilityman	Hawaiian Princess	1,122.34	4.55

The following will apply except when a Night Cook and Baker is employed: On Freighters, when carrying more than two passengers, there shall be added to the hourly wage the following sum:

Rating	Monthly
Chief Steward	\$15.00
Chief Cook	10.00
2nd Cook & Baker	10.00
Pantry Messman	7.50

Standby Work and Rate of Pay

Rates	Straight Time	Overtime
	\$6.52	9.70

Cargo Working Rate:

When members of the Stewards Department work cargo, they shall receive the same cargo rate of pay and the same coffee time and hot lunch consideration as is received by the Unlicensed Deck Department.

The hourly cargo rate shall be:

Straight Time Hours	\$ 7.38
Overtime	12.18

New Deep Sea Pay Rates: Effective Dec. 16, 1980

Following are the revised base monthly wage scales; premium rates; overtime rates for work performed in excess of eight (8) hours, Monday through Friday, and penalty off watch rates Monday through Friday for the Standard Tanker and Freightship/Passenger Agreements.

The new rates reflect a 2.67 percent Cost of Living Adjustment.

This increase also applies to the Deep Sea Vacation benefit.

Note: The C.O.L.A. is not applicable to on-watch Monday-through-Friday or on-watch Saturday, Sunday and Holidays penalty rates and special rates such as longshore work and tank cleaning.

Freightship/Passenger Agreement Wages, Premium and Overtime Rates As of December 16, 1980

	Monthly Rate	Premium Rate	Overtime Rate
DECK DEPARTMENT			
Boatswain (SL7's, SL18's Lash, Mariner and Passenger)	\$1,666.25	\$14.34	\$8.21
Boatswain	1,473.74	12.83	8.21
Carpenter	1,355.90	11.82	8.21
Carpenter Maintenance	1,355.90	11.82	8.21
A. B. Maintenance	1,253.02	10.91	6.29
Quartermaster	1,181.81	10.31	6.29
Able Seaman	1,122.02	9.80	6.29
Fire Patrolman	1,122.02	9.80	6.29
O.S. Maintenance	937.59	7.66	4.99
Ordinary Seaman	877.05	7.66	4.99
ENGINE DEPARTMENT			
Chief Electrician (SL7's, SL18's, Lash, Mariner and Passenger)	1,782.67	15.64	8.21
Chief Electrician (Delta)	1,779.68	15.05	8.21
Chief Electrician	1,733.74	15.05	8.21
Crane Mtce./Electrician	1,733.74	15.05	8.21
Electrician Reefer Mtce.	1,733.74	15.05	8.21
Second Electrician	1,620.72	14.12	8.21
Engine Utility Reefer Mtce.	1,620.72	14.12	8.21
Refrigeration Engineer (when one is carried)	1,620.72	14.12	8.21
Refrigeration Engineer (when three are carried)			
Chief	1,662.41	12.95	8.21
First Assistant	1,477.25	12.36	8.21
Second Assistant	1,378.07	11.99	8.21
Q. M. E. D.	1,666.25	14.34	8.21
Plumber Machinist	1,486.10	12.95	8.21
Unlicensed Junior Engineer (Day)	1,418.01	12.36	8.21
Unlicensed Junior Engineer (Watch)	1,276.79	11.14	8.21
Deck Engineer	1,375.10	11.99	8.21
Engine Utility/FOWT (Delta)	1,388.19	11.99	8.21
Engine Utility	1,295.13	11.30	8.21
Evaporator/Mtce.	1,187.91	10.38	8.21
Oiler	1,122.02	9.80	6.29
Oiler (Diesel)	1,207.44	10.54	6.29
Watertender	1,122.02	9.80	6.29
Fireman/Watertende	1,122.02	9.80	6.29
Fireman	1,122.02	9.80	6.29
Wiper	1,042.24	9.12	4.99
Ship's Welder Mtce.	1,391.92	11.99	8.21
Oiler/Maintenance Utility	1,295.13	10.54	6.29
General Utility/Deck Engine	1,042.24	9.12	4.99
STEWARD DEPARTMENT			
Chief Steward (SL7's, SL18's, Lash and Mariner)	1,666.25	14.34	8.21
Steward Cook	1,666.25	14.34	8.21
Steward/Baker	1,666.25	14.34	8.21
Chief Steward	1,473.74	12.83	8.21
Chief Cook	1,309.90	11.44	8.21
Cook and Baker	1,276.78	11.14	8.21
Second Cook	1,122.02	9.69	6.29
Third Cook	1,106.86	9.69	6.29
Assistant Cook	1,106.86	9.69	6.29
Messman	870.21	7.64	4.99
Utilityman	870.21	7.64	4.99
Passenger Vessels			
Chief Steward	1,944.71	16.85	8.21
Chef	1,473.74	12.83	8.21
Chief Cook	1,309.90	11.44	8.21
Head Waiter/Wine Steward	1,309.90	11.44	8.21
Chief Baker	1,309.90	11.44	8.21

continued on following page

New Deep Sea Pay Rates: Effective Dec. 16, 1980

continued from previous page

	Monthly Rate	Premium Rate	Overtime Rate
2nd Steward/Head Waiter	1,308.51	11.32	8.21
3rd Steward/Storekeeper	1,307.34	11.32	6.29
Chief Pantryman	1,305.94	11.30	6.29
Butcher	1,298.98	11.23	6.29
2nd Cook	1,289.08	11.16	6.29
2nd Cook/Larder	1,289.08	11.16	6.29
Cook and Baker	1,276.78	11.14	8.21
Asst. Head Waiter	1,276.78	11.14	8.21
2nd Baker	1,274.00	11.03	6.29
3rd Night Cook	1,268.21	10.99	6.29
Bartender	1,106.86	9.69	6.29
Bartender/Club Steward	1,106.86	9.69	6.29
Messman Utility	870.21	7.64	4.99
Utilityman	870.21	7.64	4.99
Galley Utility	870.21	7.64	4.99
Pantryman	870.21	7.64	4.99
Passenger Waiter	870.21	7.64	4.99
Officer Bedroom Steward	870.21	7.64	4.99
Passenger Bedroom Steward	870.21	7.64	4.99
Night Steward	870.21	7.64	4.99
Stewardess	870.21	7.64	4.99
Deck Steward	870.21	7.64	4.99
Deck/Smoking Room Steward	870.21	7.64	4.99
Janitor/Utilityman	870.21	7.64	4.99
Day Porter/Utilityman	870.21	7.64	4.99
Chef Utility	870.21	7.64	4.99
Crew Messman	870.21	7.64	4.99
Crew Pantryman	870.21	7.64	4.99
Crew Bedroom Steward	870.21	7.64	4.99
Beautician-Barber	1,242.91	-0-	-0-

PENALTY RATES

Off Watch, Monday through Friday

Group I	\$9.15
Group II	7.34
Group III	6.53

Tanker Agreement Wages, Premium and Overtime Rates As of December 16, 1980

	Monthly Rate	Premium Rate	Overtime Rate
DECK DEPARTMENT			
Boatswain (on vessels constructed since 1970)	\$1,733.74	\$15.05	\$8.21
Boatswain (25,500 DWT or over)	1,571.60	14.47	8.21
Boatswain (under 25,500 DWT)	1,512.67	13.19	8.21
A.B. Deck Maintenance	1,289.93	11.25	6.29
Able Seaman	1,135.20	9.92	6.29
O.S. Deck Maintenance	1,042.31	9.12	4.99
Ordinary Seaman	900.18	7.87	4.99
ENGINE DEPARTMENT			
Q.M.E.D.	1,733.74	15.05	8.21
Chief Pumpman	1,585.98	13.81	8.21
Second Pumpman/Engine Mtce.	1,585.98	13.81	8.21
Ship's Welder Mtce.	1,404.05	12.09	8.21
Engine Utility	1,276.98	11.36	8.21
Oiler Mtce. Utility	1,308.32	11.37	6.29
Oiler	1,135.20	9.92	6.29
Fireman/Watertender	1,135.20	9.92	6.29
General Utility/Deck Engine	1,042.31	9.12	4.99
Wiper	1,042.31	9.12	4.99
STEWARD DEPARTMENT			
Chief Steward (on vessels constructed since 1970)	1,733.74	15.05	8.21
Steward/Cook	1,733.74	15.05	8.21
Steward/Baker	1,733.74	15.05	8.21
Chief Steward (25,500 DWT or over)	1,577.86	13.75	8.21
Chief Steward (under 25,500 DWT)	1,518.95	13.23	8.21
Chief Cook	1,363.45	11.89	8.21
Cook and Baker	1,331.28	11.25	8.21
Third Cook	1,180.85	9.69	6.29
Assistant Cook	1,180.85	9.69	6.29
Messman	870.20	7.64	4.99
Utilityman	870.20	7.64	4.99

PENALTY RATES

Off Watch, Monday through Friday

Group I	\$9.15
Group II	7.34
Group III	6.53

U.S. Unions to Russians: 'Keep Out of Poland'

NEW YORK, N.Y.—Several hundred trade unionists descended on the New York office of Aeroflot, the official Russian airline, but they weren't looking for plane tickets.

The sign-carrying unionists, including a score of Seafarers from the Hall in Brooklyn, were picketing Aeroflot on 45th St. and Fifth Ave. to protest the buildup of Russian troops on the Polish border and to express their support for Poland's courageous workers who have risked their lives to form the infant free-trade union, Solidarnosc.

The demonstration was well timed as thousands of Christmas shoppers from around the country

read the picketeers' messages as they scurried from one people-packed department store to another on the most famous avenue in America.

One sign, wielded by SIU representative Bobby Stevens, revealed the feeling of the demonstrators: "Russia—Keep Out of Poland."

The demonstration lasted several hours as the pickets circled in front of Aeroflot chanting union songs and shouting pro-Polish slogans in unison.

A group of demonstrators from Local 1199, a big New York-based hospital workers union, sang "we shall overcome" over and over again.

Cops assigned to the detail got caught up in the warmth and solidarity of the union crowd and chatted pleasantly with the demonstrators. One cop said it "was the easiest assignment" he ever had, because the crowd was so well disciplined.

Joining the demonstrators was Mrs. Lane Kirkland, wife of the AFL-CIO president. With sign in hand, she led the pickets whose numbers included members from many New York area unions.

The demonstration in front of Aeroflot was just one of many activities the AFL-CIO and American trade unionists have participated in recently in support of Polish workers.

Thousands of individual American workers have contributed money to a fund organized by the AFL-CIO to help the new Polish Union. The first big gift from the AFL-CIO to Solidarnosc was a \$50,000 offset printing press. The press was desperately needed by the Polish trade union leaders to spread the word of unionism and to educate the workers on the developments regarding their organization.

The AFL-CIO also ran some fund raising luncheons for the Polish union. In addition, funds are being raised from the profits of selling American union-made T-shirts emblazoned with Solidarnosc across the chest.



A picket line of Seafarers demonstrates outside the offices of Aeroflot, the Soviet airline.



SIU members joined other AFL-CIO unions in proclaiming support for the free trade unions in Poland. Here, Mrs. Lane Kirkland, wife of the AFL-CIO president, joins the picket line.



This Seafarer is holding a sign that spells out the Union's message loud and clear: USSR Keep out of Poland!

AFL-CIO Plans Celebration of Labor's Centennial

WASHINGTON, D.C.—AFL-CIO President Lane Kirkland announced a year-long celebration in 1981 of the centennial of American labor.

The Federation is planning a series of activities starting this month and continuing throughout the year. The culmination will be a celebration at the AFL-CIO's fourteenth Constitutional Convention to be held in November in New York.

It was in November of 1881 that the Federation of Organized Trades and Labor Unions was officially formed. In 1886 this group became the American Federation of Labor (AFL). The first person to be elected president of the Federation was Samuel Gompers of the Cigarmakers' Union.

The announcement of the centennial celebration was made in a letter Kirkland sent to labor union leaders throughout the country.

He made the announcement on Dec. 5 which marked the 25th anniversary of the merging of the AFL and the CIO.

In his letter, Kirkland said, "We hope that people in the political and legislative processes, in the academic community, in industry and commerce and agriculture, in cultural activities and the professions and the arts, will all join with the men and women of our unions in commemorating this centenary of American labor."

The centennial celebration has two themes—"achievement" and "challenge." As Kirkland put it, these themes represent "pride in our past gains, coupled with the



recognition that it will require even greater commitment, energy and vision to advance labor's cause in the years ahead."

Kirkland said he hopes many different sectors of the AFL-CIO will become involved in the

celebration. As he noted, "the task of carrying out the AFL-CIO centennial is not an assignment for any one person or small group of persons. It will require the willing cooperation of every sector of the AFL-CIO."

The struggle of the working man to improve his conditions and to lead a dignified life has been a long one. It has resulted in vast improvements. But much more remains to be done. The celebration will reflect this. According to Kirkland, "during the centennial year of 1981, we shall rededicate ourselves to the sound principle of harnessing democratic tradition and trade union heritage with the the necessity of reaching out for new and better ways to serve all working people and the entire nation."



The Lakes Picture

Algonac

Just about the entire SIU-contracted fleet is now laid up as severe cold and thick ice forced Lakes transit to a near standstill. It took the *Sam Laud* (American Steamship) nearly four days to make the 30-mile run between Lorraine and Cleveland, a trip which usually takes about four hours. She's laying up in Cleveland, right across from the Union hall. The *Medusa Challenger* (Cement Transit Co.) is planned for another run or two before lay-up, depending on ice conditions. The *ST Crapo* (Huron Cement) was to have wintered in Detroit but her immediate future is uncertain. The *Crapo* got stuck in the ice at Algonac and was there for two days before she was freed. She's now in Alpena, Mich., where the crew was paid-off. The company's waiting to see what happens with the ice before they try to move the cement carrier.

Whether or not the *Chief Wawatam* will be returned after \$37,000 worth of repairs are completed has not yet been decided. But the 70-year-old *Chief* is the center of a big controversy.

On Dec. 5, the *Detroit News* ran an editorial titled "Farewell, Chief Wawatam" declaring that "the *Chief* is doomed and properly so." The editorial complained that the *Chief* is "kept afloat with an annual \$2 million subsidy" from "a financially distressed state." They argued that the coal-burning *Chief* is "inefficient, requiring a crew of 27 regular and eight supplementary hands."

"In contrast," says the *Detroit News*, the Norfolk & Western Railway's "modern tug & barge units operate with a crew of four. An N&W barge carries 11 to 28 cars a trip compared to 16 or 17 for the *Chief*." The state, the editorial urged, "should study a new tug & barge operations patterned on N&W's."

No way! said SIU Algonac Port Agent Jack Bluit. In an editorial reply printed in the Dec. 11 edition of the *News*, Bluit shot holes in the newspaper's position. Bluit's letter is reprinted, below:

"I would like to reply to the Dec. 5 editorial, "Farewell, Chief Wawatam,"

You mentioned that the Norfolk & Western ferry service in Detroit operates with a crew of four, compared to the *Wawatam's* crew of 27 regular and eight supplementary hands.

For your information, the N&W ferry operates with four men on each watch which amounts to 12 men every 24 hours plus a supplementary crew of four, or a total of 16 crew members. They operate two tug-barges for a total crew complement of 32 employees.

Several years ago the *Chief Wawatam* was replaced by a tug-barge that ended in a complete fiasco. Crossing the Detroit River cannot compare with crossing the Straits of Mackinac, especially in the winter. I can remember seeing the tug docked in St. Ignace while the barge sat on the ice in the middle of the Straits. That was the end of tug-barge and the old *Chief* was put back in service.

I don't see the state saving money by wasting taxpayers' dollars for any new studies on tug-barge."

Jack Bluit, Port Agent
Seafarers International Union
Port of Algonac

Frankfort

After a series of meetings held across the state of Michigan during late 1980 that state's Department of Transportation gave a preliminary nod to the continuing operation of the SIU-contracted Ann Arbor carferries. A staff report issued by the DOT on Dec. 17 recommended one of six transportation plans being considered prior to the opening of rail transportation contract talks in April.

The proposal favored in the staff report was the one which recom-

mended that "the Ann Arbor (carferries) be continued in its entirety." (These are the SIU-contracted carferries *Viking*, *Arthur K. Atkinson* and *City of Milwaukee*, operated by the Michigan Interstate Railway Co.)

Another aspect of the proposed transportation plan could bring even bigger benefits to the SIU-fleet of carferries. That recommendation calls for discontinuation of the C&O carferry service from Manitowoc to Kewaunee as soon as the Interstate Commerce Commission grants permission to abandon the service. That could mean more cargoes for Union carferries.

While the Dept. of Transportation must still issue a final ruling, the recommendation of the staff commission is viewed as a positive sign that the Ann Arbor carferries will be operating in the future.

* * *

Under orders from the Michigan Transportation Commission, the state DOT will be setting up a new panel to oversee transportation services on the Lakes and seek ways to revitalize the industry. This type of authority has been under consideration since the mid-1970's.

