



LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO VOL. 41 NO. 11 NOVEMBER 1979



MTD Biennial Convention

special supplement
pages 17-24

Passenger Ship Bill Becomes Law

page 7

Meany Passes the Gavel to Kirkland

Page 5

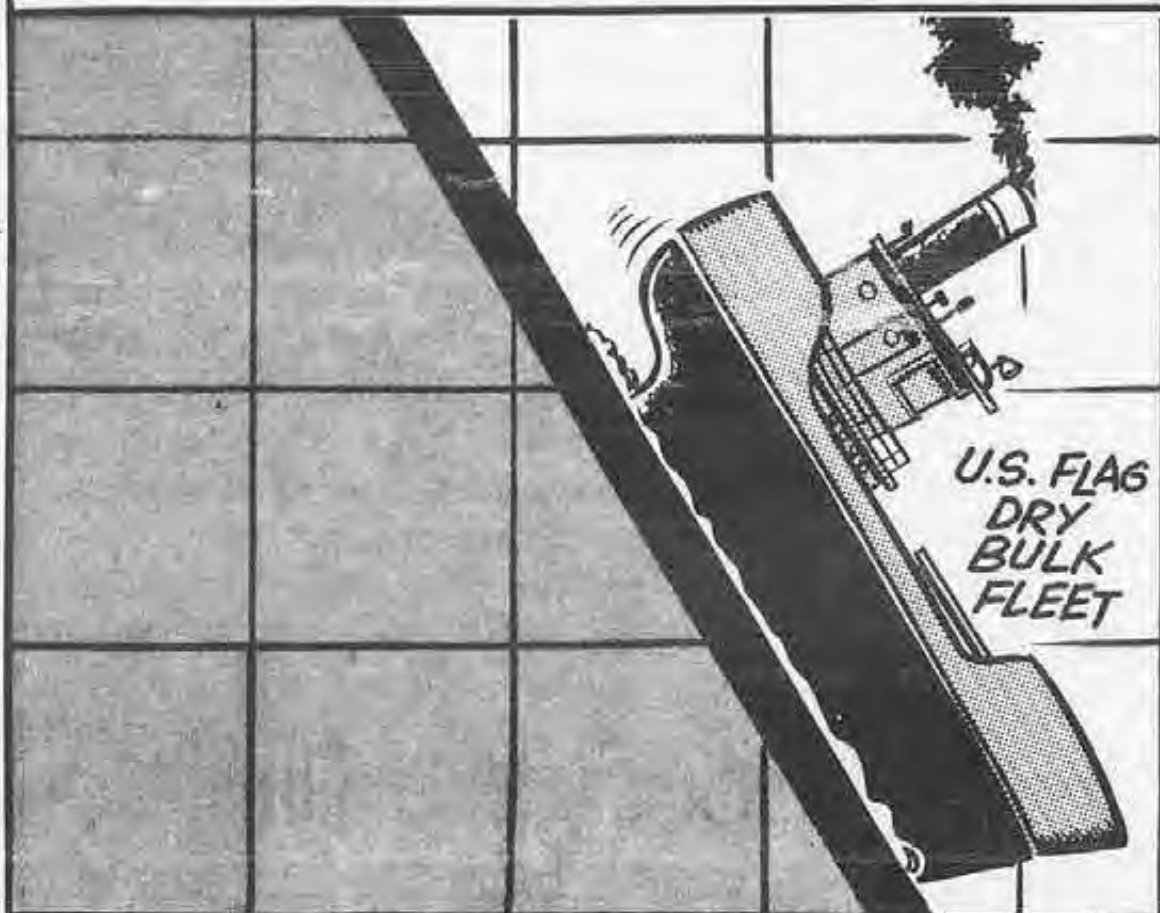


Carter Signs Maritime Authorizations Bill

page 2

Liberian Flaggers Collide, Burn off Galveston

page 8



U.S. Dry Bulk Fleet Shrinking

page 15



Carter Inks Maritime Appropriations Bill

A Congressional bill that is vital to the survival of the U.S. merchant marine has been signed into law by President Carter.

The legislation, which Rep. Paul McCloskey (R-Calif.) had tried to sabotage is the Maritime Appropriations Authorization Act for Fiscal Year 1980.

In early November the House and Senate passed the conference committee report on the bill. In the conference committee meeting, held in mid October, two damaging McCloskey amendments had been defeated.

The first would have required that manning scales on ships built with subsidy be within 50 percent of the minimum levels demanded by the Coast Guard. However, the Coast Guard does not recognize the steward department's role in the safe operation of the ship.

The "lobbying" amendment would not allow subsidized operators to consider as part of

their costs the monies given to contractually established maritime research organizations.

Both these damaging amendments had been passed when the full bill was voted on in the House of Representatives at the end of July. They were not part of the Senate version of the bill which had been passed in late May.

Because of these amendments and other differences in the House and Senate bills, a conference committee met to resolve the variations.

Happily, the maritime experience of two legislators prevailed in the conference committee and the amendments were defeated. The two, Rep. John Murphy, (D-N.Y.) and Senator Daniel Inouye (D-Hawaii), are long time supporters of a strong U.S. merchant marine.

The maritime appropriations bill, which must be voted upon every year, authorizes money for the maritime industry as part of the Merchant Marine Act.

The appropriations for 1980 include the following:

- \$101 million for the construction differential subsidy (CDS) program;
- \$256 million for the operational differential subsidy (ODS) program;
- \$16 million for maritime research and development;
- \$31 million for maritime education and training.

On the House floor, McCloskey had introduced an amendment that would have cut the CDS appropriation by \$69 million. His amendment was defeated.

McCloskey was also defeated on an amendment that would have allowed foreign-built vessels to receive ODS funds and preference cargoes now reserved exclusively for U.S.-built vessels.

Lakes Seafarers Get COLA Hike

Great Lakes SIU members working under contracts with the Great Lakes Assn. of Marine Operators (GLAMO) and Kinsman Lines received a 23 cents per hour cost of living increase effective Nov. 1, 1979. This is the fourth and final COLA for 1979.

Coupled with the previous wage adjustments of 13 cents in March, 21 cents in May and 25 cents in August, COLAs for Great Lakes Seafarers totalled 82 cents per hour for the 1979 calendar year.

Under the terms of the SIU's collective bargaining agreements with GLAMO and Kinsman, as of Jan. 1, 1980, the 82 cent add-on will be rolled in and included in wage rates effective at the New Year.

COLAs are based on increases in the Consumer Price Index, which is published quarterly. For each .3 point rise in the Index, Great Lakes Seafarers receive a one cent per hour add-on. The CPI for September rose to 223.7. The next adjustment date will be Jan. 1, 1980.

The PRESIDENT'S Report



Paul Hall

Must Take Our Best Shot

THE worst thing you can do in this business of ours is to sit around and watch the world go by. The maritime business is too hard, too tough, too competitive for idleness.

Hesitant people and complacent organizations in our world get pushed around and finally shuffled out the door.

It has always been my belief that to be successful in maritime you have to look aggressively at the future. And most importantly, you have to gamble.

When I say gamble, I don't mean pulling to an inside straight. You take each issue as it comes, look at it intelligently and then take your best shot.

We've done a lot of this kind of smart gambling in the history of our Union. And although we've probably lost as many as we've won, the victories we have pulled out have built us a strong, sound, secure organization.

Most importantly, the ones we lost have not hurt us. Quite the opposite. We are a better organization for these losses because we have learned from them. And we are a prouder organization because win, lose, or draw, we tried.

The most concrete example of a gamble that has paid off for us recently is our LNG fleet.

SIU members are presently manning ten LNG vessels. These ten ships represent the entire American-flag LNG fleet.

No one should be naive enough to think that we were lucky to get these ships.

The fact is that years before any American company had firmed up a program to build LNG ships, we were preparing ourselves for the era of LNG—if it came to pass.

We invested a good deal of time, effort and money into developing an educational program in Piney Point to turn out qualified manpower for LNG ships. We had this program ready and operational several years before the keel of an LNG ship was laid in an American yard.

It was a calculated risk on our part. But it paid off for us in a big way. We're already aboard 10 LNG's today. By 1990, we may be aboard 40, 50 or even 60 of these vessels.

The LNG's were a tremendous breakthrough for us. But in many other areas, the fights go on. For instance, we've invested a lot of time and effort to win a fair oil cargo preference bill for the U.S. merchant marine.

We've been fighting for this for 20 years. In 1974, we got the bill as far as the President's desk. But we were turned back by a veto. In another round on oil cargo preference in 1977, the bill was defeated in the House of Representatives. You can be sure of one thing, we won't stop fighting until we have finally brought it home.

The important thing to remember is that our setbacks on cargo preference haven't hurt us as an organization. In fact, they have helped us because they have made us more determined than ever in our efforts in the area of political action. This determination has helped us win many other legislative battles we might otherwise have lost.

My point simply is that we have fought a lot of fights and taken a lot of gambles. As an organization, we have never lost a fight that we couldn't afford to lose.

At the same time, our victories have made us a strong progressive Union—a Union with a real future, a Union that the SIU membership can rely on and depend on.

It really all comes down to the willingness to work hard and to commit your resources to viable, achievable goals.

We have always done this in the SIU. We've won some fights and we've lost some too. But the bottom line is that we wouldn't have achieved a thing unless we had tried.

Major Breakthrough in Medical Benefits

THE Board of Trustees of the Seafarers Welfare Plan has voted a rule change that establishes one of the most important new benefits ever implemented for Seafarers and Boatmen represented by the SIU.

The Board ruled that as of Dec. 1, 1979, Seafarers and Boatmen will have the option of using either a USPHS hospital or a private facility for medical care.

The Trustees issued this ruling at a meeting in New York on Nov. 7, 1979.

Top quality health care for those we represent has always been a number one priority of the SIU.

The Union has consistently monitored the quality of care and availability of services of USPHS hospitals.

As a result of these regular surveys, the Union found that more and more Seafarers and Boatmen lived in areas removed from USPHS facilities.

A number of months ago, the Union embarked on a complete and detailed study of the situation.

Seafarers, Boatmen Can Now Use Either a USPHS Hospital Or a Private Hospital

Rule Change Goes Into Effect Dec. 1, 1979

When Using a Private Hospital Members Will Receive Same Coverage as Their Dependents Now Get Under Seafarers Welfare Plan

This study showed conclusively that USPHS hospitals alone are not adequate to provide readily available health care to our people.

The Union therefore recommended to the Trustees that the individual have a choice to use either a USPHS hospital or a private hospital of their own choosing.

At their Nov. 7 meeting, the Trustees concurred with the Union's recommendation.

The complete care Seafarers and Boatmen now are eligible for at every USPHS hospital and clinic remains the same.