In a related action Michigan State Senator Phil Arthurhultz introduced a bill before the state legislature in November seeking the creation of a Lake Michigan Transportation Authority. The bill authorizes a seven-member authority made up of six "consumer" representatives and the head of the Transportation Commission. The Authority will be able to issue revenue bonds, establish fares and routes, buy or lease vessels and port facilities, and operate or contract for cross-lake service. A similar bill was introduced before the Michigan House of Representatives.

Cleveland

Erie Sand Steamship's *Lakewood* was at the G&W Industries yard here undergoing repairs when it was discovered that her shaft was misaligned. She was taken to the Port Weller Dry Dock to correct it.

Duluth

Laying up in this port are American Steamship's *Indiana Harbor* and *Belle River*. Also wintering here are Kinsman's *Merle M. McCurdy*, *Frank R. Denton* and *C. L. Austin*.

St. Lawrence Seaway

A week before the scheduled Dec. 15 closing of the St. Lawrence Seaway it looked like there might be a less-than-orderly end to the season. A fog belt stretching from the Soo Locks to Montreal forced all ship traffic to a halt.

However, the fog lifted and the system was cleared close to the deadline. The St. Lawrence Seaway Development Corp., which operates the system for the U.S., reported there were 83 oceangoing ships in the Seaway above the Locks at St. Lambert, Quebec on Nov. 24. Last year there were 150 vessels still in that portion of the Seaway at that time.

According to the regulations of the Seaway, vessels heading east from the Lakes could avoid the late penalties imposed after Dec. 15 by checking in at designated stations beforehand. Fourteen ships were still in the Seaway after the deadline but all except five Lake carriers avoided late penalties of from \$20,000 for one day to \$80,000 for four days.

All shipping had to be cleared from the Seaway before Dec. 21 when the Snell and Eisenhower locks were de-watered for repair and maintenance work.

Funding

Under a \$5 million allotment, the Coast Guard will construct 14 new fixed aids to navigation in various Great Lakes locations during 1981. The fixed lights will replace buoys on the St. Mary's River, Lake St. Clair and Lakes Huron and Erie.

* * *

Maritime Administration head Samuel B. Nemirow proposed that 10 percent of all government preference cargoes be shipped through Great Lakes ports. At a meeting with Great Lakes shippers and port representatives, Nemirow said Marad will propose rules to require each government agency handling preference cargo to meet a 10 percent quota for Great Lakes ports.

The quota is a result of a visit to the Lakes by Commerce Secretary Philip Klutznick last August. During the visit Lakes shippers and port spokesmen petitioned Klutznick to direct some preference cargoes to Lakes ports. The Great Lakes interests had also asked the Commerce Secretary for special government subsidies for Great Lakes shipping, but Klutznick turned thumbs down on that request.

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

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

Third Mate, Assistant Engineer Courses

Because of a continuing shortage of licensed mates and engineers in the offshore towing industry, and because many SIU-contracted companies are expanding their offshore operations, the Seafarers Harry Lundeborg School of Seamanship is offering two new courses: **Original Third Mate** and **Original Third Assistant Engineer**.

These courses will enable the SIU to meet our contractual obligations to our operators.

The courses are designed to prepare Seafarers who already have many years of seetime for the Coast Guard License examinations.

To be successful in obtaining a license, each student must have

Are Offered for First Time at SHLSS

a strong desire to learn and work toward this license. It is imperative that the student have an ample knowledge of the material before starting class. Seafarers who have studied on their own before coming to the school, will find it much easier to keep up with the fast moving pace of the course.

SHLSS Vocational Director John Mason stressed that this is only a preparatory course. It is designed to review material and to prepare students to take the Coast Guard examination. "This is not a beginners course," Mason emphasized.

Prior to arriving at the Seafarers Harry Lundeborg School

of Seamanship, students must apply at the Coast Guard, and be scheduled to sit for the exam.

Listed below are the seetime requirements which applicants must present to the Coast Guard to prove their eligibility for the examinations:

THIRD MATE

You must have discharges showing three (3) years in the Deck Department; two and a half (2½) years as Ordinary Seaman and six (6) months as Able Seaman, Quartermaster or Bosun, OR all three (3) years as Able Seaman, Quartermaster or Bosun.

THIRD ENGINEER

You must have three (3) years

service in the Engine Department of steam or motor vessels; two and a half (2½) years as Qualified Member of the Engine Department (QMED), one and a half (1½) years which must have been as Fireman/Watertender, Oiler or QMED, in a watchstanding capacity.

The dates for the new courses are:

Third Mate—July 6, 1981

**Third Assistant Engineer—
April 13, 1981 and August
13, 1981**

Both courses will encompass ten weeks of instruction, and will cover all areas which are included in the Coast Guard examination.

Protecting Our Job Security:

Electrical Maintenance Provides Needed Shipboard Skills

The Electrical Maintenance Course offered at the Seafarers Harry Lundeborg School of Seamanship has been modified and updated to meet the needs of the industry, and to prepare our membership for the technological advances of many new SIU-contracted ships.

Beginning in March, the course will be eight weeks to include the electrical systems on board the new LASH II-type vessels. This will consist of all electrical equipment aboard the LASH II ships, including the stores cargo winch, constant tension mooring winch (used to handle barges), and the 500 ton lighter gantry crane (Alliance and Morgan) utilizing reliance electrical systems.

It is strongly recommended that any electrician taking jobs on LASH II ships take this course since the complexity of the systems require a good knowledge of corrective maintenance.

This course currently consists of electrical safety and test, and a one week review of basic electrical theory, Ohms law, batteries and magnetism. One week will examine electrical tests and measuring equipment, and the

Simpson model 260 multimeter.

The next three weeks consist of electrical cable and hardware, connecting fluorescent lamps, convenience outlets, marine outlets and fluorescent lamp ballast changing.

In the fifth week, the course will take up AC and DC generators, distribution and paralleling generators, 3-phase motor overhaul and motor starters.

Week six is devoted to print

reading which covers Westinghouse cargo handling equipment used on the Delta and Mariner ships, constant voltage and constant current systems, General Electric anchor windlass, and AC 3-speed pole changing controls.

Weeks seven and eight will cover the LASH II equipment.

Feed-back from Seafarers and ship operators indicate that all equipment being taught is pres-

ently aboard most SIU ships. The membership as well as ship operators are encouraged to notify the Seafarers Harry Lundeborg School of new equipment or systems which should be included in the Electrical Maintenance course.

In order to obtain maximum benefit from the Electrical Maintenance course, Seafarers should have at least 24 months sailing as Electrician.

Positive New Year Resolutions

by **Jacqueline G. KNOETGEN**
Director, Academic Department

Lundeborg School of Seamanship, you have an opportunity to obtain your high school diploma. You can no longer sit back with the excuse that time does not permit you to prepare for the examinations.

The academic staff would be more than happy to send you a pre-test and then let you know the length of time that it would realistically take you to accomplish your goal.

Do you shy away from reading or math because you lack the skills? Are you forever asking someone to fill out your OJT

slips or other forms because you always seem to have forgotten your glasses?

Well, we have reading and math specialists who are trained to get to the root of the problem and give you the help which will get the skills going for you.

We hope to challenge those of you who are interested in obtaining your Associate of Arts degrees from Charles County Community College. We have added to the list of courses which will enable you to achieve your goal.

Act now! We are only a phone call or a letter away!

Seafarers Lundeberg School Opens 1981 With Wide Variety of Seafaring Courses

The Seafarers Harry Lundeberg School of Seamanship begins 1981 with a vocational education program that offers Seafarers a wide variety of professional advancement opportunities.

SHLSS Vice President Frank Longelli said that the school would continue to offer specialized courses to help Seafarers upgrade their skills and improve their earning capacities. And, two new courses are being added to help our inland boatmen members improve their professional lives. The two new courses are Third Mate, and Third Assistant Engineer.

John Mason, director of vocational education at SHLSS, said: "With the announcement of its 1981 curriculum, SHLSS is renewing its commitment to provide the maritime industry with the best trained and most qualified Seafarers anywhere in the world. The Seafarers School is renewing its commitment to offer SICU members the best training possible."

A complete list of all courses available at SHLSS is published in this issue of *THE LOG*. These courses are your opportunities.

The staff at SHLSS stands ready to offer every assistance to help you achieve your professional goals. All that is needed is your willingness to come to the school and make an effort to succeed.



Liquefied Natural Gas (LNG) (above and right)



Towboat Operator Scholarship Program (below and right)



Welding



Able Seaman



Lifeboatman (above and right)



Qualified Member of the Engine Department



Diesel Technology (above)

Diesel Engineering (below)



Fireman, Oiler and Watertender (FOWT) (above and below)



First Class Pilot (above)



Pumproom Maintenance and Operation



Marine Electronics (above)



SEAFARERS HARRY LUNDEBERG SCHOOL OF SEAMANSHIP UPGRADING COURSE SCHEDULE 1981



Course	Check-in-Date	Completion Date	Course	Check-in-Date	Completion Date	
LNG	January 5	January 29	Quartermaster	March 2	March 26	
	March 2	March 26		June 19	July 16	
	April 27	May 21		September 11	October 8	
	June 22	July 16		Third Mate	January 5	March 12
	August 17	September 12			July 6	September 11
QMED	October 12	November 5	Able Seaman	January 5	January 29	
	January 15	April 9		January 30	February 26	
	May 7	July 30		March 27	April 23	
FOWT	September 24	December 17	Bosun Recertification	April 24	May 21	
	January 29	February 26		May 22	June 18	
	March 26	April 23		August 14	September 10	
	May 21	June 18		October 9	November 5	
	July 16	August 13		November 20	December 17	
Marine Electrical Maintenance	September 10	October 8	Steward Recertification	February 9	April 6	
	November 5	December 3		April 13	June 8	
	March 2	April 23		August 10	October 5	
Marine Electronics	July 6	August 27	"A" Seniority	March 9	May 4	
	October 26	December 17		May 11	July 6	
	January 5	February 12		July 13	September 7	
Refrigeration Systems Maintenance and Operations	May 25	July 2	Lifeboatman/Tankerman	September 7	November 2	
	October 12	November 19		October 12	December 7	
	January 5	February 29		January 5	February 2	
Diesel (Regular)	March 30	April 23	February 2	March 2		
	June 22	July 16	March 9	April 6		
	October 12	November 5	April 6	May 4		
	January 5	January 29	May 11	June 8		
Diesel Scholarship	March 30	April 23	June 8	July 6		
	June 22	July 16	July 6	August 3		
	October 12	November 5	August 10	September 7		
	January 5	February 29	September 7	October 5		
Pumproom Maintenance and Operations	March 30	May 21	October 5	November 2		
	June 22	August 13	November 9	December 7		
	October 12	December 3	December 7	January 4		
Automation	February 16	March 26	Lifeboatman/Tankerman	January 5	January 15	
	July 8	July 16		January 15	January 29	
	October 26	December 3		January 29	February 12	
Basic Welding	March 30	April 23	February 12	February 26		
	August 3	August 27	February 26	March 12		
	March 2	March 26	March 12	March 26		
Conveyorman	May 25	June 18	March 26	April 9		
	August 17	September 10	April 9	April 23		
	October 12	November 5	April 23	May 7		
	January 5	January 29	May 7	May 21		
Third Assistant Engineer	May 21	June 4	May 21	June 4		
	August 3	October 9	June 4	June 18		
	January 5	February 26	June 18	July 2		
Towboat Operator	May 11	July 2	July 2	July 16		
	January 5	February 26	July 16	July 30		
	March 30	May 14	July 30	August 13		
Towboat Operator Scholarship	June 22	August 6	August 13	August 27		
	September 14	October 30	August 27	September 11		
	March 2	April 2	September 11	September 25		
	May 25	June 25	September 25	October 9		
Celestial Navigation	August 10	September 11	October 9	October 23		
	November 1	December 4	October 23	November 6		
	March 16	May 1	November 6	November 20		
	October 5	November 20	November 20	December 4		
First Class Pilot	March 16	May 1	December 4	December 18		
	October 5	November 20	December 18	January 1		

Apply Now for an SHLSS Upgrading Course

(Please Print)

Seafarers Harry Lundeborg School of Seamanship
Upgrading Application

(Please Print)

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) _____

DECK

- Tankerman
- AB 12 Months
- AB Unlimited
- AB Tugs & Tows
- AB Great Lakes
- Quartermaster
- Towboat Operator Western Rivers
- Towboat Operator Inland
- Towboat Operator Not More than 200 Miles
- Towboat Operator (Over 200 Miles)
- Master Mate
- Pilot
- Third Mate

ENGINE

- FWT Oiler
- QMED - Any Rating
- Others _____
- Marine Electrical Maintenance
- Pumproom Maintenance and Operation
- Automation
- Maintenance of Shipboard Refrigeration Systems
- Diesel Engines
- Assistant Engineer (Uninspected Motor Vessel)
- Chief Engineer (Uninspected Motor Vessel)

STEWARD

- Assistant Cook
- Cook & Baker
- Chief Cook
- Steward
- Towboat Inland Cook

ALL DEPARTMENTS

- LNG
- LNG Safety
- Welding
- Lifeboatman
- Fire Fighting

No transportation will be paid unless you present original receipts upon arriving at the School.

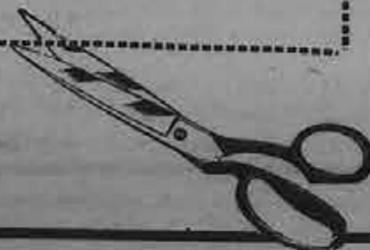
RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

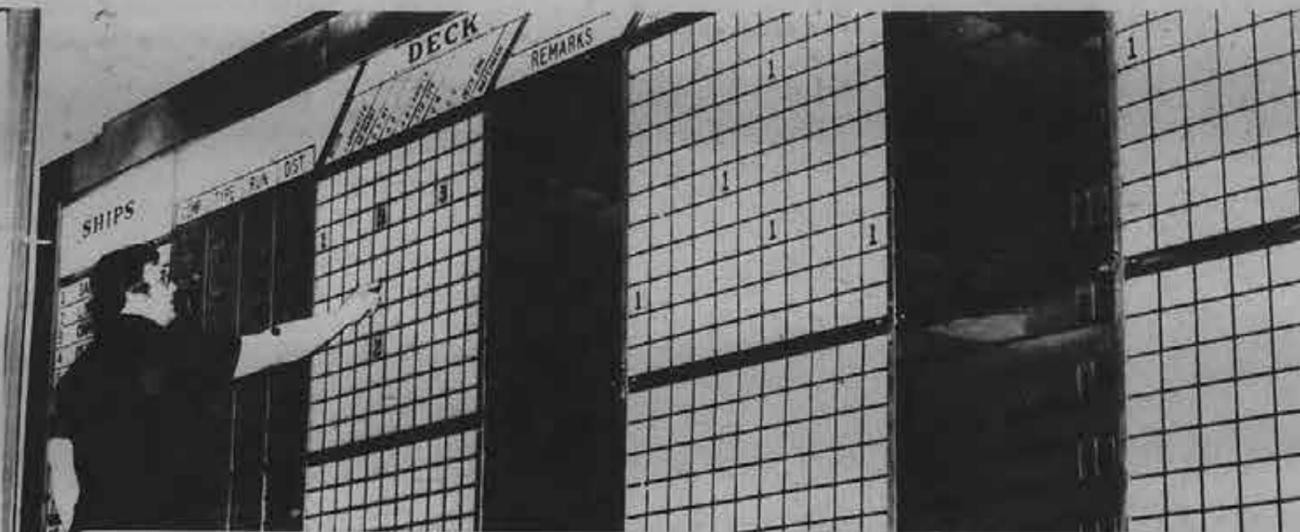
VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