If, however, you choose to use a private facility instead of USPHS, you will be entitled to exactly the same coverage your dependents now receive under the Seafarers Welfare Plan.

Any charges the Seafarers Welfare Plan does not cover

are out-of-pocket expenses which the individual who uses a private hospital is responsible for.

Because of the Trustees ruling, you can now use a private hospital of your choice closer to your home, *if you want to.*

If you do decide to use a nearby private hospital you receive exactly the same coverage your dependents now receive under the Seafarers Welfare Plan. Any charges above the maximum allowable benefit, that is, charges higher than the amount paid by the Plan, must be paid by you.

The Seafarers Welfare Plan provides excellent, and wideranging coverage. *However there will be some instances when the Plan does not cover all costs.*

So, when using a private hospital or clinic instead of a USPHS facility, all members are advised to check the

Seafarers Welfare Plan booklet under *Dependent's Coverage* to determine the maximum allowable benefit.

In their ruling, the Board of Trustees noted that the greatly extended medical coverage will be a major cost item for the Seafarers Welfare Plan.

Therefore, as each new SIU contract comes up, the Union will be negotiating with the employer for an increased contribution rate to the Seafarers Welfare Plan. The increased employer contributions to the Welfare plan will fund the broadened medical benefits.

By giving Seafarers and Boatmen the option of using either a USPHS facility or a private facility, the Union is making sure that those it represents can get the medical care they need no matter where they live.

But the SIU encourages all Seafarers and Boatmen to continue using USPHS hospitals and clinics whenever possible. As they have in the past, the USPHS network of health care facilities will continue to provide eligible employees with good medical care, as well as complete and total health coverage.

A New Dental Clinic In San Francisco Is Open for Seafarers

A new USPHS Hospital dental clinic for seamen was opened last month in San Francisco at the SIU Medical Center, 40 Lansing St. close to the Embarcadero and the former MC&S hall at 350 Fremont St.

The improved dental services would aid seafarers sailing on today's fast turnaround ships get quicker dental treatment than has been possible in the past.

The clinic is staffed by a fulltime USPHS Hospital dentist and dental assistant from the facility's dental department at 15th Avenue and Lake Street.

It came about through recommendations of the year-old Seafarers Health Improvement Program (SHIP) started by the USPHS' Bureau of Medical Services and participation of maritime unions, employers and others responsible for the health of Seafarers.

INDEX

Legislative News

Carter Signs Marad
Authorizations Bill Page 2
SIU in Washington ... Pages 9-10
Passenger Ship Bill Page 7

Union News

Kirkland New AFL-CIO
Head Page 5
President's Report Page 2
Headquarters Notes Page 7
Letters to Editor Page 14
Brotherhood in Action ... Page 36
At Sea-Ashore Page 16
SPAD Checkoff Back Page
AFL-CIO Vows Action
on Maritime Page 6
Great Lakes Picture Page 27
Inland Lines Page 30

General News

Ship's Digest Page 34
Dispatcher's Reports:
Great Lakes Page 28
Inland Waters Page 31
Deep Sea Page 25

Training-Upgrading

"A" Seniority Upgrading . Page 26
Piney Point Grads Page 38
Upgrading Schedule Page 12

Membership News

New Pensioners Page 32
Final Departures Page 37
Steward Recertification .. Page 13
Bulk Fleet Shrinking Page 15

Special Features

MTD 1979
Convention Pages 17-24

A Memorial to Seamen at USPHS



SIU Rep Johnny Dwyer (front left) is in back of a memorial dedicated to departed American seamen on a visit to the Staten Island (N.Y.) USPHS Hospital with part of a recent graduating Recertified Bosuns Program class. They are (front l. to r.) Ruel Lawrence, Gary L. Hoover and Freddie Goethe. Standing (l. to r.) are Vic Ardowski, Jose A. Martinez, Richard Daly, William Davis, Dutch Keeffer and Doyle Ellette. The memorial was dedicated recently as a tribute to America's merchant seamen and boatmen.

AFL-CIO Vows Action to Bolster U.S. Maritime

WASHINGTON, D.C.—At its 13th Constitutional Convention this month, the AFL-CIO acted on more than 300 resolutions. Included were resolutions supporting a strong U.S. merchant marine.

The main maritime resolution passed by the delegates was submitted by the AFL-CIO Maritime Trades Department.

Noting that "the American merchant marine is vital to our nation's economic and military security," the resolution pointed out that "the maritime industry stands today in the greatest danger."

It noted that American-flag vessels carry only five percent of U.S. imports and exports. Also, U.S. ships "carry less than two percent of our critical bulk trade."

Furthermore, the resolution pointed out the plight of American shipyards. Unless some action is taken, it is likely that

America's "26 shipyards will be decimated in the next five years and will number only eight or nine by 1984."

The resolution stated that the MTD "believes that the Administration's appointment of the U.S. Maritime Administration as the chief spokesman for maritime affairs will have a significant impact on efforts to fully enforce existing laws aimed at supporting our maritime industry."

It noted, however, that new initiatives are necessary for the revitalization of the U.S. merchant marine. Among them are:

- Promotion of bilateral shipping agreements with America's trading partners.
- Maintenance of a strong U.S. shipbuilding industry.
- Elimination of the Virgin Island's loophole in the Jones Act.
- Initiation of incentives to rebuild the U.S.-flag dry-bulk fleet.
- Implementation of a na-

tional energy and minerals policy that would include the U.S. merchant marine as an essential component.

• A reaffirmation and implementation of the maritime program outlined by President Carter in 1976. This would include a national cargo policy to assure the U.S.-flag merchant marine a fair share of all types of cargo.

• Revitalization of U.S.-flag passenger vessel service.

Other resolutions passed by the delegates contained sections on the maritime industry. These sections included many of the points mentioned above. They also included some other provisions.

For instance, the AFL-CIO Executive Council's resolution on energy calls for opposition to any sale of Alaskan oil to foreign nations. It also opposes any barter agreements to exchange Alaskan oil for oil from a third country. The only exception

would be a case where the U.S. has a treaty obligation.

The energy resolution also called for "greater shipment of domestic and foreign oil in U.S.-flag tankers, which have a proven safety record," and "would minimize losses due to accidents."

The Executive Council's resolution on transportation further called for American-flag vessels to be the sole carriers of oil from offshore transshipment vessels to the U.S. mainland.

It also pointed out that U.S. shipping is not receiving the proper protection provided to other industries under the Trade Act of 1974. "The anti-dumping protection afforded to goods-producers must be extended to the maritime industry," the resolution stated.

Further, the resolution said that merchant seamen should be covered by trade adjustment assistance.

Carter to AFL-CIO: Iran Will Be Held Responsible

WASHINGTON, D.C.—President Jimmy Carter addressed the AFL-CIO Convention on Nov. 15 and the Iran crisis was the main thing on his mind.

In his first major public speech on the crisis, President Carter said "the Iranian government and its headquarters are fully responsible for the safety and well-being of our representatives in Iran and Tehran and they will be held accountable for that responsibility."

Carter also discussed the energy crunch and outlined past achievements of his administration as well as future goals.

Moreover, President Carter paid tribute to George Meany who, at 85, retired as president of the AFL-CIO.

Talking about the man who has headed the labor federation since 1955, President Carter said, "No American has fought harder for economic justice for union members and also for millions who have never carried a union card than your leader, George Meany."

During Mr. Carter's tribute to Meany and at the end, the delegates rose for standing ovations.

When he spoke about the crisis in Iran where Americans were being held hostage, President Carter's speech was frequently interrupted by applause.

At the end of Carter's speech, President Meany said, "I want to say to you, Mr. President, every



President Carter addresses the delegates on the first day of the AFL-CIO Convention

step you have taken on this matter [Iran] to date deserves the full approval of the American people, and I am sure from the response you got here this afternoon, without question your actions on this matter have the full approval of the American trade union movement as represented in this hall..."

Talking about energy, President Carter said that the crisis in Iran points out how dangerous "excessive dependence" on foreign oil can be. He said "as a nation we have become dependent on the undependable and addicted to the unaffordable."

The President said that because of this danger he wants phased decontrol of oil prices. In this way he hopes "to make conservation pay, and to stimulate domestic energy sources."

Carter pointed out that some of the billions of dollars that pay for foreign oil could be used in the U.S. "to promote American energy that Americans own and control." He noted that this could involve "hundreds of thousands of jobs."

When President Carter entered the Convention hall he was given a standing ovation. He addressed the delegates as "men and women

of the greatest labor movement in the world."

In outlining some of the accomplishments of his administration, Carter pointed out, among other things, "a dramatic breakthrough in minimum wage law legislation." He also noted that "we now have the greatest number of our citizens employed and the greatest percentage of our labor force employed than ever before in the history of the United States."

Carter further pointed out that there are things he still wants to accomplish for workers, such as labor law reform.

George Meany Passes the Gavel to Kirkland



Retiring AFL-CIO President George Meany raises his arms as the delegates give him a standing ovation at the Federation's Convention

AMID a deeply emotional ovation, George Meany passed the gavel he has wielded as AFL-CIO president for the past quarter century to the new president of the Federation, Lane Kirkland.

Delegates to the 13th Biennial AFL-CIO Convention rose to their feet in a boisterous tribute as Meany took the chair for the last time on the morning of Nov. 19 and placed Kirkland's name in nomination for AFL-CIO president.

"Lane has a tremendous wealth of experience in the trade union movement," Meany said, noting that Kirkland had served in the "top structure of the AFL-CIO for the last 19 years.

"He is thoroughly dedicated to labor," Meany continued, "he is a man of great integrity. He has the motivation and he has the dedication. It is with great personal pride that I place him in nomination for

President of the AFL-CIO."

Kirkland, who had been the AFL-CIO's Secretary-Treasurer since 1969, was unanimously elected to the Federation presidency. He will serve a two-year term, as will the newly-elected Secretary - Treasurer Thomas R. Donahue and the 33 AFL-CIO vice presidents who make up the Federation's Executive Council.

Following his election, Kirkland paid an eloquent tribute to his predecessor. "I cannot promise to match, or even approximate the record of achievement of George Meany," Kirkland told the delegates. "But I am reassured by the certain knowledge that neither could anyone else in our time."

"I can promise," he pledged in a strong, clear voice, "that I will give you and the cause we share all that I've got."

Kirkland, whose nomination was seconded by Teddy Gleason, president of the International Longshoremen's Assn., and by Robert Lowen, president of Kirkland's union, the Masters, Mates & Pilots, said that his abilities had been "enriched

by close association with... many great figures of the labor movement."

Singles Out Paul Hall

In addition to George Meany, "one person in particular that I want to single out for special thanks is Paul Hall, our senior Vice President," Kirkland said.

In brief remarks, Kirkland spelled out his personal philosophy and clearly indicated the direction he planned to travel as head of the 13.6 million member Federation.