SIGNATURE _____ DATE _____

Please Print

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





Dispatchers Report for Deep Sea

NOV. 1-29, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	4	3	0	5	11	0	11	3	2
New York	83	30	10	77	70	0	142	75	16
Philadelphia	14	4	0	7	10	1	17	9	1
Baltimore	31	11	1	14	12	0	40	18	6
Norfolk	15	13	2	13	20	0	26	14	10
Tampa	5	6	1	3	1	1	18	13	8
Mobile	24	5	0	13	4	0	39	8	0
New Orleans	72	19	6	53	30	3	138	41	6
Jacksonville	25	4	4	28	15	1	58	15	6
San Francisco	45	22	3	29	26	4	93	28	10
Wilmington	22	7	5	20	10	6	43	21	16
Seattle	39	9	6	55	18	6	52	14	10
Puerto Rico	18	3	2	16	15	0	12	2	2
Houston	62	13	5	50	21	1	116	42	11
Piney Point	0	0	0	0	7	0	0	0	0
Yokohama	0	1	0	0	0	0	0	1	1
Totals	459	150	45	383	270	23	805	304	105
ENGINE DEPARTMENT									
Boston	3	3	2	1	2	0	4	5	2
New York	84	37	3	63	34	1	156	83	9
Philadelphia	6	4	0	8	3	0	15	4	1
Baltimore	19	6	4	12	2	0	35	13	5
Norfolk	9	1	0	12	2	0	18	13	1
Tampa	1	6	0	0	2	0	5	14	3
Mobile	13	5	0	8	2	0	24	8	0
New Orleans	46	13	1	32	18	0	88	32	7
Jacksonville	13	9	0	15	3	0	34	16	1
San Francisco	38	17	6	19	20	6	65	24	6
Wilmington	12	8	3	10	8	2	21	5	5
Seattle	18	11	3	21	14	8	31	20	4
Puerto Rico	9	3	0	12	10	2	12	3	0
Houston	40	10	1	32	7	0	81	23	6
Piney Point	3	0	0	3	3	0	0	0	0
Yokohama	2	3	0	0	3	0	1	1	0
Totals	316	136	23	248	133	19	590	264	50
STEWARD DEPARTMENT									
Boston	0	4	0	1	4	0	0	3	0
New York	43	18	7	50	48	0	65	38	14
Philadelphia	1	2	0	2	11	0	2	5	0
Baltimore	11	2	2	8	5	0	24	5	4
Norfolk	12	2	0	11	14	0	15	5	0
Tampa	5	1	1	1	1	0	8	5	1
Mobile	16	2	0	11	8	0	22	4	0
New Orleans	18	4	1	30	13	1	35	10	1
Jacksonville	8	4	0	15	2	1	26	3	1
San Francisco	28	14	13	63	34	24	41	25	29
Wilmington	7	2	3	7	6	0	15	5	8
Seattle	18	4	9	41	24	6	27	4	12
Puerto Rico	5	2	0	9	11	0	4	3	0
Houston	30	8	1	24	22	1	55	13	0
Piney Point	2	9	0	2	35	0	0	1	0
Yokohama	0	1	0	1	2	0	0	0	0
Totals	204	79	37	276	240	33	339	129	70
ENTRY DEPARTMENT									
Boston	2	5	5				4	10	9
New York	21	115	46				39	246	115
Philadelphia	3	14	3				3	33	8
Baltimore	6	23	6				12	64	25
Norfolk	4	23	7				9	37	20
Tampa	3	14	5				8	27	14
Mobile	10	12	0				9	38	3
New Orleans	24	43	16				43	89	31
Jacksonville	8	16	1				21	51	11
San Francisco	18	57	57				22	107	99
Wilmington	3	17	25				6	53	91
Seattle	9	28	19				8	36	50
Puerto Rico	5	20	7				7	26	8
Houston	18	39	16				23	81	46
Piney Point	0	38	0				0	1	0
Yokohama	0	2	0				0	1	0
Totals	134	466	213				214	900	530
Totals All Departments	1,113	831	318	907	643	75	1,948	1,597	755

*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 October was good in most A&G deepsea ports. A total of 1,625 jobs were shipped last month to SIU-contracted deep sea vessels. That's a slight decrease over the previous month. Of these 1,625 jobs only 907 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 for the foreseeable future.

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

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(313) 794-9375

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(517) EL 4-3616

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

BOSTON, Mass.

215 Essex St. 02111
(617) 482-4716

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(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

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705 Medical Arts Building 55802
(218) RA 2-4110

FRANKFORT, Mich.

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(616) 352-4441

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(617) 283-1167

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(808) 537-5714

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(713) 659-5152

JACKSONVILLE, Fla.

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(904) 353-0987

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99 Montgomery St. 07302
(201) HE 5-9424

MOBILE, Ala.

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(205) HE 2-1754

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(504) 529-7546

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115 3 St. 23510
(804) 622-1892

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(503) 227-7993

PADUCAH, Ky.

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(502) 443-2493

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(215) DE 6-3818

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St. Mary's County 20674
(301) 994-0010

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Stop 20 00909
(809) 725-6960

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(206) MA 3-4334

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(314) 752-6500

TAMPA, Fla.

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635 Summit St. 43604
(419) 248-3691

WILMINGTON, Calif.

408 Avalon Blvd. 90744
(213) 549-4000

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Yokohama Port P.O. 5-6 Nihon Ohtori
Naka-Ku 231-91
201-7935

History of the SIU, Part IV

ISU Falls Apart: New Unions Rise From Ashes

by John Bunker

BY 1936 the International Seamen's Union was headed for the rocks, buffeted by forces from within and without.

At a long and stormy Washington convention in February of that year, conservative elements retained control of the union and reelected the venerable Andrew Furuseth as president. More importantly, they pushed through a constitutional amendment giving the union's executive board the power to revoke the charter of any local union at any time.

The board then revoked the charter of the Sailors Union of the Pacific, which Furuseth charged was being taken over by the Industrial Workers of the World (IWW) and other radicals. The ISU tried briefly in 1938 to set up a competing union but this attempt soon died for lack of support. The SUP sailors remained faithful to their union.

Another factor in the weakening of the ISU had come about in 1934 with formation of the Maritime Federation of the Pacific, a central labor organization containing some ISU units, principally the SUP, plus longshoremen and other groups. Harry Bridges, the longshoremen's leader, was the principal organizer of the Federation which Victor Olander, national secretary of the ISU, claimed was set up to destroy the International.

But it was also being wrecked from within.

Dissidents in the ISU charged that officials were not holding the required elections and had negotiated contracts with shipowners without approval of the membership and demanded their removal. Probably an equally important factor in undermining the union, however, was the general temper for change that was sweeping the country in the 1930s. It is possible that no change within the old union structure would have satisfied the activists who wanted new leaders and a more aggressive program in tune with the times.

A coast-wide strike started on the West Coast in October of 1936 as seamen demanded a new agreement to replace the 1934 pact with the shipping lines. ISU officials resisted efforts to call a general sympathy strike on the East Coast and this incited more unrest among the rank and file. Numerous unauthorized sympathy strikes took place.

In March of 1936, crewmen of the liner *California* went on strike at sailing time in San Pedro, refusing to cast off the lines unless the Panama Pacific Line met West

John Bunker is director of the Seafarers Historical Research Department.



Fiery Harry Lundberg, late president of the SUP, was a key figure in the '30s seamen's movement.

Coast wage scales and overtime.

Secretary of Labor Frances Perkins persuaded the crew by telephone to sail the ship and promised to look into their grievances when it docked at New York. But Secretary of Commerce Daniel C. Roper branded the action a mutiny and when the ship docked the strike leaders were logged and fired. Many ISU men blamed their officials for not backing up the crew in this beef and the leadership was further weakened.

They were fast losing control over their members.

In October of 1936, ISU crews staged a sit-down strike in sympathy with West Coast seamen and against orders of union officials, starting with a sit-down on the *S.S. American Trader* at New York. This "sitting down" on the job was a new type of action that was to become common during the labor unrest of the 1930s.

ISU officials called on the men to live up to their agreements and sail the ships and threatened to expel those who didn't, but these threats had little effect.

In November of 1936 ISU men in Boston struck in support of the West Coast and issued a daily mimeographed strike bulletin in which they denounced both union officials and shipowners.

Unhappy about the reluctance of their leaders to call out "all hands" in support of the West Coast, a group of dissidents set up a Seamen's Defense Committee in October of 1936. Joe Curran, a 34-year-old newcomer to the maritime labor scene and spokesman for strikers on the liner *California*, became chairman of the Committee's strike strategy committee, the beginning of his rapid rise to power. Curran was described by the *New York Times* as a "young and militant disciple of Harry Bridges" and as a "key man in the rank and file of seamen here."

The *Seamen's Journal*, official publication of the ISU, pointed out the inconsistency of Curran's sudden disenchantment with ISU leadership, saying he had only been a member of the union for one year during his seafaring career. But Curran was aggressive, articulate and ambitious and the times suited him well.

And it was evident, judging by those who surrounded and supported him, that Curran was willing to front for the strong cadre of left-wingers in the new union. He later repudiated these associates and helped reduce their influence in the NMU.

In November, Curran headed a so-called Insurgent Seamen's Committee which negotiated contracts with two small steamship lines, Prudential and Transoceanic, this being made possible by support from the Marine Engineers Beneficial Association, the American Radio Telegraphers Association and the Masters, Mates and Pilots, which were striking these companies at the time.

In May of 1937 a large group of the ISU rebels led by Curran and Jack Laursen broke away from the old union entirely and formed a new organization called the National Maritime Union, claiming 27,000 members. They filed a petition with the National Labor Relations Board to hold an election

and determine which group should be bargaining agent for the more than 70 ISU lines operating out of the East Coast and the Gulf.

The voting started in June of 1937. The NMU was victorious on most of the ships, although the crews on some lines, notably the Eastern Steamship Company, remained faithful to the old union. But with the new organization dominating the elections it was evident that drastic action had to be taken to maintain the AF of L's role in maritime labor.

And so in August of 1937, the AFL took over the remnants of the ISU in order to rebuild a seamen's union within the Federation.

William Green, president of the AFL, requested the resignation of ISU officials and the Federation's executive council placed the union's affairs in the hands of an executive committee which included Green, ILA President Joe Ryan, and AFL organizer Holt Ross.

At Green's request, Harry Lundberg, head of the SUP, sent a top assistant, Morris Weisberger, to New York to set up a nucleus for this rebuilding, straighten out the union's financial situation, and organize a new dues structure for the Atlantic and Gulf divisions. A Seamen's Reorganization Committee was established for this purpose in December of 1937, with Lundberg naming Robert Chapdelaine temporary head of the new union. During this time it operated under a federal charter.

Once it was stabilized and in firm hands, the executive council of the AFL issued a charter. This was done at the Houston convention on October 15, 1938, the charter being handed to Lundberg by President Green.

By then about 7,000 members had been organized on the East Coast and the Gulf and Green was predicting that there would soon be 30,000 on all coasts. The new AFL seamen's union, the Seafarers International Union, was now underway and going "full speed ahead."



NOV. 1-29, 1980

Dispatchers Report for Great Lakes

	*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.)	28	7	4	50	61	1	40	14	8
ENGINE DEPARTMENT									
Algonac (Hdqs.)	22	7	2	35	27	0	31	17	2
STEWARD DEPARTMENT									
Algonac (Hdqs.)	4	5	0	18	17	0	4	5	0
ENTRY DEPARTMENT									
Algonac (Hdqs.)	27	45	13	0	0	0	25	65	31
Totals All Departments	81	64	19	103	105	1	100	101	41

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

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

Pensioner's Corner

William Woytovitch, 65, joined the Union in the port of Philadelphia in 1961 sailing as a cook for IOT in 1955 and for the Curtis Bay Towing Co. from 1936 to 1980. Brother Woytovitch was a member of the SIU from 1948 to 1953. He is a veteran of the U.S. Army in World War II. Boatman Woytovitch was born in Philadelphia and is a resident there.

August Julius Wojciechowski, 57, joined the Union in 1957 in the port of Baltimore sailing as a tankerman for Harbor Towing from 1945 to 1980. Brother Wojciechowski sailed deep sea as a junior engineer from 1937 to 1945. He was born in Baltimore and is a resident there.

Edward Lombardi, 66, joined the Union in the port of Detroit in 1964 sailing in the steward department. Brother Lombardi rode the Reiss Steamship Co. ships. He was a former member of the Teamsters Union. And he is a veteran of the U.S. Army in World War II. Laker Lombardi was born in Newark, N.J. and is a resident of Oak Park, Mich.

Ignatius Thomas Salerno, 65, joined the SIU in the port of New York in 1968 sailing as a FOWT. Brother Salerno sailed 31 years. He was on the picketlines in the 1961 N.Y. Harbor strike and the 1962 Robin Line beef. Seafarer Salerno is a veteran of the U.S. Army's Corps of Engineers in World War II. He was born in Brooklyn, N.Y. and is a resident of the Bronx, N.Y.

Claude Myers Sturgis, 49, joined the SIU in 1947 in the port of Norfolk sailing as a 2nd cook. Brother Sturgis also sailed for the former IBU. He was born in Norfolk and is a resident of Virginia Beach, Va.

Odd Jan Olsen, 58, joined the SIU in the port of New York in 1964 sailing as a junior engineer and chief electrician. Brother Olsen graduated from the SIU MEBA School of Engineering, Brooklyn, N.Y. as a 1st engineer in 1967. He was born in Harstad, Norway and is a naturalized U.S. citizen. Seafarer Olsen is a resident of New York City.

Carmelo Reyes, 62, joined the SIU in 1942 in the port of New York sailing as an AB. Brother Reyes walked the picket lines in the 1961 N.Y. Harbor beef, the 1962 Robin Line strike, the 1965 District Council 37 beef and the 1971 maritime strike. He was born in Puerto Rico and is a resident of the Bronx, N.Y.

Lorenzo Quinones Alvarado, 51, joined the SIU in the port of New York in 1961 sailing as a bosun and in the steward department. Brother Alvarado sailed 22 years. He is a veteran of the U.S. Army during the Korean War. Seafarer Alvarado was born in Lajas, P.R. and is a resident of Hoboken, N.J.

Simon Jan De Zee, 65, joined the SIU in 1944 in the port of New York sailing as a cook. Brother De Zee sailed 47 years. He was born in Amsterdam, the Netherlands and is a resident of Reno, Nev.

Alphonse Hollings, 53, joined the SIU in 1944 in the port of Mobile sailing in the steward department. Brother Hollings was born in Alabama and is a resident of Mobile.

John Joseph Kavanagh, 65, joined the SIU in 1947 in the port of Boston sailing in the steward department. Brother Kavanagh hit the bricks in the 1961 Greater N.Y. Harbor beef. He was born in Boston and is a resident of Revere, Mass.

Charles Edward Veach, 59, joined the SIU in the port of Houston in 1955 sailing in the steward department. Brother Veach is a veteran of the U.S. Army in World War II. He was born in Durant, Okla. and is a resident of New Orleans.

Stafford Leslie McCormick, 57, joined the SIU in 1946 in the port of Houston sailing as an AB for the Caribe Towing Co. in 1974 and for G & H Towing from 1973 to 1974 and as a 1st mate. Brother McCormick was a member of the former IBU. He is a veteran of the U.S. Navy in World War II. Seafarer McCormick was born in Galveston, Tex. and is a resident of Houston.

George Mi Chang, 66, joined the SIU in the port of New York in 1957 sailing as a chief cook. Brother Chang sailed 32 years. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Chang was born in China and is a resident of Brooklyn, N.Y.

Artemi Kanits, 65, joined the SIU in 1943 in the port of New York sailing as an oiler and FOWT. Brother Kanits sailed 42 years. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Kanits is also a machinist. Born in Estonia, USSR, he is a naturalized U.S. citizen. And he is a resident of Long Island City, Queens, N.Y.C.

Steve Szanto Jr., 54, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Szanto sailed 35 years. He was born in Dakota, W.Va. and is a resident of Virginia Beach, Va.

Paige Clarence Toomey, 74, joined the SIU in 1944 in the port of Baltimore sailing as an OS. Brother Toomey sailed 43 years. His hobbies are riding and sailing. Seafarer Toomey was born in Massachusetts and is a resident of Reistertown, Md.

Ralph John Good, 63, joined the Union in the port of Cleveland in 1961 sailing as a scowman and dredgman on the tug *John McGuire* (Great Lakes Dredge and Dock) from 1947 to 1980. Brother Good is a veteran of the U.S. Army in World War II. He was born in Bellevue, Ohio and is a resident of Avon Lake, Ohio.

John Coelho, 65, joined the SIU in the port of New York in 1955 sailing as a FOWT. Brother Coelho was born in Portugal and is a resident of Mt. Vernon, N.Y.

Edward Frank Costin, 63, joined the SIU in 1947 in the port of Baltimore sailing as a steward utilityman. Brother Costin was born in Maryland and is a resident of Baltimore.

Recertified Bosun Jessie Sam Lewis, 51, joined the SIU in 1948 in the port of Norfolk. Brother Lewis graduated from the Union's Recertified Bosuns Program in November 1975. He received a 1960 SIU Personal Safety Award for sailing aboard an accident-free ship, the *SS Iberville*, that year. Seafarer Lewis was born in Moorhead City, N.C. and is a resident of Everett, Wash.

Social Security

Here's the third installment of a new Log column dealing with Social Security. We will try to keep you informed of rules and regulations, and changes in the law.

SS Tax for Workers and Retirees Up in '81

Both the social security tax rate

and the maximum earnings subject to the tax will go up on Jan. 1.

Most workers will be affected only by the change in the tax rate, which will rise for both employees and their employers from 6.13 percent of covered earnings to 6.65 percent.

ONLY PERSONS who earn more than \$25,900, which is the present ceiling on wages subject to the

security tax, will be affected by the rise in the taxable wage base to \$29,700. About 10 percent of workers are in this group. In return for paying more into the fund, they will become entitled to higher future retirement benefits and greater family protection in the event of disability or death.

These other changes will also take effect on Jan. 1:

- The maximum amount that retirees may earn annually and still receive all of their benefits will increase from \$5,000 to \$5,500 for those aged 65-71 and from \$3,720 to \$4,080 for those under 65. Benefits are reduced \$1 for every \$2 of

earnings exceeding these amounts. As at present, persons 72 and over may earn any amount without any reductions.