"All sinners belong in the church," he said. "All citizens owe fealty to their country; all workers belong in the unions of their trade or industry; and all true unions belong in the AFL-CIO.

"It is a high privilege," he added simply, "to be one of this band of brothers and sisters and to take over the watch in your service."

Kirkland wrapped up his election acceptance speech by charting the future course of the AFL-CIO. "Full ahead," he said, borrowing the lingo from his early seafaring days. "Steady as she goes."

In his first action as Federation President Kirk-

land opened the Convention floor to nominations for the AFL-CIO's number two spot, the Secretary-Treasurer's job.

Thomas Reilly Donahue, George Meany's executive assistant since 1973, was unanimously elected to the post.

Donahue, 51, was nominated by George Hardy, president of the Service Employees International Union and his nomination was seconded by Harry Van Arsdale of the New York Central Labor Council.

For most of his 30 years in the labor movement Donahue has worked in various capacities in the Service Employees union, first in Local 32B, later as executive secretary and first vice president of the International union.

In 1967, Donahue served a two-year term as U.S. Assistant Secretary of Labor for Labor Management Relations appointed by President Lyndon B. Johnson.

Born in George Meany's old stomping grounds of the Bronx, N.Y., Donahue lives in Washington, D.C., with his wife Rachelle. He has a son and a daughter from a previous marriage.

The Log will carry a special tribute to George Meany in our December issue.

Labor's New Top Man Started as a Seaman

Lane Kirkland, who became the second AFL-CIO president in the Federation's history this month, has spent most of his working life in organized labor.

George Meany's right-hand man for the last 20 years and AFL-CIO Secretary-Treasurer for the past ten, Kirkland will follow the course of his predecessor.

In fact, when asked recently by a reporter what changes he would make as AFL-CIO president, Kirkland said bluntly: "I'm no stranger coming into this house.

I've been here for quite awhile and I've been a part of the policy making structure."

"It would come with very little grace from me," Kirkland continued, "to suggest that I'm going to have some ideas of throwing over vast areas of policy or programs that I was partly responsible for."

Kirkland, who's 57, is well acquainted with the problems confronting organized labor today, noting that they are "reflections of problems of society."

He pinpoints energy, full employment and national health as among the issues of key concern to American working people. He adds to the list the growing trends of imported foreign goods to the U.S. and exported American jobs.

While Kirkland's battle plan to combat those problems is closely

akin to Meany's, their styles are their own. Meany has always been the rough and tumble Bronx plumber, Kirkland the even-tempered Southern gentleman.

Joseph Lane Kirkland was born on March 12, 1922 in Camden, S.C., into a family of cotton growers whose roots date back to the American Revolution.

Shipped During War

In 1942, he graduated with the first class of the U.S. Merchant Marine Academy at Kings Point and began sailing as a member of the Masters, Mates & Pilots on ships carrying ammunition and tanks to all major battle zones.

At the end of World War II, Kirkland got his Masters license but he never shipped as a captain, deciding to go to college instead. He is still a dues paying MM&P member.

He attended Georgetown University, training for a diplomatic career. But when he graduated in 1948 he accepted a job as a researcher with the AF of L and has been working in organized labor ever since.

He served a stint as Director of Research & Education for the International Union of Operating Engineers, leaving in 1960 when Meany named him as his Executive Assistant. Kirkland was elected AFL-CIO Secretary-Treasurer nine years later.

Living in a Washington, D.C.

suburb with his second wife, Irena, Kirkland is the father of five daughters from an earlier marriage.

Kirkland, whose FDR-style cigarette holder is as much a trademark as Meany's ever-present cigar, commands respect both inside and outside organized labor. He is considered one of the best speechwriters in the Federation, a view which was shared by Adlai Stevenson who

Lane Kirkland Profile



drafted Kirkland as a speechwriter for both his Presidential campaigns.

Kirkland's skills as an able negotiator are also well known. During recent talks with the Carter Administration he withheld organized labor's support for the Administration's pay restraint policy until he received assurances that beefed up jobs programs for American workers would be forthcoming.

Like Meany, Kirkland's fundamental commitment is to better the lives of American working people. He believes profoundly that the AFL-CIO "represents the best aspirations of the working people of America."

"We are blessed," Kirkland said, "and strengthened by one piece of sure and certain knowledge: that there are no lost causes for us; that the fight is never over; that as long as we stand together and the blood is in us, there can be no final defeat on any battleground."

The battleground for AFL-CIO President Lane Kirkland is different than the one on which George Meany fought when he became AFL-CIO President in 1954.

"Things are changing," said SIU President Paul Hall, "and they're going to change even more. From the standpoint of organized labor, we're going to need all the intelligence and common sense we can get."

Senate's Windfall Profits Tax a Windfall for Big Oil

A WINDFALL profits tax containing a number of highly controversial loopholes has been reported out of the Senate Finance Committee. If enacted, the bill would further confuse this country's already muddled national energy policy. It would also enable the major oil companies to reduce their projected tax load by as much as \$375 billion over the next ten years.

The Senate action comes in the aftermath of a decision by the Administration to press for the decontrol of oil. The Administration had come to believe that decontrol was essential if any progress was to be made towards decreasing American dependence on foreign sources of energy.

The Administration's position on oil decontrol has been opposed by a number of labor and consumer groups, including the AFL-CIO, on the grounds that the average American worker would be unfairly burdened by the all but certain price increase that would accompany such a move.

The Administration had hoped to

pacify its critics by coupling decontrol with the passage of an equitable windfall profits tax. The bill that was reported out of the Finance Committee puts that strategy in question.

Under the provisions of the Senate bill, the oil companies would pay only \$138 billion in taxes as compared to the \$277 billion they would pay if a recently passed House windfall profits tax bill is adopted. That represents a 50 percent savings for the oil companies at a time when they stand to reap as much as one trillion dollars as a result of deregulation.

Not surprisingly, the Senate action has been widely denounced, especially by President Carter, who has described it as amounting to a "give-away" of public funds.

The Senate action represents a major victory for the oil companies. That victory can be traced to just one thing: the extensive presence that the oil industry maintains in Washington.

A total of 350 companies of

varying sizes have created the American Petroleum Institute, a mammoth trade organization which represents the interests of big, medium and small oil on Capitol Hill. The API has an annual budget of \$32 million which enables it to employ over 400 people in the Washington area alone. The organization is just the tip of the iceberg. Individual oil companies maintain their own private legislative departments which augment the political activities of API.

Given the API budget, it is no wonder that oil lobbyists are a highly visible part of Washington life, like the Washington Monument. The Institute employs more than ten full-time lobbyists who constantly canvass the House and Senate. They are backed by an army of analysts and researchers who draw up highly convincing, if biased and self-serving, position papers which somehow manage to capture the fancy of Senators enamored with the political activity fund that the oil industry has at its disposal.

While the windfall profits bill is

not specifically a maritime issue, it does merit attention, if only because it serves as such a good example of how the legislative process works.

Nothing is more important for a Union or an industry than maintaining an effective political presence on Capitol Hill. There is only one reason why the windfall profits tax bill was reported out of the Senate Finance Committee. And that was because the oil companies had the wherewithall to make the Senators on the Committee take notice of their wishes.

For too many years we seamen have relied on some vague belief that justice inevitably triumphs. That is true only on Sunday afternoons when local t.v. stations rerun thirty year old Westerns. Unfortunately, justice has nothing to do with how things get done on Capitol Hill. If it were otherwise, the windfall profits tax would never have been reported out of the Senate Finance Committee; if it were otherwise, this country's merchant marine would not have been allowed to deteriorate so badly over the past thirty years.



Headquarters

Notes

by SIU Executive Vice President
Frank Drozak

THE ever-developing energy crisis seems to be getting uglier as time goes on. And the game-playing by some of the world's oil suppliers has dangerous implications, both for the U.S. and the entire world as well.

At the very least, rapidly escalating oil and energy costs, and the uncertainty of future availability of energy supplies, has put new demands on our nation.

The U.S. maritime industry feels the crunch as much as anyone else, and is presently undergoing a major transformation as a result. Seamen, forever the unsung heroes on the front lines, cannot escape the new demands put on them—especially the demand to learn new skills.

Consider, for example, the increased demand for liquified natural gas (LNG) and LNG carriers. Just three years ago there were no U.S.-flag LNG carriers in operation. Now there are ten U.S.-flag LNG carriers. And that number will continue to grow.

For Seafarers, this sudden emergence of the LNG carrier has special meaning: all of these ships are crewed by members of the SIU.

With additional LNG ships planned, and no end in sight to the ultimate number of these ships that will fly the American flag, this makes the time for LNG training and upgrading *now*.

But the demand for seamen with LNG training (that is, those who have taken the course at the Harry Lundeberg School), is only part of the great transformation taking place in our merchant marine.

Of probably greater impact, as far as numbers of ships is concerned, is the switch to diesel power. This is one very real way for the shipping companies to combat the rising cost of fuel. And the companies are wasting no time doing it, either.

In fact, one well-known line of fast cargo ships is already being referred to as outdated, not for their speed or hauling capacity, but for the simple fact that they are not diesel powered.

Call it a transformation, a revolution, or whatever you want. The reality of the situation is that seamen with diesel training are much in demand these days. And will be for some time to come.

So, too, are seamen with the skills to handle the new VLCC's and ULCC's, and other types of modern vessels, in demand. Seafarers will go aboard the new 390,000 dwt. ULCC *UST Pacific* next month. And only those who have training and experience in automation and pumproom maintenance and operation will get the cargo handling jobs on the ship. Such was the case, as well, on the previously launched *UST Atlantic*, and many other ships.

As the outmoded ships disappear from the seas, more and more seamen with upgrading courses under their belts will be getting the nod to go aboard the ships that take their place. And, by the same token, those who do not upgrade—and keep upgrading—will find it more and more difficult to get beyond the end of the pier.

The Harry Lundeberg School in Piney Point, Md. is already drawing up the upgrading course schedule for next year. All the courses you will need to get for jobs on the new ships will be offered.

So remember, brothers: the time to get in line for those LNG, diesel, automation and other specialized upgrading courses, is *now*.

Bill Clears Way for Passenger Ship Revival

It's all over but the shouting. The Senate, by voice vote, adopted the House version of a bill that would permit five passenger ships to return to active U.S. flag service by clarifying and waiving certain provisions in the Merchant Marine

Acts of 1920 and 1936.

The legislation now goes to the desk of President Carter, who is expected to sign it into law.

The vote follows several months of intense work in Washington by nearly every segment of the maritime industry.

Few bills have enjoyed such a broad range of support as this one. Not one Senator or Congressman voted against the legislation in its final form.

The five ships affected by the legislation are the *Santa Rosa*, the *Independence*, the *United States*, the *Mariposa*, and the *Monterey*.