- The amount of earnings required for a quarter of coverage will increase from \$290 to \$310. Four quarters will be credited for earnings of \$1,240, up from \$1,160.



From OS to Chief Mate, But Not Always Calm Seas

At the age of 22 Rudy Loizzi signed on the SIU-contracted *Steel Apprentice* as OS for a four-month trip around the world. The year was 1960.

If you had told Loizzi then that one day he'd have a Chief Mate's license, he probably would have said, "You've got to be kidding—it would take a miracle!"

Well, as Loizzi himself would tell you, it didn't take a miracle. It just took a "few" years, and a system that still makes it possible for a young seaman to come up through the hawespipe.

Looking back, Loizzi says that 1960 was "a big year for me." That was the year he joined the

"The SIU was—and still is—a big part of my life. It gave me a chance and the encouragement to better myself."

merchant marine, and the SIU, after a four-year hitch in the Navy. That was also the year he shipped on the *Steel Apprentice*, helped the SIU with an organizing drive on the Great Lakes, worked on the Laker *Norman W. Foy*, and gave himself a brand

new AB ticket for Christmas.

For the next six years Loizzi shipped steadily out of New York as AB or dayman, and mostly on tankers. "I got in the habit of sailing tankers on long voyages," he recalled.

During the critical shortage of seamen in 1967 for the Vietnam Sealift, Loizzi had plenty of seetime and jumped at the chance to upgrade to Third Mate. He enrolled at the M.E.B.A. (Dist. 2) Upgrading Center in Brooklyn and a few months later had his first job as Third Mate, on the T-2 *Bradford Island*. He stayed on that ship for 10 months.

The following year Loizzi and the *Buckeye Atlantic* had a close call in the Saigon River. Sandbags had been placed on the wings of the bridge—good protection against small arms fire, but not much else. Somewhere between Vung Tau and Saigon the ship came under attack—and it wasn't small arms. But Mother Luck was on their side that day. They took a hit, but the shell bounced right off the ship. A dud.

Loizzi decided to take a break from the "rigors of war" and enrolled once again in the



Chief Mate Rudy Loizzi

M.E.B.A. (Dist. 2) Upgrading School in Brooklyn. That was in late 1969. Early in 1970 he was handed a Second Mate's license.

Now it was time for others to learn from the expertise of Rudy Loizzi! He spent the first half of 1971 as a deck instructor at the Seafarers Harry Lundeberg School of Seamanship. Then, in the latter half of '71 he decided to work up on the Lakes again, which he did for a while as an AB/Quartermaster.

Then it was back to school for Loizzi at the M.E.B.A. (Dist. 2)

Upgrading School in Toledo, Ohio, where he successfully prepared for his First Class Pilot (Lakes and Connecting Rivers) license. For the next year he worked as pilot on various lakers.

But the salt water, as it will do, beckoned and Loizzi was back sailing deep sea in 1973. He stuck with it for the next six years, shipping as Second Mate.

Then, in December, 1979 the former OS re-entered the M.E.B.A. (Dist. 2) Upgrading Center in Brooklyn to prepare for his Chief Mate's exam. He passed it with flying colors the following May.

Before heading off into the sun for new adventures—and responsibilities—Rudy Loizzi paused to reflect on his career and those who helped him along the way.

He told the *Log* recently: "The SIU was—and still is—a big part of my life. It gave me a chance and the encouragement to better myself."

"And, if I may, I'd like to thank my teachers and brother union members at the M.E.B.A. (Dist. 2) School." So be it, Rudy. And we'll be looking for you in a few years when you go for your Master's!

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

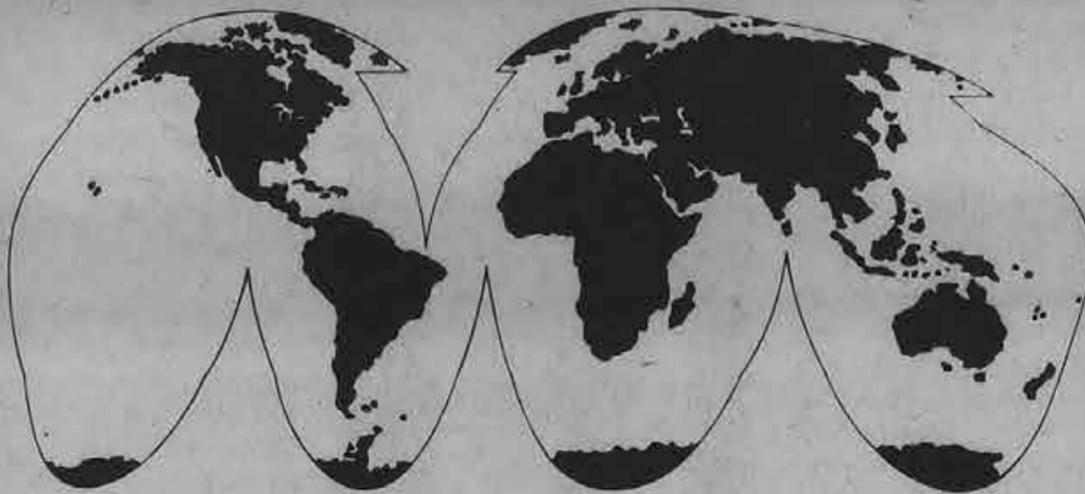
CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right 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.

AUTOMATION



To crew U.S. Flag ships today, you have got to keep up with world technology. So keep your job secure, learn Shipboard Automation. Take the Automation course at SHLSS. It starts March 30 through April 23.

To enroll, contact SHLSS or your SIU Representative.

Dispatchers Report for Inland Waters

NOV. 1-29, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	2	1	0	0	0	0	8	10	4
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	2	0	1	0	0	0	7	1	2
Mobile	0	1	0	0	0	0	1	2	1
New Orleans	0	3	3	0	3	3	1	6	11
Jacksonville	0	0	0	0	0	0	0	1	0
San Francisco	0	2	0	0	0	0	0	0	0
Wilmington	2	2	1	0	0	0	5	6	7
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	1	2	0	0	0	1	1	7
Houston	5	1	2	1	1	1	15	7	8
Port Arthur	33	2	5	25	0	2	36	5	11
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	2	1	1	2	3	4	10
Piney Point	0	7	2	0	7	2	0	4	0
Paducah	2	2	16	4	1	0	7	4	76
Totals	47	20	34	31	13	10	84	47	137
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	0	0	0	0	2	0	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	1	0	0	0	0	0	1
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	3	1	1
Port Arthur	0	1	0	0	0	0	2	1	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	1	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	1	0	0	0	0	0	1
Totals	1	1	2	0	1	0	9	2	6
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	1	1	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	3	0	0	2	0	0	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	2	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	1	0	1	0	1	0	1
Port Arthur	3	0	0	3	0	0	1	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	3
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	2	0	0	2	2	0	6
Totals	3	0	6	3	1	4	8	1	13
Totals All Departments	51	21	42	34	15	14	101	50	156

**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.

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



St. Louis

St. Louis Agent Pat Pildsworth reports that the boat *Peter Fanchi* was crewed on Dec. 1.

He added late last month that ice packs were slowly closing down the Upper Mississippi River. Traffic was still going up the river but, he said, layup was expected soon for the towboats and barges.

Only on the Illinois River was traffic moving slowly.

* * *

MARAD okayed funding of \$38.5 million for National Marine for five new towboats and 46 double-skinned petroleum-chemical barges.

All the towboats have already been delivered to National Marine. One was built by Dravo, St. Louis and Albert Ortes Boatbuilding, Krotz Springs, La., built the others.

Twenty barges have been delivered so far with another 16 to be delivered in the first three months of this year.

* * *

Houston

Last month a new contract was signed and ratified at Western Towing.

It would give their Boatmen an immediate daily wage increase, and for the first time Major Medical health coverage under the Seafarers Welfare Plan.

They also got an increase in vacation pay in the third year of the new contract and an extra holiday, Easter.

Algonac, Mich.

Late in November, Hannah Marine's largest new barge in their nine-barge fleet, the *Barge 6301* was launched at the Bay Shipyard, Sturgeon Bay, Wisc.

The barge measures 407 by 60 by 21 feet. She carries 63,000 barrels of oil and has 10 cargo tanks. She has three segregated piping systems with three cargo pumps.

Norfolk

Contract negotiations at the Carteret Towing Co. and the American Towing Co., Wilmington, N.C. are continuing.

Jacksonville

Early last month, the tug *Admiral* (AT&T) layed up here for the winter season.

* * *

At the same time, dredge *Long Island* (North American Trailing) came into this port for repairs at the North Florida Shipyard.

Mobile

SIU Welfare Claims Administrator Tom Cranford was here late last month to "straighten out all claims and service the membership."

* * *

Radcliffe Materials could be making Coosa-Alabama River history through its increased sand and gravel barging there.

Last year, Radcliffe barged 900,000 tons of sand and gravel to this port from the upper reaches of the Alabama River and 600,000 tons of the sand and gravel to Montgomery, Ala., the state capital and home of Maxwell Air Force Base.

This means that Radcliffe towboats and barges are working the full length of the Alabama River on a continuing basis. This could be the first time since steamboat packet days that someone has been running the river around the clock for this distance.

1981 Class Dates Set for Bosun, Steward Recertification

The Seafarers Appeals Board, at its December meeting, approved the scheduling of the following classes for the Bosun and Stewards Recertification Program for the coming year:

Bosun Recert.

Feb. 9, 1981
Apr. 13, 1981
Aug. 10, 1981

Steward Recert.

Mar. 9, 1981
May 11, 1981
July 13, 1981
Sept. 7, 1981
Oct. 12, 1981

Bosun classes will consist of approximately four weeks at Piney Point and four weeks at Union Headquarters in New York.

The Steward classes will consist of approximately six weeks at Piney Point and two weeks at Union Headquarters in New York.

As in the past, all applicants will be chosen by a special committee consisting of three rank and file bosuns or stewards, as the case may be.

Those designated by the Selection Committee will be notified by the Seafarers Appeals Board by telegram and by certified mail.

Here are the photos of the most recent graduating class of the Stewards Recertification program. The group graduated in December, after completing the two-month Stewards program.



Roosevelt Robbins



Edward Dale



Raymond Taylor



Benny Guarino



Joseph Smith



Charles Corrent



Harold Fielder



Lambert Waldorp



R. Campbell



S. Kolosa



Gussie McKee



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Course starts March 16.

See Your SIU Representative for details or applications.

At Sea & Ashore

Ogden Marine

Ogden Marine, which operates a bulk fleet, is expected to order two new bulk carriers costing about \$75-million apiece to be built at its Avondale Shipyard, New Orleans in the near future. The company is also having two chemical carriers beign built at the Yard. Ogden Marine also plans to order a pair of bulk carriers from a Japanese shipyard.

Sea-Land Service

Government funding is now available for the U.S. Navy to buy Sea-Land Service's eight 27,000 dwt SL-7 containerships for a fleet of emergency supply ships. The Navy and Sea-Land will begin negotiations soon. Each one can carry 1,096 35-foot and 40-foot containers.

President Carter signed into law a defense appropriation bill which includes \$285-million for the purchase and conversion of these turbine-powered, high speed (33 knots) vessels.

Matson Line

Matson Line, the principal carrier between the U.S. mainland and Hawaii, is now having its *SS Lurline* converted from a strictly R/O R/O ship to a lift-on, lift-off (L/O L/O) vessel as well.

Aft she will remain R/O R/O while forward she'll be L/O L/O.

The \$41-million conversion at the Sun Shipyard, Chester, Pa. will be completed by the end of this year.

The 700-foot trailership, which now carries 134 24-foot containers, will be cut in half, her decks gutted and a 126 midbody inserted making her 826-feet long. She then will be able to carry 1,046 24-foot boxes. The containers will be stacked three high on deck.

China-Egypt

China has bought 500,000 metric tons of U.S. wheat for delivery in part by U.S. flag ships in June 1981-2.

Egypt bought 1 million metric tons of U.S. wheat and wheat flour worth \$210-million, half to be carried by American flag ships.

American President Line

Beside having three giant, diesel-powered containerships being built at Avondale Shipyard, New Orleans for delivery in 1982, APL with the port of Los Angeles, will jointly build a \$33-million container terminal that will be No. 1 on the West Coast. APL will sign a 20-year lease with the port, moving in in 1983.

The facility on the West Basin of the harbor will cover 100 acres and have two 960-foot berths and a 200,000 sq. ft. box freight station able to store and handle 6,000 40-foot boxes on chassis.

It will handle 70 to 75 million tons of cargo over 20 years.

The giant containerships will be able to carry 1,247 40-foot boxes, twice the capacity of APL's largest ships now in service. The 860-foot containerships will be 106-feet wide with a displacement of 49,360 long tons sailing at 25 knots.

APL will also relocate its Seattle operations to a bigger 46-acre terminal by June 1981.

Northern Border Gas Pipeline

Northern Border Natural Gas Pipeline Co. got a \$1 billion plus loan from 28 U.S. and Canadian banks to build a 823-mile, \$1.4 billion leg of its Alaska pipeline system.

The company's five partners will get up the rest of the \$1.4 billion. The whole project, including the Alaskan lap, is expected to be finished by 1985. The line will go through Alaska's North Slope, Canada, Montana, North and South Dakotas, Minnesota and Iowa.

Nine pipeline construction firms employing 5,000 workers will pay \$550-million for the pipe creating 2,000 jobs for steel workers.

Houston

Four major oil and gas companies and one of the U.S.'s top chemical firms have asked the Department of Transportation for a deepwater oil port license here.

The firms included are Phillips Petroleum, Continental Pipeline, Dow Chemical and Seaway Pipeline.

The consortium plans to build its crude tanker port, a single-buoy system, 12 miles off Freeport, Tex. It could take care of 500,000 barrels a day.

China Expects U.S. to Be Biggest Trade Partner by 1985

Trade between the United States and the People's Republic of China continues to grow at a fast pace.

According to projections made earlier this month by Bo Yibo, vice premier of the People's Republic of China, the United States may eventually replace

Japan as China's top trading partner, perhaps as early as 1985.

This growth in trade has repercussions that go far beyond surface statistics.

Commerce between the United States and China helps to bridge the vast social and economic differences that exist between the

one-time antagonists, thereby making it easier for them to cooperate on important strategic matters.

The United States exported some \$3.4 billion worth of goods to China in 1980, most of which were agricultural products such as wheat, cotton, corn and

soybeans. Americans imported \$869 million worth of Chinese goods.

Trade between the United States and China is governed by a bilateral agreement that protects this country's maritime interests. Opponents of such agreements have argued that they hinder international trade. Judging by the rapid growth of Sino-American trade, that is not so.



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Personals

Frederick E. Lillard

Please contact, your sister, Clara Huffman, 39314 Richland, Luisnia, Mich. 48150.

John Thomas Thompson
Eliza Meadows

Please contact, Carmelo Murphy, ex-crew member *S/S Point Margo* at 2225 McCarthy Street—Houston, Texas 77029.

Miguel Castro Martinez

Please contact, Irma Castro Martinez, Calle 14-S.O. #1776, Las Lomas, Rio Piedras, Puerto Rico 00921. Tel. (809) 992-5167.

Deposit in the SIU

Blood Bank—
It's Your Life

Economy Committee



SIU Patrolman Teddy Babkowski (seated center) gets ready to make out a dues receipt for (seated right) Recertified Bosun William Crawford, ship's chairman of the Ship's Committee of the SS Sea-Land Economy at a payoff on Dec. 3 at Port Elizabeth, N.J. The rest of the committee and a crewmember are (seated to r.) AB Ben Jarratt, deck delegate and Engine Delegate J.R. Graydon. Standing (l. to r.) are 3rd Cook C. Hunley, Steward Delegate Gerald McEwen and Chief Electrician Bill Thomas, educational director.

George Wythe Committee



Recertified Bosun William M. Parker (2nd right), ship's chairman of the SS George Wythe (Waterman) is at a payoff on Dec. 30 at Pier 7, Brooklyn, N.Y. With him are part of the Ship's Committee of (l. to r.) Chief Cook William Lance, steward delegate, Chief Steward C. Rooks, secretary-reporter and AB Jim Maloney, deck delegate.

HURRY...

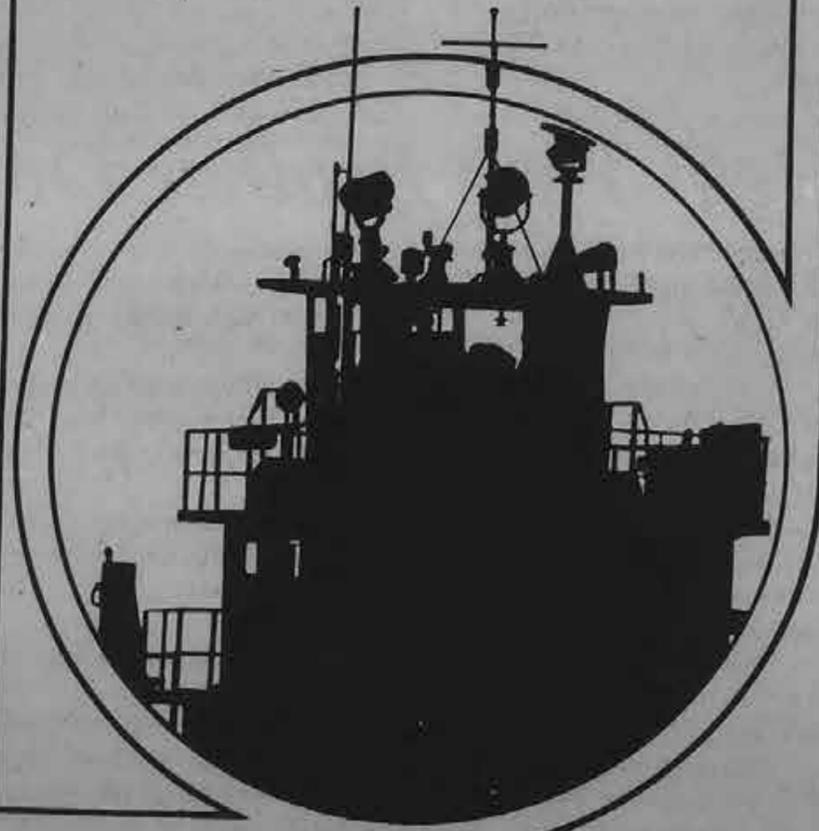
The Transportation Institute
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will be awarded

soon

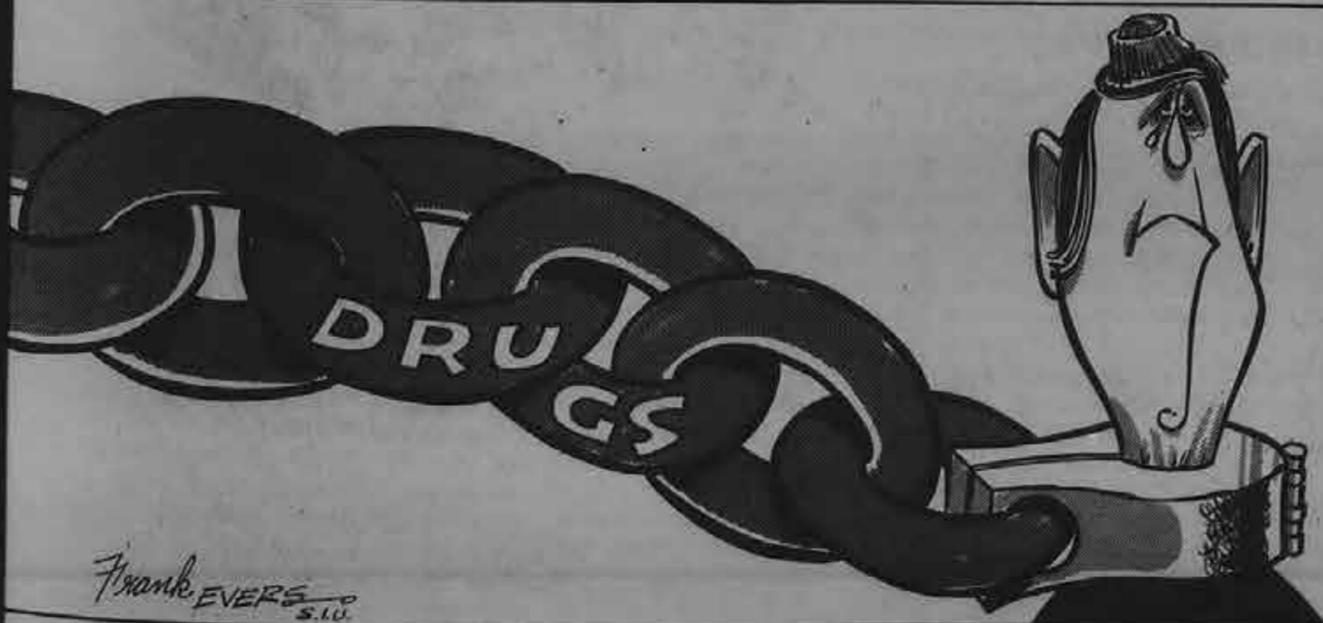
Apply Now

See Your SIU Representative
for details and applications.

For course starting March 30
All application materials must
be received by February 27.



A MESSAGE FROM YOUR UNION



**DON'T
BE
SHACKLED
TO
DRUGS!
THEY'RE
DUMB
DANGEROUS
DESTRUCTIVE
DEADLY**

**...AND YOU
LOSE YOUR
PAPERS
FOR LIFE!!**

Frank EVERETT
S.I.U.

Lakes Oldtimer Conrad Schmidt Happy on SIU Pension

Brother Conrad Schmidt has spent most of his working life shipping on the Great Lakes. He caught his first ship in 1935, and joined the Union in the port of Toledo in 1960.

This May, Brother Schmidt received his first pension check at the Frankfort Union Hall where he is well-known as a hard-working seaman and a loyal Union man.

Seafarer Schmidt sent the *Log* his seafaring history in a nutshell which we are reprinting here. We wish him smooth sailing and good health in the years of his retirement.

"I was born on Washington Island, Wisconsin and started sailing on the Great Lakes in the spring of 1935. I shipped aboard the steamer *Reiss Brothers* as coalpasser. But there was a mix-up. There were too many coalpassers and not enough firemen. I was offered the job as fireman. It was a tough job, but I made out alright.

"In the year of 1936 I stayed at home and worked on my father's farm. In the spring of 1937 I went to Milwaukee and tried to ship out, but no luck. So I sent a telegram to the chief of the Reiss Brothers and got a job there again as fireman. I was there during the season of 1939 and through the spring of 1940.

"The company used me as oiler aboard the old *Richard J. Reiss* which had formerly been named the *George W. Peavey*. I was an oiler there until June 1943 and was transferred to the new *Richard J. Reiss*, which had been built at the Great Lakes shipyard in Detroit. I was an oiler there through the season of 1945.

"In February 1946, I was offered a job working for the Washington Island Electric Corporation which had just been constructed. I worked there in the power plant maintenance and line construction department until the spring of 1952.

"I was then offered a job as



Pensioner Conrad Schmidt

oiler aboard the *Richard J. Reiss*. I accepted the job and was oiler there through the season of 1963. By June of 1964 the *Richard J. Reiss* had been converted to a self unloader and I accepted the job as Conveyor Engineer. I held this position until November 19, 1979 at which time I retired.

"In my retirement, I'll be busy making improvements around my home that I've been putting off and plan to go fishing often. I know what the conditions were like sailing on the lakes years ago and the improvements there were in all departments aboard the ship after the Union was established.

"I thank the Seafarers for the Supplement pay and their retirement plan, which to me is certainly more than satisfactory."

Notice On Job Call Procedure (Inland)

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

- membership certificate (where possessed)
- registration card
- clinic card
- seaman's papers

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.

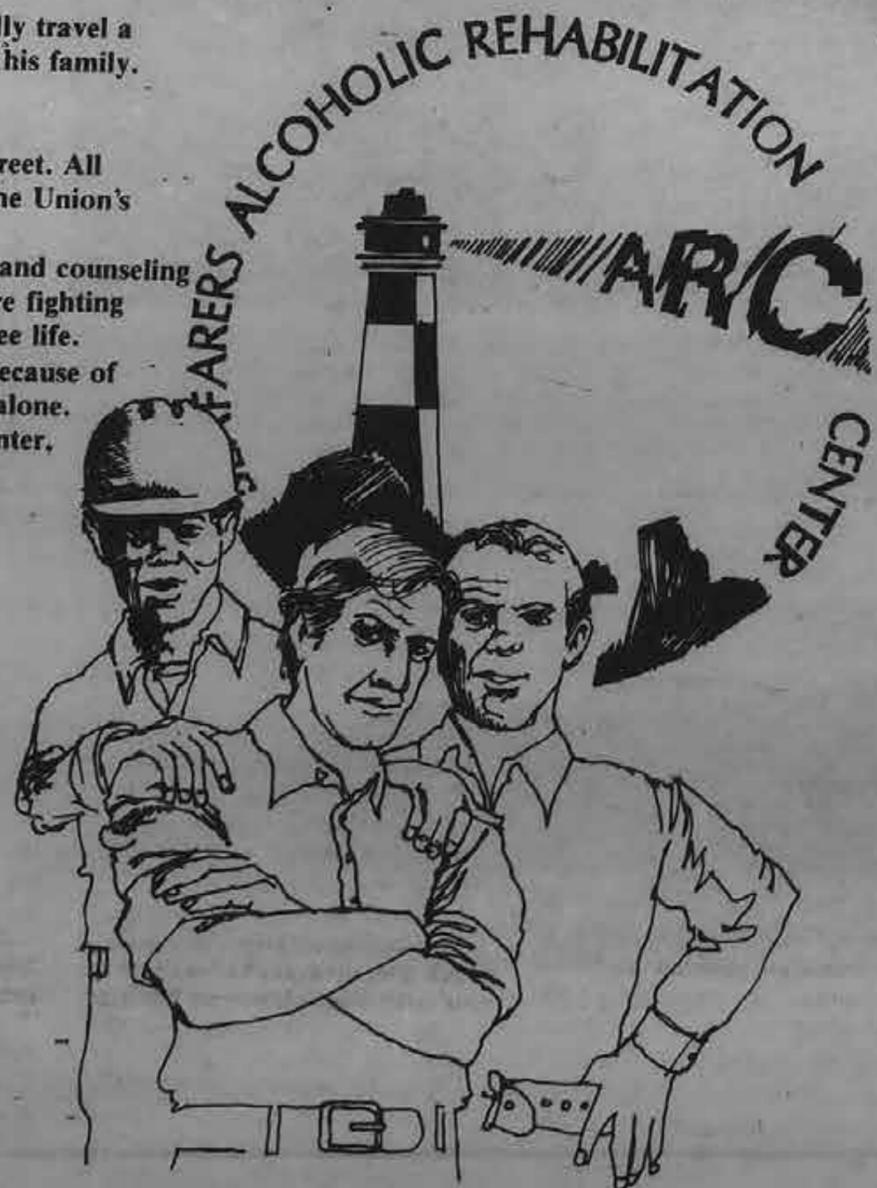
Name Book No.

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





Tyler "Clyde" Womack

Seafarer Tyler Raynard "Clyde" Womack, 26, graduated from the Entry Trainee Program of the Harry Lundeberg School of Seamanship (HLSS) Piney Point, Md. in 1979. Brother Womack upgraded to fireman-water-tender (FOWT) and completed the LNG Course there this year. He earned the lifeboat, firefighting, first aid and cardio-pulmonary resuscitation (CPR) endorsements. Born in Reidsville, N.C., he lives in Columbus, Ga. and ships out of various ports.

Justin J. Delaney

Seafarer Justin J. Delaney, 25, is a 1977 graduate of the HLSS Trainee Program. Brother Delaney upgraded to 3rd cook there that same year. Delaney rode the *LNG Aries* (Energy Transport) on her maiden voyage. He has the LNG safety, firefighting, lifeboat and CPR endorsements. He is a veteran of the U.S. Marine Corps. A native of St. Louis, Mo., he lives there and ships out of the port of New Orleans.

Darryl White

Darryl White, 25, graduated from the Lundeberg School in 1978, upgrading to FOWT the following year. He's a veteran of the U.S. Navy and served in the Vietnam War. He holds firefighting, lifeboat, and CPR tickets. Darryl is also a musician, playing lead and rhythm guitar. He hopes to get his QMED rating sometime in 1981. A native of Brooklyn, N.Y., he ships from the port of New York. Darryl was actually in last month's class of "A" upgraders, but the *Log* inadvertently left his picture out. Our apologies Darryl.

Manuel Francisco Holguin



Seafarer Manuel Francisco Holguin, 37, joined the SIU in the port of New York in 1973. Brother Holguin upgraded to FOWT in the port of New York in 1978. Holguin was a commando in the Ecuadorean Army from 1972 to 1973. Also he has worked as a private eye. And he holds the firefighting, lifeboat and CPR tickets. A native of Manta, Ecuador, he lives in Brooklyn, N.Y. and ships out of the port of New York.

Wilbur L. Adams



Seafarer Wilbur L. Adams, 58, started sailing in 1973 in the port of Yokohama, Japan. In 1975, he upgraded to AB at Piney Point. Brother Adams was a former Green Beret sergeant major of the U.S. Army's 5th Special Forces Group (SFG) in Vietnam. He retired from the Army in 1972 after serving 26 years in both the Army and the U.S. Navy. Adams holds the firefighting, lifeboat and CPR certificates. Born in Springfield, Mo., he lives in Norfolk and ships out of that port.

Steven Boettcher



Seafarer Steven "Steve" Boettcher, 26, is a 1978 HLS Entry Trainee Program graduate. Brother Boettcher upgraded to AB there in 1980. He has the CPR, firefighting and lifeboat papers. Boettcher was born in Cincinnati, Ohio, lives in Ft. Lauderdale, Fla. and Houston and ships out of that port city.

Clay P. Mitchell



Seafarer Clay P. Mitchell, 25, is a 1979 Piney Point graduate. He upgraded to FOWT there in 1979, too. Brother Mitchell recently rode the *ST Washington* (Hudson Waterways) in the North Atlantic Treaty Organization (NATO) maneuvers in European waters. Mitchell plans to attend the QMED Course at the Point in May 1981. He also earned the firefighting, lifeboat and CPR tickets. A native of Maryland, he lives in Tulsa, Okla. and ships out of the port of Baltimore.

Russell McAllister



Seafarer Russell "Russ" McAllister, 22, in 1978 graduated from the HLS. He returned there in 1980 to upgrade to AB. Brother McAllister earned the firefighting, lifeboat and CPR endorsements. Born in New Hampshire, he lives in Somerworth, N.H. and ships out of the port of New York.

Raymond J. Picciolo



Seafarer Raymond J. Picciolo, 21, graduated from HLS in 1979. Brother Picciolo upgraded to FOWT and QMED there the same year. He holds the following certificates: first aid, CPR, lifeboat and firefighting. His ambition is to earn a marine engineer's license. Picciolo was born in Miami Beach, Fla., lives there and ships out of all ports.

Kermet Mangram



Seafarer Kermet Mangram, 26, graduated from the HLS in 1978. Brother Mangram upgraded to AB there in 1979. He has the CPR, firefighting and lifeboat tickets. Eventually, he would like to be a patrolman for the SIU. A native of Jacksonville, he lives there and ships out of that port.

Garey Fain



Seafarer Garey Fain, 25, started sailing with the SIU in 1976. Brother Fain now sails as a QMED and FOWT. He upgraded to QMED at the HLS in 1979. And he holds the CPR, firefighting and lifeboat tickets. A native of St. Louis, Mo., he lives there and ships from the port of Seattle.

Thomas Davis



Seafarer Thomas Davis, 22, graduated from the HLS in 1978. He upgraded to AB there in 1980. He earned his General Education Diploma (GED) in 1978 at Piney Point and the CPR, firefighting and lifeboat endorsements. Born in The Bronx, N.Y.C., he lives in Englishtown, N.J. and ships out of the port of New York.

Patrick C. Ray, Jr.



Seafarer Patrick C. Ray, Jr., 21, graduated from Piney Point in 1979. He upgraded to AB there in 1980. Brother Ray has earned the CPR, lifeboat and firefighting certificates. Born in Georgia, he lives in Atlantic-Porte Vedra Beach, Fla. and ships out of the ports of Jacksonville and Houston.

John Martin Sweeney



Seafarer John Martin Sweeney, 25, graduated from Piney Point in 1976. He upgraded to FOWT there in 1977. Brother Sweeney has the CPR, firefighting and lifeboat tickets. He was born in New Jersey and lives in Glenside, Pa. and Philadelphia and ships out of the port of New York.

Notice On Shipping Procedures (Deep Sea)

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

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

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

"Within each class of seniority rating in every Department, priority for entry rating jobs shall be given to all seamen who possess Lifeboatman endorsement by the United States Coast Guard. The Seafarers Appeals Board may waive the preceding sentence when, in the sole judgment of the Board, undue hardship will result or extenuating circumstances warrant such waiver."