The original Senate version of the bill failed to make mention of either the *Mariposa* or the *Monterey*. Apparently, however, the Senate re-evaluated its

position after the House of Representatives voted 405-0 on legislation which included those two ships.

The legislation is expected to provide badly needed jobs for American workers employed in the various segments of the maritime industry: at sea, in the shipyards, and in allied and supportive industries. Moreover, it will hopefully lead to the revival of a grand old American tradition, the pleasure cruise industry, which had fallen on hard times.

The Professional Touch

That's what graduates of the **Marine Electrical Maintenance Course** have—the professional skills to maintain electrical systems aboard ship. These are the skills that mean more money and more job security. They're the skills you get when you take the **Marine Electrical Maintenance Course**.

So sign up now! Fill in the Application in this issue of the *Log* or contact:

Harry Lundeberg School
Piney Point, Maryland 20674
(301) 994-0010

Course starts January 7



Notice to Members On Shipping Procedure

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

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

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

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

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

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

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

Liberian Freighter Rams Liberian Tanker off Texas

More than 30 seamen were believed dead and 120 miles of Texas coastline was scarred by oil which drifted shoreward after a Liberian-registered freighter collided with a Liberian tanker in the pre-dawn hours of Nov. 1.

The *Burmah Agate*, laden with 16.8 million gallons of light crude was rammed in her midsection by the freighter *Mimosa* as the tanker lay at anchor four miles outside the entrance to the Bay of Galveston. All but four of the tanker's crew were missing and presumed dead. The 27 man crew of the *Mimosa* was helicoptered to safety.

The *Burmah Agate* burst into flames on impact and a score of Coast Guard and commercial fireboats were unable to control the blaze which was visible in Houston, 50 miles away.

Ten days after the accident the tanker was still burning and

still spewing oil into the Gulf of Mexico. A series of explosions and the intensity of the fire hampered efforts to extinguish the blaze as well as the search for the missing crewmen.

Firefighters said they planned to let the blaze burn itself out, a process which could take until mid-December.

The collision is being called the worst tanker accident since 83 were lost when a Liberian tanker and a British cargo ship collided off Buenos Aires in 1972. But as bad as it was, the *Burmah Agate/Mimosa* accident could have been worse.

After the two vessels collided, the *Mimosa's* Taiwanese crew abandoned the freighter, which was outbound from Houston, and she ran out of control for 24 hours. The vessel careened in a circle around a Gulf of Mexico oilfield at full right rudder,

threatening offshore oil rigs.

When the *Mimosa* finally stopped after her screws got tangled up in a line, the Coast Guard was able to land a helicopter on her deck and extinguish the fire on her bridge.

Despite heavy seas on the morning of Nov. 1, the National Weather Center in Galveston reported clear weather and the Coast Guard was unable to pinpoint a reason for the accident. Since the collision occurred outside the three-mile territorial limit of the U.S., the agency has no authority to investigate the collision.

But the incident is another tragic reminder of the threat to life and the environment posed by unsafe, unreliable "flag-of-convenience" vessels manned by

improperly trained crews.

In addition to the loss of life the collision made a major clean-up operation on Texas beaches necessary and threatened offshore marine life in the area.

The incident also fueled the fears of many Galveston-area residents over a proposal to build a deepwater oil terminal on nearby Pelican Island.

A spokesman for a group called "Stop Terminal on Pelican" (STOP) which has been lobbying against construction of the multi-million dollar superport said "the explosion of a supertanker would pose an infinitely worse disaster," than the *Burmah Agate* had caused.

Galveston residents will decide whether to green-light the project in an upcoming referendum.



The Liberian tanker *Burmah Agate* smolders after her collision with the Liberian freighter *Mimosa* five miles outside of Galveston Bay

It Ain't the Same Old Job

So the Same Old Skills Won't Do

Get the skills to get ahead in today's merchant marine.
Get your AB Ticket at HLS.
Contact HLS or fill out the application in this issue of the *Log*.
Course starts January 3

SIU Opposed to Coal Slurry Pipeline Bill

Legislation authorizing construction of coal slurry pipelines has been passed by the Interior Committee of the House of Representatives.

Called the Coal Pipeline Act, the bill has been numbered H.R. 4370.

As with the Coal Slurry Pipeline bill that was defeated in the last Congress a year ago, the SIU is opposed to this current legislation.

The Union feels that existing modes of transportation, particularly towboats and barges, are the

best way to move the coal.

There are provisions in the present bill, however, that concern competing modes of transportation. These provisions would supposedly protect other means of transportation from the adverse effects of pipeline competition.

The bill was passed by the Interior Committee by a vote of 24 to 14. It must now go to the House Public Works Committee.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

November 1979

Legislative, Administrative and Regulatory Happenings

MARAD Authorization; Passenger Ship Bills Signed by President

Two important maritime bills were signed this month by President Carter after being passed by both houses of Congress.

Passenger Ships (PL 96-111)

The Senate by a voice vote on November 1 agreed to the House amendments to S. 1281 which provides for the operation of five U.S.-flag ships in the domestic cruise and passenger service of the United States. The five ships are: S.S. United States; S.S. Oceanic Independence; S.S. Santa Rosa; S.S. Monterey; and S.S. Mariposa.

The House had passed the passenger ship legislation on October 30 by a vote of 405-0.

President Carter put his signature to the bill on November 15, and thereby opened the way for what is hoped will be the revitalization of the U.S.-flag passenger service throughout the world.