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

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

Union Tallying Committee Report

Continued from Page 3

HOUSTON AGENT

Louis Guarino, Unopposed,
(G-520) elected

HOUSTON JOINT PATROLMAN

Patrick Pillsworth, 4,833
(P-1079), (elected)
John Ruiz, (R-1116) 1,015
Harmando Salazar, 4,700
(S-1966), (elected)
F. E. "Gene" Taylor, 4,978
(T-180), (elected)
No Votes 1,701
Voids 305
Total 17,532

SAN FRANCISCO AGENT

Juan J. Reinoso, Unopposed,
(R-70) elected

SAN FRANCISCO JOINT PATROLMAN

D. "Frank" Boyne, Unopposed,
(B-8) elected
Gentry Moore, Unopposed,
(M-8001) elected

DETROIT AGENT

Jack Allen, Unopposed,
(A-674) elected

DETROIT JOINT PATROLMAN

Byron F. Kelley, Unopposed,
(K-12039) elected

ST. LOUIS AGENT

James Martin, Unopposed,
(M-5290) elected

ST. LOUIS JOINT PATROLMAN

Manuel "Joe" Sigler, Unopposed,
(S-2101) elected

PROPOSITION #1

(Constitutional Amendment—Dues)

YES 4,915
NO 730
NO VOTES 175
VOIDS 24
TOTAL 5,844

PROPOSITION #2

(Constitutional Amendment—
Vice President in Charge of
West Coast)

YES 5,305
NO 320
NO VOTES 151
VOIDS 68
TOTAL 5,844

CONCLUSION

The official tally of this Committee is annexed hereto and made a part of this closing report. It is recommended that the membership concur in the tally as well as in this report in its entirety.

Subject to the appropriate action of the membership at the "Election Report Meetings," our tally represents the basis for the installation into the offices or jobs as provided in

Article XIII, Section 6 of the Constitution.

This report is unanimous, there being no dissents. Therefore, except for the contingencies provided for in Article XIII, Section 4(f) of the Constitution, this closing report shall be accepted as final.

Our report shall be made up in sufficient copies by the Secretary-Treasurer's office to comply with the requirements of the Union Constitution.

All of the members of the Committee wish to express their deep appreciation for the cooperation and assistance given to us by the Union's legal department and its technical and clerical staff.

Finally, the members of the Union Tallying Committee wish to congratulate the elected officers and jobholders. We extend our best wishes for the next four years. We hope that you will carry on the tradition of our Union and advance the strength of the maritime industry.

Fraternally submitted:

James Golder, G-72, Chairman
Port of New York

Frank Barone, B-1192
Port of Philadelphia

Jack Rhodes, R-688
Port of Baltimore

Michael Doherty, D-704
Port of Detroit

Maurice Duet, D-11
Port of Houston

Robert Broadus, B-404
Port of New Orleans

Henry Peterson, P-643
Port of Mobile

Marvin E. Garrison, G-8004
Port of San Francisco

Dave Wierschem, W-5595
Port of St. Louis

Theodore Goodman, G-134
Port of New York

Thomas Farrell, F-5720
Port of Philadelphia

John F. Smith, S-687
Port of New Orleans

Carl Churko, C-706
Port of Baltimore

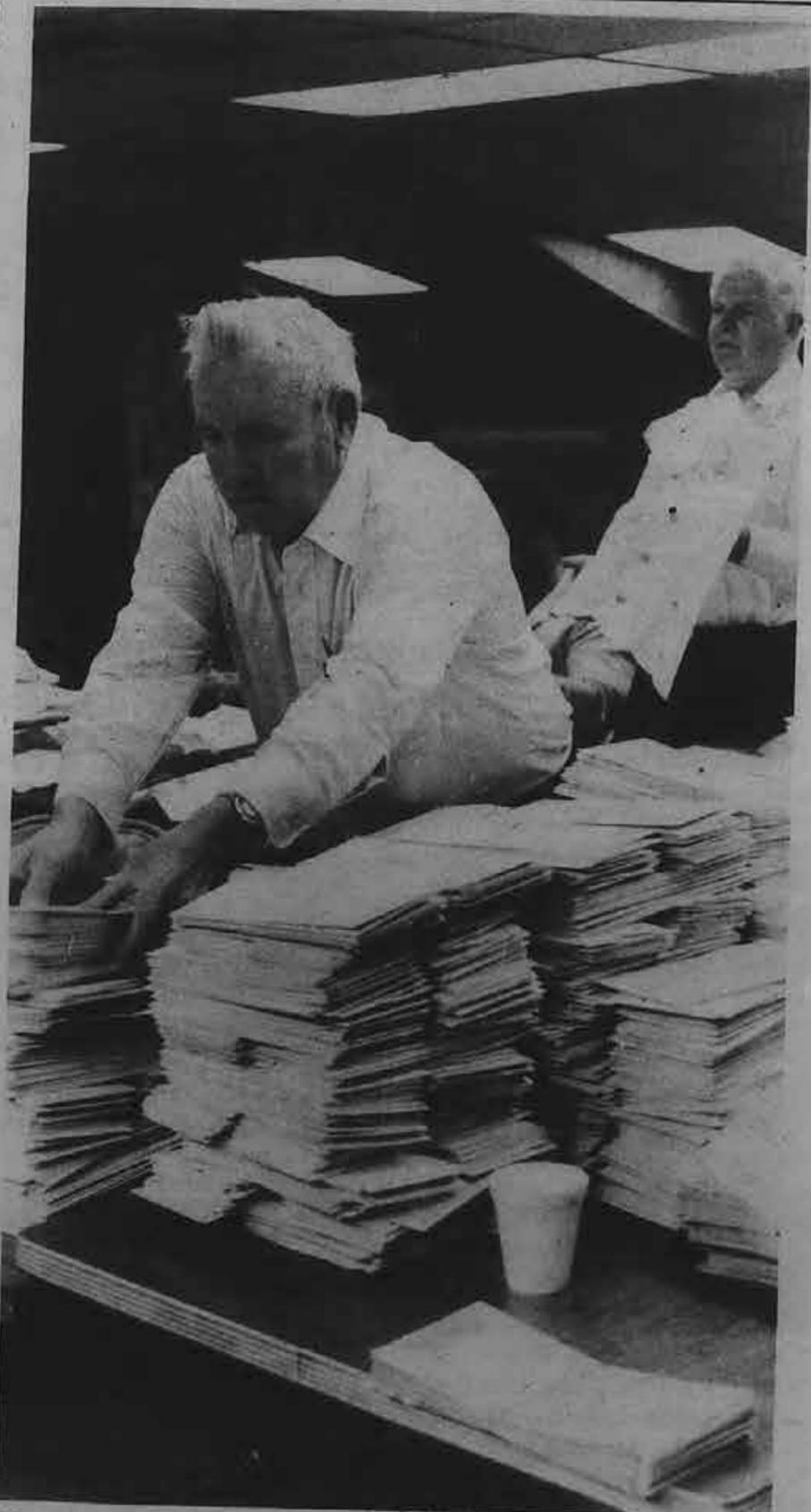
Torry Kidd, Jr., K-553
Port of Mobile

Tom Bluitt, B-1740
Port of Detroit

Anthony J. Palino, P-90
Port of San Francisco

Clyde Kreiss, K-28
Port of Houston

William Stubblefield, S-5811
Port of St. Louis



Maurice "Duke" Duet, port of Houston, was one of 18 rank-and-file members who made up the Union Tallying Committee. Standing in background is James Golder, port of New York, who served as Committee chairman.

USCG Ends Hearings on Poet Tragedy

Continued from Page 6

Poet inquiry addressed the possible and probable causes of the tragedy rather than the actual. But, under intensive examination by SIU attorney Arthur Abarbanel, certain key points emerged during the hearings indicating what must have been contributing factors.

Testimony from the last eyewitness to see the *Poet* before she left Philadelphia raised questions about whether the vessel was properly loaded. Independent river pilot Capt. Gary Harper, who'd guided the 523-foot *Poet* to open water, said that the vessel's bow had been riding two feet lower than her stern, making her hard to handle. "I mentioned it to the Captain," Harper said, adding that the Captain had told him he'd even out the vessel by redistributing bunkers.

During the hearing it was established that the *Poet's* afterhold was empty while her three forward holds were loaded. However S. Fraser Sammis, president of the National Cargo Bureau and Capt. Albert Gerckin who supervised the *Poet's* loading, testified that the *Poet's* cargo was properly loaded.

"The *Poet's* cargo compartments were properly trimmed out," Sammis said. "A machine is used to blow grain into all the

corners," to make sure there are no air pockets. This is done, Sammis added, to keep the grain from shifting. "If the grain shifts the uneven distribution of weight could cause the ship to founder or capsize," he said.

However, under questioning, the Cargo Bureau spokesman conceded that they check only to make sure cargo doesn't shift within the hold, not for "hogging and sagging." (Hogging occurs when a wave lifts a vessel's midship section and sagging when the bow and stern are raised by waves.) It's possible for a ship to break apart if it can't withstand that kind of pressure.

Speaking after the conclusion of the hearings, SIU attorney Arthur Abarbanel charged that "the loading procedures were not adequate." The National Cargo Bureau doesn't have "people there watching the whole process," he said. "They should have someone there as each hatch is closed, not just one hatch."

Abarbanel also noted a number of points brought out at the hearings which questioned the overall seaworthiness of the *Poet*. "The ship carried an unusual number of settling and oxygen tanks," Abarbanel said. "They carried 20 or more instead of the usual five or six tanks, indicating they were probably doing a lot of welding."

Recent inspection of the *Poet*

had turned up "holes and fractures in the deck area and wastage of the structure which had been repaired at various times," Abarbanel said, adding that the ship's owner, Hawaiian Eugenia Corp. "never made repairs until the last minute. They also got waivers on many required repairs which were necessary," he said.

In addition, "the company let the *Poet* go out to sea without reporting every 48 hours, even though that's a requirement and even though, on previous voyages, that ship did report every 48 hours."

Called to testify, Hawaiian Eugenia Corp. Pres. Henry J. Bonnabel said he was not alarmed when the *Poet* missed its usual 48-hour check-in on Oct. 26 and did not report the vessel missing until Nov. 3. "It is not unusual," said Bonnabel, "for a vessel on a foreign voyage of this kind to go four or five days and sometimes longer without communication. We assumed," he continued, "it was atmospheric conditions or something was wrong with the radio."

After finally reporting the *Poet* missing, the Coast Guard delayed another five days to begin their search. This delay is standard operating procedure, according to the Coast Guard. "When a ship is reported missing we don't just jump in a helicopter and go

look," said a CG spokesman. "We do a series of communication checks to see who has heard from the ship last."

The SIU took strong issue with the fact that the Coast Guard waited five days to start the search. "The Coast Guard complained that there was too large an area to effectively search," said legal counsel Abarbanel, "but waited five days while the winds and the tides effectively enlarged that area."

The Coast Guard had planned to call off the search on Nov. 13, after five days. But under strong pressure from SIU New York Agent Jack Caffey, from the families of *Poet* crewmen and from Rep. Mario Biaggi, whose aid as chairman of the House Coast Guard subcommittee the SIU enlisted, the search was extended until Nov. 17.

Relatives of the missing crewmen were incensed over both the company's delay in reporting the *Poet* missing and the CG's delay in beginning the search. Lawsuits totalling in the tens of millions of dollars have been filed against Hawaiian Eugenia Corp. by just about every family of the 34 crewmen.

Abarbanel, who is handling some of the lawsuits, says every one of them "cites the company for negligence and unseaworthiness." Action on all the lawsuits is pending.

SIU Had 'Party in Interest' Status at Hearings Due to Court Victory

Nothing can erase the tragic fact of the *S.S. Poet's* disappearance. But the SIU's ability to fully participate as a "party in interest" in the recently concluded Marine Board of Inquiry hearings could go a long way towards improving regular vessel inspection and loading procedures to prevent similar tragedies in the future.

As a "party in interest" the Union was able to examine and cross-examine witnesses and do whatever was appropriate to make sure all the facts were brought out and an accurate record made from which proper findings and conclusions can be drawn.

According to Arthur Abarbanel of the law firm of Schulman & Abarbanel who represented the Union at the hearings, "there's no question that the Union's ability to act as a 'party in interest' made a big difference. The Union has the experience to know exactly

what questions to ask," he said. That meant the most important issues got aired.

The SIU's ability to fully protect the interests of Seafarers during the *Poet* investigation is a direct result of a landmark ruling handed down by a U.S. District Court Judge last October.

That ruling, which stemmed from a 1978 lawsuit filed by the SIU against the Coast Guard, declared that the Coast Guard had wrongfully denied the SIU "party in interest" status during a 1978 Marine Board of Inquiry investigation.

Following the collision of the SIU-contracted *S.S. Yellowstone* and an Algerian freighter in which five crewmen died in June, 1978, the Coast Guard and the NTSB convened a joint hearing. As with all Marine Board of Inquiry investigations, the Board's two-fold purpose was 1) to determine the cause of the

accident and 2) to make recommendations relative to any unsafe shipboard conditions which were found to be contributing factors in the accident, to prevent similar accidents from occurring.

When the *Yellowstone* hearing began, Schulman & Abarbanel, as the Union's legal representative, petitioned the Coast Guard to name them a "party in interest." They argued that since the *Yellowstone* was an SIU-contracted vessel, the Union had a "vital and critical" interest in the hearings and a duty, under the collective bargaining agreement, to ensure safe working conditions aboard the vessel. The Coast Guard, however, refused to designate the Union a "party in interest."

The Union then took the issue to the Federal Court, Southern District, N.Y. On Oct. 14, 1980, U.S. District Judge Mary Johnson Lowe upheld the Union's position, ruling that "where a Union

is the representative of seamen aboard a vessel involved in a marine casualty it, under... Federal law, is a party in interest..."

Though it was issued long after the inquiry into the *Yellowstone* accident was concluded, the ruling laid the groundwork for the SIU to fully participate in future marine casualty investigations involving SIU crews.

The recent hearing on the disappearance of the *Poet* was the first test of the Court's decision and the SIU, as well as the two maritime unions representing the *Poet's* 10 licensed crewmen were all named parties in interest as a consequence.

Because of the Union's full participation in the hearings, key points were raised which might otherwise have remained buried; points which will have a bearing on the recommendations the Board will eventually issue to better protect U.S.-flag vessels and seamen in the future.



Pensioner Michael Dunda, 64, died of cancer in the Parkview Hospital, Toledo, Ohio on May 15. Brother Dunda joined the Union in the port of Toledo in 1959 sailing as a conveyorman and oiler for the Erie Sand Co. and the American Steamship Co. He was also a meat cutter. Laker Dunda was born in Yukon, Pa. and was a resident of Toledo. Burial was in Restlawn Memorial Park Cemetery, Wood County, Ohio. Surviving are his widow, Mary Lou and two sisters, Mrs. Anna Fellows of Erie, Pa. and Mrs. Elsie Poppha of Girard, Pa.



Pensioner John "Blocky" Blizzard Jr., 64, died of lung failure in the Baptist Medical Center, Columbia, S.C. on May 31. Brother Blizzard joined the SIU in 1948 in the port of Norfolk sailing as a FOWT. He sailed 29 years, 17 deep sea. Seafarer Blizzard picketed and organized for the Union for 25 years. He was born in North Carolina and was a resident of Charleston Heights, Columbia. Interment was in Olympia Cemetery, Columbia. Surviving are his widow, Gloria; a brother, George; and a sister, Mrs. Eloise Luaf of Bradenton, Fla.



Harold "Harry" Floyd Yon, 73, died of a heart attack in the Osteopathic Hospital of Detroit on June 2. Brother Yon joined the Union in the port of Detroit in 1961 sailing as a dredge-man, deckhand and oiler for the Great Lakes Dredge and Dock Co. from 1936 to 1945 and for Dunbar and Sullivan on the *Tug Superior* from 1949 to 1974. He was business agent for the Dredgemens Union. Born in Sault Ste. Marie, Mich., he was a resident of Detroit. Burial was in Woodmere Cemetery, Detroit. Surviving is his widow, Margaret.



Pensioner Harold Fehmer Clooney, 64, succumbed to cancer at home in Lake Charles, La. on May 7. Brother Clooney joined the Union in Port Arthur, Tex. in 1963 sailing as a captain for Sabine Towing from 1953 to 1969. He was born in Lake Charles. Interment was in Prien Memorial Park Cemetery, Lake Charles. Surviving are his widow, Lillian Lee; a son, Thomas and a daughter, Rebecca.



Pensioner Michael Waldorf Burns, 52, succumbed to cancer in the San Francisco USPHS Hospital on June 16. Brother Burns joined the SIU in the port of New York in 1953 sailing as an AB on the Bull Line. He sailed 23 years. Seafarer Burns was a veteran of the U.S. Navy in World War II. A native of St. Paul, Minn., he was a resident of San Francisco. Interment was in Calvary Cemetery, St. Paul. Surviving are his mother, Mrs. Teresa Murphy of New Richmond, Wisc. and a sister, Mrs. Rosemary Salscheider of St. Croix Falls, Wisc.



Charles Albert Campbell, Jr., 56, died of multiple injuries in Union Memorial Hospital, Baltimore after being hit by a car while walking on May 5. Brother Campbell joined the SIU in the port of Baltimore in 1950 sailing as an OS and in the steward department. He was a veteran of the U.S. Navy in World War II. Seafarer Campbell was born in Baltimore and was a resident there. Burial was in Mt. Calvary Cemetery, Baltimore County. Surviving are his widow, Ella; two sons, Charles Jr. and Garry; two daughters, Geraldine and Rosalyn; a brother, Calvin and a sister, Mrs. Esther Holley, both of Baltimore.



Pensioner John Joseph Walsh, 78, passed away from a cerebral hemorrhage in Abington (Pa.) Memorial Hospital on July 23. Brother Walsh joined the Union in the port of Philadelphia in 1960 sailing as a deckhand and bridgeman for the Baltimore and Ohio Railroad (B&ORR) from 1917 to 1966. He was a former member of the MM&P Union, Local 1 from 1956 to 1960. Boatman Walsh was born in Philadelphia and was a resident there. Interment was in Hillside Cemetery, Glenside, Pa. Surviving are his widow, Alberta and a daughter, Joan.



Patrick Francis Sellers, 19, died in Frankford Hospital, Philadelphia on Dec. 9, 1979. Brother Sellers joined the Union following his graduation from the Harry Lundeberg School (HLS) Entry Trainee Program, Piney Point, Md. in 1979. He sailed as a deckhand and 3rd cook for Inland Tugs and for ACBL's Northern Towing and on the *Towboat Bill Elmer* (Southern Ohio Towing) from 1978 to 1979. Boatman Sellers was born in Ft. Benning, Columbus, Ga. and was a resident of Philadelphia. Interment was in New Cathedral Cemetery, Philadelphia. Surviving are his parents, Mr. and Mrs. George and Mary Sellers Sr. of Philadelphia; a brother, Seafarer George Sellers Jr.; an uncle, Robert Sellers and an aunt, Gloria Ann Sellers.



William Joseph Leonard, 60, died of heart failure at home in Duluth, Minn. on June 17. Brother Leonard joined the Union in the port of Duluth in 1978 sailing as a FOWT and QMED for the American Steamship Co. and the Kinsman Marine Transit Co. He was a veteran of the U.S. Army in World War II. Laker Leonard was born in Little Mareh, Pa. Interment was in Park Hill Cemetery, Duluth. Surviving are his widow, Dolores and two daughters, Debra and Janet.



Pensioner Charlie Stewart Jr., 72, died of heart-lung failure in Doctor's Hospital, Groves, Tex. on Feb. 29. Brother Stewart joined the Union in Port Arthur, Tex. in 1963 sailing as a captain and mate for the Sabine Towing Pilots Assn. from 1942 to 1980. He was a member of the HIWD in 1960 and the UMD. Born in Sabine Pass, Tex., he was a resident of Groves. Burial was in the Oak Bluff Memorial Park Cemetery, Pt. Neches, Tex. Surviving are his widow, Ollie; and a sister, Mrs. Ellen McCorkle of Port Arthur.



Joseph Alexander Cichomski, 62, died of heart-lung failure in the Nassau Bay (Tex.) USPHS Hospital on May 13. Brother Cichomski joined the SIU in 1946 in the port of Philadelphia sailing as a FOWT. He was a veteran of the U.S. Army in World War II. Seafarer Cichomski was born in Elizabeth, N.J. and was a resident of Houston. Interment was in Gilchrist Cemetery, Hugh ls., Tex. Surviving is his widow, Lorene.



Pensioner Philip Sterling Brooks, 73, died of a heart attack in Slidell, La. on Apr. 16. Brother Brooks joined the SIU in 1947 in the port of New Orleans sailing as a FOWT. He sailed 42 years. Seafarer Brooks was born in California and was a resident of Covington, La. Burial was in Allison Cemetery, Covington. Surviving are his widow, Ruby Bell; a daughter, Deborah and a son-in-law, Eric L. Townley of Slidell.

Edwin Waino Soyryng, 54, succumbed to coronary artery disease in Lakeside, Wisc. on Apr. 14. Brother Soyryng joined the Union in the port of Cleveland sailing as a FOWT for 30 years for Kinsman Marine and Bay Shipping. He was also a plumber and carpenter. Laker Soyryng was a veteran of the U.S. Navy in World War II. Born in Superior, Wisc., he was a resident there. Interment was in the Finnish Apostolic Lutheran Cemetery, Maple, Wisc. Surviving is his mother, Mrs. Saima Neuman of Superior.



George Andrew Connelly, 59, was dead on arrival at the De Kalb Hospital, Fort Payne, Ala. on Feb. 20, 1967. Brother Connelly joined the Union in the port of Detroit in 1963 sailing as an AB for the Erie Sand and Navigation Co. in 1966 and the Canadian Holiday Line in 1963. He sailed 34 years. Laker Connelly was born in Pennsylvania and was a resident of Erie, Pa. Burial was in Erie. Surviving are his widow, Bernice; a son, Francis; two daughters, Mrs. James (Jean Agnes) Haysworth Booth of Ocala, Fla. and Mrs. David (Patricia) Thomson of Hialeah, Fla. and two brothers, John and Shad, an Erie district attorney.



Pensioner Lucio Flodio Ceperiano, 69, died of heart disease in the Charity Hospital, New Orleans after being stricken in the City Municipal Auditorium on June 20. Brother Ceperiano joined the SIU in the port of Baltimore in 1955 sailing as a chief steward. He sailed 46 years. Seafarer Ceperiano also rode the Isthmian Line. Born in the Philippine Islands, he was a resident of New Orleans. Interment was in St. Vincent de Paul Cemetery, No. 2, New Orleans. Surviving are his widow, Maria Christiana and five daughters, Lillian, Nelly, Teresa, Gloria and Lucy.



Pensioner William Francis Xavier Clarke, 74, died of heart failure in the Ormond Beach (Fla.) Osteopathic Hospital on June 5. Brother Clarke joined the Union in the port of New York in 1960 sailing as a tug dispatcher for the Penn-Central Railroad from 1924 to 1970. He was a former member of the International Organization of Masters, Mates and Pilots (MM&P) Union from 1936 to 1960. Boatman Clarke was born in Jersey City, N.J. and was a resident of Bogota, N.J. Burial was in Cresthaven Memorial Park Cemetery, Clifton, N.J. Surviving are his widow, Helen; a son, William Jr. and a daughter-in-law, Mrs. Ellen Clarke.



Pensioner William Daniel Weisse, 58, died of heart disease on arrival at the Presbyterian Hospital, Albuquerque, N.M. on June 21. Brother Weisse joined the Union in the port of New York in 1960 sailing as a mate (*Tug Jersey City*) and tug dispatcher for the Penn-N.Y. Central Railroad from 1942 to 1973. He was a former member of the MM&P Union. Boatman Weisse was a veteran of the U.S. Navy during World War II. Born in New York City, he was a resident of Rio Rancho, N.M. Burial was in Vista Verde Memorial Park Cemetery, Rio Rancho. Surviving are his widow, Jeannette; a son, William Jr. and a daughter, Jo Ann.



Pensioner John Wilburn Swindle, 75, succumbed to heart-lung failure in Flowers Hospital, Houston on May 31. Brother Swindle joined the Union in the port

of Mobile in 1959 sailing for Bay Towing and for Radcliff Materials Co. He was born in Caryville, Fla. where he was a resident. Burial was in Bethel Cemetery, Washington County, Fla. Surviving are his widow, Lena and a daughter, Gloria.



Pensioner William "Willie" Daniel Boyd Reeves, 67, drowned in Black River Lake, Concordia, La. on Mar. 30. Brother Reeves joined the

Union in the port of New Orleans in 1957 sailing as a captain (*Towboat National Progress*) for National Marine Service from 1944 to 1974 and for Coyle Lines in 1942. He was born in Jena, La. and was a resident of Monterey, La. Burial was in Harrisonburg (La.) Cemetery. Surviving are his widow, Rachel and a brother, Ernest of Rhinehart, La.



Victor Silva, 61, died in the New Orleans USPHS Hospital on Oct. 7. Brother Silva joined the SIU in 1939 in the port of New York sailing as a chief cook. He

hit the bricks in the 1965 District Council 37 beef. Seafarer Silva was born in Ponce, P.R. and was a resident of the Bronx, N.Y. Interment was in St. Raymond's Cemetery, the Bronx. Surviving are his daughter, Luz; his mother, Mrs. Manuela Rodriguez of New York City and a sister, Teress Rivera of the Bronx.



Pensioner Antonio Pacuinos, 73, died of a heart attack in Cambridge (Mass.) Hospital on Sept. 15. Brother Pacuinos joined the SIU in 1944 in the port of New

York sailing as an OS. He was on the picketline in the 1961 N.Y. Harbor beef. Seafarer Pacuinos was born in Massachusetts and was a resident of Cambridge. Interment was in Mt. Benedict Cemetery, West Roxbury, Mass. Surviving is a sister, Mrs. Helena Palimeni of Cambridge.

Pensioner Cello "Ceil" "Champ" Morani, 72, passed away from heart failure at home in Petaluma, Calif. on May 24. Brother Morani joined the Union (MC&S) during World War II in the port of San Francisco sailing as a room steward for 35 years. He first sailed on the West Coast in 1941. Morani was quite a baseball hitter. He was born in Illinois. Cremation took place in Cypress Hill Memorial Park Cemetery, Petaluma. Surviving are three brothers, Louis of San Francisco and Albert and Frank of Fairfax, Calif.



James William Boland Jr., 52, died of a heart attack in the Community Hospital, Brazoria County, Tex., on May 23. Brother Boland joined the Union

in the port of Houston in 1974 sailing as an AB and oiler for G & H Towing from 1971 to 1980 and for Texas Tankers in 1971. Boland was a former member of the United Plant Guard Workers of America, Local 250 St. Louis. He was a veteran of the U.S. Navy in World War II. Boatman Boland was born in St. Louis, Mo. and was a resident of Freeport, Tex. Burial was in Restwood Memorial Park Cemetery, Clute, Tex. Surviving are his widow, Hilda Marie and a son, Charles.



Henry Michael Gorden, 55, succumbed to a heart attack at home in Philadelphia on Sept. 27. Brother Gorden joined the Union in the port of Philadelphia in

1961 sailing as a FOWT, night dispatcher and pier watchman for Curtis Bay Towing from 1957 to 1980. He was a former member of the UMW Union, the IBL and the ILA Local 333. Boatman Gorden was a veteran of the U.S. Navy in World War II. He was born in Philadelphia. Interment was in Holy Redeemer Cemetery, Philadelphia. Surviving are his widow, Agnes; two sons, John and Thomas and two daughters, Constance and Veronica.



Pensioner Russell Dean Gilmour, 83, passed away from heart failure in Mercy Hospital, Buffalo on May 13. Brother Gilmour joined the Union

in the port of Buffalo in 1961 sailing as a deckhand, linesman, oiler and chief engineer for the Great Lakes Towing Co. from 1942 to 1973 and the Buffalo Gravel Co. from 1938 to 1942. He was a former member of the Shipbuilder's Union from 1938 to 1961. Laker Gilmour was a veteran of the U.S. Navy in World War I. Interment was in Holy Sepulchre Cemetery, Cheektowaga, N.Y. Surviving is his daughter, Mrs. John (Clare) Sproch of Cheektowaga.



Pensioner George Kenneth Marionneaux, 63, died of heart-lung failure in Doctors Memorial Hospital, Baton Rouge, La. on Mar. 30. Brother Marionneaux joined the Union in the port of

Houston sailing as a chief engineer for National Maritime Service from 1952 to 1971. He also sailed for A. P. Breaux & Sons from 1946 to 1952. Boatman Marionneaux was a former member of IBL Local 1827. Born in Plaquemine, La., he was a resident there. Interment was in Grace Cemetery, Plaquemine. Surviving are his widow, Geraldine; a son, Randolph and two daughters, Geraldine and De Ette.



Pensioner Sidney Charles Day, 71, passed away from heart-lung failure in the San Francisco USPHS Hospital on July 9. Brother Day joined the SIU in

1938 in the port of Mobile sailing as a bosun. He sailed 35 years and rode the Waterman Line. He also sailed during World War II as a member of the SUP and during the Vietnam War. Seafarer Day attended the 1970 SIU Pensioners Conference at Piney Point. Born in Louisiana, he was a resident of Wilmington, Calif. Interment was in All Souls Cemetery, Vallejo, Calif. Surviving are a sister, Mrs. Catherine D. Coon of Inglewood, Calif. and a niece, Michelle Ann Coon of Torrance, Calif.



Pensioner Alvin Laverne Doud, 63, died of lung failure in the Naval Regional Medical Center, San Diego on May 23. Brother Doud joined the SIU in

the port of Seattle in 1957 sailing as a chief steward for the Calmar Line and as a 2nd cook for the MSTs in 1956. He was a former member of the Cooks and Assistants Union. Seafarer Doud was a veteran of the U.S. Army in World War II. A native of Yakima, Wash., he was a resident of San Diego. Cremation took place in Greenwood Crematory, San Diego. Surviving are his widow, Ferne of Rockdale, Ill.; a sister, Mrs. Goldie Opal Shelton of Tacoma, Wash.; a stepson, Jay E. Dodge and a stepdaughter, Cheryl Joanne Reed.



Riley Franklin "Bluestack" Beech, 49, died of heart-lung failure in the U.S.A. Medical Center, Mobile on Apr. 11. Brother Beech joined the Union in the port

of Mobile in 1958 sailing as a deckhand on the *Tug Doris Roman* (Mobile Towing) from 1957 to 1980 and for Bay Towing in 1957. He was born in Coppland, Washington County, Ala. and was a resident of State Line, Miss. Interment was in Eret Cemetery, Wayne County, Miss. Surviving are his widow, Edwina; six sons, George, Leon, Michael, Emery, John and Travis and two daughters, Norma and Jean.



Pensioner Joseph Thomas Bertolino, 62, died of a heart attack in the Nassau Bay (Tex.) USPHS Hospital on Mar. 31. Brother Bertolino

joined the Union in the port of Houston in 1957 sailing as a deckhand for the G & H Towing Co. in 1948. He was a veteran of the U.S. Army in World II. Boatman Bertolino was born in Galveston and was a resident there. Burial was in Calvary Cemetery, Galveston. Surviving are his widow, Lorraine; two sons, Michael and Daniel; a daughter, Lorraine and a sister, Mrs. Josephine Wilson of Galveston.



Pensioner Elton Fuller Gallop Sr., 71, passed away from heart failure and was dead on arrival at the Memorial Clinic, Manteo, N.C. on Mar. 24. Brother

Gallop joined the Union in the port of Norfolk in 1968 sailing as a chief engineer for NBC Lines in 1968 and for Curtis Bay Towing in 1972. He was born in Wanchese, N.C. and was a resident there. Interment was in Cudworth Cemetery, Wanchese. Surviving are his widow, Iris and a sister-in-law, Mrs. James M. Williams Jr. of Wanchese.



Pensioner Samuel Pasquale Manzione, 78, died of a heart attack in the Broward General Medical Center, Ft. Lauderdale, Fla. on May 3. Brother Manzione

joined the Union in the port of New York in 1960 sailing as a Hudson River Pier 50 floatman for the Penn-Central Railroad from 1923 to 1966. He was a former member of the MM&P Union from 1932 to 1960. Boatman Manzione was a produce merchant from 1918 to 1923. A native of Salerno, Italy, he was a resident of Ft. Lauderdale. Burial was in Holy Cross Cemetery, North Arlington, N.J. Surviving are his widow, Betty and a sister, Mrs. Betty Pisarski.



Pensioner Ernest Brooks Avant, 60, died of heart-lung failure in the Medical Center of Central Georgia, Macon on Apr. 4. Brother Avant joined the

SIU in 1943 in the port of Jacksonville sailing as an AB. He sailed 40 years. Seafarer Avant was a veteran of the U.S. Navy prior to World War II. Born in McRae, Ga., he was a resident of Miami. Burial was in West Flagler Memorial Park Cemetery, Coral Gables, Fla. Surviving are two daughters, Linda of Miami and Mrs. Karen Moore of Mount Horeb, Wisc.



Stephen Zavadscon, 75, passed away in New York City on Dec. 5. Brother Zavadscon joined the SIU in 1942 in the port of New York sailing as a bosun

for Sea-Land and Seatrain from 1951 to 1963. He hit the bricks in the 1961 Greater N.Y. Harbor and 1962 Robin Line beefs. Seafarer Zavadscon sailed 36 years. He was born in Pennsylvania and was a resident of New York City. Surviving is a brother, Andrew Watson of Gary, Ind.

ZAPATA RANGER (Zapata Tank-ship), November 16—Chairman Fred Forney; Secretary P. Franco; Educational Director P. Kerney; Deck Delegate G. Smith. In a recent issue of the *Log*, the Steward noted one article that he wants to bring to the attention of this crew and all of our Union brothers, that being the questions the Secretary of the Navy asked about the Merchant Marine being willing and able to support the Navy that were answered by President Frank Drozak. He pointed out that the Harry Lundeberg School in Piney Point has the facilities to train our members in a few weeks. There are many things that we want that we have to fight for but you don't have to fight to go to Piney Point. You only have to ask and it's all free. The *Log* was passed out to the department delegates. Observed one minute of silence in memory of our departed brothers.

LONG LINES (Transoceanic Cable), November 2—Chairman R. Garcia; Secretary Ira Brown. \$250 in ship's fund. No disputed OT. Secretary reported that he is willing to assist any man filling out welfare forms. (Sample forms were available.) Also discussed were selected subjects from the *Log* and some from previous *Logs* about upgrading and the importance of everyone who qualifies to do so. Everyone present seemed interested and pleased with this discussion. Report to *Log*: "The cableship *Long Lines* left Newington, N. H. on October 31 and expected to return there January 26, 1981. Cable will be laid between Guam and Taiwan and some cable and repeaters will be delivered for the Navy to Japan and Guam." Next port Honolulu.

PUERTO RICO (Puerto Rico Marine), November 15—Chairman Frank C. Bona; Secretary H. Ridgeway; Educational Director J. Barry; Deck Delegate John Murphy. \$48.35 in ship's fund. No disputed OT. Chairman held a discussion on Union benefits and advised all members to read the *Log* and to support our Union by writing to their respective Congressmen to support our merchant fleet for job security. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

LNG AQUARIUS (Energy Transport), November 16—Chairman. Recertified Bosun A. P. Waters; Secretary F. T. Motus; Steward Delegate Mark E. Simpson. \$4.50 in ship's fund. No disputed OT. A letter was received and posted from Vice President Red Campbell. Also some articles from the *Log* were posted for all to read. Secretary reported that the crew had enjoyed two very nice picnic style dinners. After dinner the crew played volley ball in the pool. The crew extended best wishes to the steward who was getting off in the next port. A good friend who did his job well. Next port Osaka.

LNG GEMINI (Energy Transport), November 2—Chairman. Recertified Bosun M. B. Woods; Secretary C. L. Shirah; Deck Delegate Bryan Isenstadt; Engine Delegate David Shaw; Steward Delegate David Pappas. No disputed OT. \$49 in ship's fund. Chairman held a discussion on the articles in the *Log* and advised all members to read them very thoroughly. It was requested that all crewmembers wear the proper clothing while on watch. A vote of thanks to the steward department for a job well done especially the pool parties. Next port Tobato, Japan.

SEA-LAND COMMERCE (Sea-Land Service), November 16—Chairman A. Vilanova; Secretary R. Barnes. No disputed OT. Chairman advised all members to go to school at Piney Point and explained the qualifications necessary. Also suggested that the older members could be helpful to the younger ones. Discussed the importance of donating to SPAD. For safety reasons the aft house fire doors are to be kept closed. A vote of thanks to the steward department for a job well done.



WILLIAM HOOPER (Waterman Steamship), November 9—Chairman. Recertified Bosun Thomas J. Hilburn; Secretary Don Collins; Educational Director Paul Thomas; Deck Delegate Werner Bechner; Engine Delegate Milton Beasley Jr.; Steward Delegate Charles S. Smith. Some disputed OT in engine department. Chairman held a discussion on the use of narcotics aboard ship and advised all members to read the *Log* which brings up the subject every month on the penalties involved from such practices. Secretary reported that there was some very good reading in the October issue of the *Log* regarding the constitutional amendment on regular dues and the reimbursement of upgraders for transport to and from Piney Point. Next port Madras, India.

OVERSEAS ANCHORAGE (Maritime Overseas), November 22—Chairman. Recertified Bosun J. D. Moore. Some disputed OT in deck and steward departments. Chairman read the membership survey questionnaire and advised all members to fill it out as soon as possible. A note of sympathy was sent to the *Log* office for the families of the *Poet*. Observed one minute of silence in their memory and for all those brothers and sisters who have departed.

OGDEN CHALLENGER (Ogden Marine), November 30—Chairman. Recertified Bosun R. D. Thoe; Secretary R. De Boissiere; Educational Director H. Callien. No disputed OT. Chairman reports that everybody should get interested in the upgrading programs at Piney Point because in all reality it is your bread and butter that is at stake. Failure to make more money on the job lies only in your ambition to get ahead so the answer lies in Piney Point upgrading programs. Also suggested that all members should write to their congressional leaders in their district and push for a new and better merchant marine. Everyone should know that we are in a real fight for survival of our shipping rights. The Union needs your support in these matters. A vote of thanks to all department delegates for their cooperation. A special vote of thanks to R. De Boissiere, steward for a fantastic Thanksgiving dinner with all the trimmings including Chardanay wine, egg nog and many desserts. Next port Baton Rouge.

OVERSEAS ULLA (Maritime Overseas), November 17—Chairman M. C. Cooper; Secretary H. W. Roberts; Educational Director J. Jordan; Engine Delegate Charles E. Smith. No disputed OT. Chairman noted that all repairs that had to be done were completed. There were no communications received except the *Log*. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers and sisters.

SEA-LAND HOUSTON (Sea-Land Service), November 27—Chairman. Recertified Bosun Julio Delgado; Secretary H. Ortiz. No disputed OT. Chairman noted that according to the November *Log* from now on we will have in each port a field representative which means that our Union business will be better explained to us and will help our families. A vote of thanks to our Union officials. Secretary reported: "We the crew of the *SS Houston* feel proud of our brothers on the *TT Williamsburgh* for the heroism and compassion they gave to the passengers of the *SS Prisendam*." It was also recommended that the young members take advantage and upgrade at Piney Point. The steward department asked for the cooperation of the crew in keeping the pantry and messhall clean. Observed one minute of silence in memory of our departed brothers.

ACHILLES (Newport Tankers), November 3—Chairman. Recertified Bosun Michael Casanueva; Secretary R. D. Bozeman; Educational Director C. R. Langford; Steward Delegate John Robinson. No disputed OT. Chairman discussed the advantages of upgrading at Piney Point and how those who qualify should go for better job security. A vote of thanks to the steward department for a job well done.

WILLIAMSBURGH (Bay Tankers), November 16—Chairman H. S. Lindsey; Secretary R. W. Rutherford; Educational Director J. P. Schaefer; Deck Delegate T. M. Murphy; Engine Delegate R. J. Mancini; Steward Delegate M. Qader. \$20.57 in ship's fund. Some disputed OT in deck department. A vote of thanks to the steward department for a job well done. Report to *Log*: "As everybody will have read by now we had quite an experience recently when we rescued the passengers and crew of the *Prisendam*. The rescue went off very well and the crew did one fantastic job. We received cables from President Frank Drozak, the Governor of Alaska, the Secretary of Transportation, the United States Coast Guard Commander and the company. The only one that was conspicuous by its absence was one from the Holland American Lines, owners of the *Prisendam*. As steward aboard the ship I know how the Good Lord felt when he fed the five thousand. R. W. Rutherford." Next port Port Arthur.

OGDEN WILLAMETTE (Ogden Marine), November 9—Chairman. Recertified Bosun Sven Jansson; Secretary George W. Luke; Educational Director Joel Spell; Deck Delegate R. W. Rogers; Steward Delegate R. Cook. \$155 in movie fund. No disputed OT. Chairman explained to the membership the importance of voting in the Union election and also explained about the hazards of sand blasting aboard ship. The sand and dust impairs the health of the men doing the job and if the sand gets on any machines expensive repairs have to be made. If this can happen to a machine imagine what the damage can be to an individual. It was suggested that if the crew must sand blast, a shore gang be put on ship to handle and place sand. Chairman wants anyone getting off ship to give 24 hours notice so jobs can be filled so ship won't run shorthanded. This must be done Monday through Friday not only on week ends. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers and sisters. Also a special prayer for our much missed President Paul Hall. Next port New York.

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

Sea-Land Independence
Arecibo
Boston
Sea-Land Economy
Del Sol
Cove Communicator
LNG Leo
Newark
Overseas Harriette
Monticello Victory
Sea-Land Mariner
Ogden Traveler
Sea-Land Liberator
Sea-Land Trade
Atlantic
Cove Engineer
Thomas Nelson
Seattle
Overseas Ohio
Sea-Land Express
Delta Norte
Sea-Land Developer
Cove Navigator
Westward Venture
Point Julie
Sea-Land Explorer
Del Campo
Delta Sud
Overseas Arctic
Sea-Land Resource
Borinquen
Jacksonville
Sea-Land Freedom
Charleston
Ogden Champion
Philadelphia
Sea-Land Market
Maryland
Del Mundo
Connecticut
Bayamon
Tamara Guilden
Manhattan
Jeff Davis
Delta Caribe
Overseas Aleutian
Overseas Alice
Sea-Land MacLean
Del Viento
Sea-Land Pacer
Overseas Valdez
Point Margo
Sugar Islander
Caguan

The Old Dog House, 'Through the Looking Glass'

By Saki Jack Dolan

JUST up the New York waterfront from Battery Park there was an old building at 25 South St., known around the world by seafaring men as the "Doghouse." Why, it seems just like yesterday that old "Ma Roper" was handing out orders to seamen on the beach for a room, a day's meals, a pair of shoes (the winos among us naturally sold them at once for a jug of Muscatel), or the clothes she gave us we peddled to "Frenchy the Tailor," just across the park from the old Doghouse.

It was just a five minute walk, up a few short blocks to our old Union Hall (the SIU at 52 Beaver St.). During the lunch-break between 11 a.m. and 1 p.m., about half the Hall used to go down to the Doghouse for a "stubby," or a lunch at a fair and decent price (the food was not half bad sometimes. It was according to which ship's cook was broke and on the beach, and was working there at the time).

About every wheel in the SIU stopped by there one time or another. I ate or had a beer there at one time or another with Paul Hall, Lindsey Williams, Sonny Simmons, Paul Gonzorsik, Edward Xavier Mooney, Don Hall, Sailor Hall, Bull Shepard, Frankie Mongelli, Slug Zeikman, Bill Hall, J.P. Schuller, Frenchy Michilet, Teddy Babkowski, Tom Banning, Eddy "Manny" Manning, ole Ben Reis, and about all the wheels there were in the old days. Even Joe "No Coffee-Time" Curran was there during the NMU Tanker Strike in 1938.

Old Harry "Lunchbox" Lundeberg stopped by one day with the best dang seaman I ever knew—our own beloved Al Bernstein, who died last year. Hoffa came by, so did Joe Bananas. Not only was the doghouse known for seamen, but many Society Page blue-bloods climbed the marble stairs to the best seamen's house there ever was.

Ma Roper knew them all, the rich and the poor, from every walk of life, captains, chief engineers, admirals, and many high muckity-mucks from the Army too. Many a political biggie looking for some kind of support or a favor came by to try and con the stupid seamen (as we were always known). Ma

"Sack!" Jack Dolan is an SIU Pensioner, an ex-chief steward, who is a regular contributor to the Log.



The old Seamen's Church Institute, known 'round the world as the 'Doghouse,' as it appeared years ago when it was located on South Street. It brings back many a memory for the oldtimers.

Roper (God bless her) took care of them all, and treated everyone like gold.

When the SIU took over the old *Borinquen* after A. H. Bull Lines bought her and renamed her the *SS Puerto Rico*, she was overhauled in the Baltimore Shipyard and we brought her up to New York and tied her up across the street from 25 South St. She stayed here for several weeks until the maiden voyage. Tom Gordon was chief steward, "Big-Nose" Walter Reidy was chef, Joe Di Giorgio was bartender, Ed Mooney was lounge steward, Saki Jack was storekeeper. What a ship! What stories could be told! Our captain "Percolator" Huggins was a whole book just by himself.

I remember one day at the doghouse, ole "Sam," the seaman's friend, was trying to peddle me and McChristian a supposedly "Gold-Watch" for seven bucks (who ever heard of a gold watch for seven bucks?), Sam was well known on the New York waterfront, and made a fortune selling junk to seamen.

One thing about the old doghouse, as long as you didn't

stagger too badly, they would let you check in. If you woke up rolled in the morning, well, that seemed to be a seaman's fate. If some seaman didn't wake up rolled in the morning they figured they had a bad night. This was long before the SIU had their fancy AA-Clinic down there in the state of Maryland. There were many of us old gashounds and winos (including yours truly) that could have made good use of a good Union-Run-AA-Clinic in those days. It would have saved me many a thousand of hard earned Yankee dollars.

"Frenchy the Tailor"—just across the park from the doghouse—would sell you a "tailor-made-suit" for 30 bucks, and re-buy it from you when you sobered up broke after a pay off for ten dollars—maybe.

There was one doorman-guard there at the old doghouse who clobbered an old seaman and knocked him down the stairs and killed him. He didn't stay there too long afterwards. Mostly it was pretty good there and they took pretty good care of us drunks. If they had to call the "fuzz," usually they would kick

you out early in the morning if you could walk (of course, unless you had money and wouldn't let them roll you, then you had to go to court and pay the fine.). I've often wondered why Hollywood never came up with a picture about the old doghouse and some of the famous characters that were known around there in the old days? What a screenplay that would make! "Lost Weekend" would seem like "Snow White."

I admit to being an old ex-gashound, wino or whatever else suits your fancy (I guess, I've been through all the mills). But thank the Lord I could always take care of myself most of the time and only remember getting rolled once at the old Victoria Hotel on Gay St. in Baltimore by "Big T—Jean." I saw Jean after that several years later when they run her out of Baltimore for rolling a chief engineer and not giving the cut to the local detectives. She bought me a drink for old times' sake.

The Seaman's Church Institute at 25 South St. was really the seaman's friend and did more good for seamen in the old days than any organization around.

1981

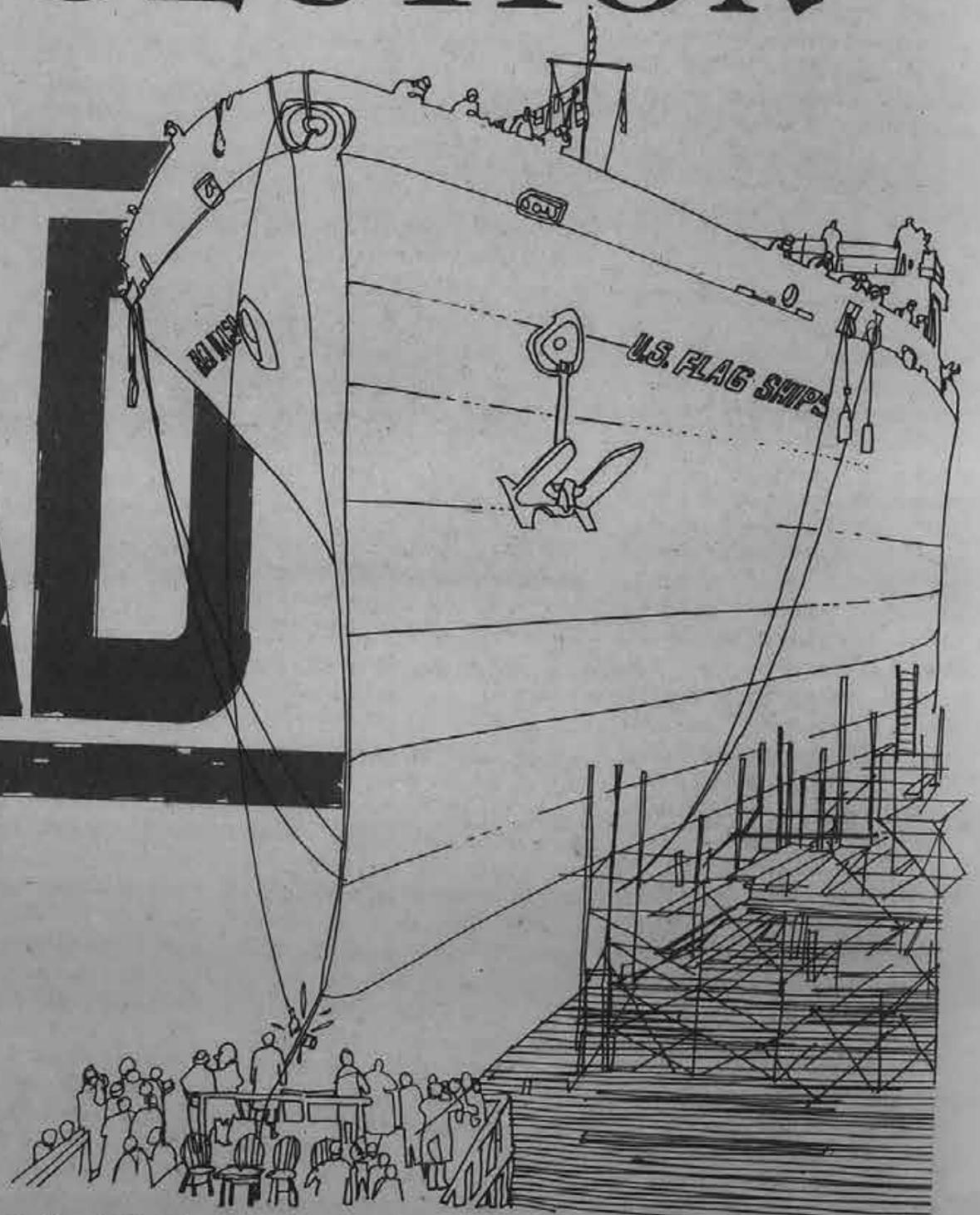


LOG

January 1981

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