Maritime Appropriations (PL 96-112)

On November 16, President Carter signed the Maritime Appropriations Authorization Act for 1980. It was a long struggle to get this important enabling legislation through the House. A number of potentially crippling amendments which were sponsored by opponents of a strong U.S.-flag merchant fleet had to be beaten down before an

acceptable authorization bill could be adopted.

The House finally, on November 2, agreed to the compromise which had been reached in conference with the Senate Merchant Marine Committee. The Senate also approved the conference report on November 5.

During the House/Senate conference, this is what took place in part:

1. House conference voted to strike from the bill an amendment which would have prohibited construction differential subsidy funds for vessels having a subsidized manning level 50 percent greater than that deemed necessary by the Coast Guard for the safe operation of the vessel.
2. House conference agreed to strike from the bill an amendment which would have prohibited the payment of

operating differential subsidy funds to an operator for costs associated with contributions to organizations engaged in legislative activities.

3. Senate conferees agreed to an amendment which would allow an operator to utilize its own foreign-built U.S.-flag vessels to transport merchandise in containers between points within the coastwise laws as part of a foreign trade movement.

As agreed to by the conferees, the legislation authorizes: \$101 million for the construction differential subsidy program; \$256.2 million for the operating differential subsidy program; \$16.3 million for research and development; \$25.6 million for maritime education and training expenses and \$35.5 million for Maritime Administration operating expenses.

Alaska Lands Bill Wins Committee Approval

On October 30, the Senate Energy and Natural Resources Committee moved the Alaska lands bill closer to enactment with the approval of compromise language more favorable to land development. Earlier this year, the House of Representatives by a vote of 268 to 157 approved a bill setting aside 67 million acres of land as wilderness which would be closed to development.

The Senate bill would change the boundaries of the protected area in the Misty Fjords to permit the mining of a large

molybdenum deposit. The issue is important to mining interests in the State of Alaska as it would represent the first case of the lands bill forbidding a mining operation.

The Senate bill also would permit a five-year study period to determine whether there are large oil and gas deposits in the Arctic Wildlife Range. After the study, the Congress would then make the final decision on whether to go ahead with development.

The Senate bill must now be considered on the Senate floor.

Russia Expected To Buy A Record U.S. Grain Import

The U.S. Department of Agriculture has authorized the purchase by the Soviet Union of up to 25 million tons of grain this year. The Soviets, facing an extremely poor harvest, are expected to purchase between 20 and 22 million tons.

Last year, during a bumper grain harvest, the Soviets imported more than 15 million tons of grain from the United States. The Agriculture Department in announcing this new supply level has stated that the 25 million tons take into account current U.S. supplies and export availabilities.

Under the terms of the bilateral trade agreement negotiated with the Soviets four years ago, one-third of the grain cargo is reserved for carriage aboard U.S.-flag ships.

This year is the fourth of a five-year bilateral agreement. The Soviets must purchase a minimum of six millions tons—half wheat, half corn—of grain annually.

In October, the United States and the Soviet Union agreed to a new freight rate formula for U.S.-flag vessels carrying grain to the Soviet Union. Under the new formula, the U.S.-flag charter rate will be determined by applying an agreed upon index ratio to the monthly average charter rate for the U.S. Gulf to Holland—Belgium grain trade published in the *Daily Freight Register*, a British publication.

The United States and the Soviet Union also agreed to set minimum charter rates for U.S.-flag vessels at \$25 per ton. This formula will be in effect during calendar year 1980.



SIU Bosuns Come to Washington For Maritime Legislation View

The SIU Bosun is a key man aboard ship in more ways than one. In addition to being the most experienced seafarer, he is also the Union's chief representative at sea. For this reason, it is imperative that he be as well-informed on all matters affecting the membership as is possible.

As a part of the SIU's on-going educational programs, groups of SIU bosuns come to Washington for briefings on their Union's legislative and political action programs. By coming to where the action is, and meeting with the SIU representatives who deal with Congress and the Federal agencies on a daily basis, our Union members get a first hand look at their Union at work in Washington.

Earlier this month, 14 more SIU bosuns came to Washington where they met with officials of the Transportation Institute, the AFL-CIO Maritime Trades Department, and the SIU Legislative and Political Action Department. They also toured the Capitol where they had their photos taken. With them on their tour were Betty Rucker, SIU Washington representative, and Joe Wall, Lundberg School Industrial Relations Department instructor.

Seen here on the steps of the Capitol are James Todd, Frank Bona, Gerald Corelli, Aden Ezell Jr., James Camp, William J. Smith, Romolo DeVirgilio, Orlando Hernandez, B. R. Kitchens, John P. Chermosano, Patrick M. Hawker, Marvin McDuffie, Richard Gibbons, and Joe Morrison, along with Ms. Rucker and Joe Wall.



Ocean Mining Bill Stalled in House

Legislation which would promote a new and economically valuable industry is stalled in Congress because of the narrow view of the U.S. State Department. The bill—which would provide the incentives necessary for American industry to invest in ocean mining ventures—has already been endorsed by a number of committees in both the House and Senate.

Earlier this month, SIUNA Vice President John Yarmola testified before the House Foreign Affairs Committee to urge affirmative action on the Deep Seabed Hard Mineral Resources Act. The legislation had already been given approval by the House Merchant Marine & Fisheries Committee, the House Interior and Insular Affairs Committee, and the House Ways and Means Committee.

As it now stands, the bill would require that:

- Ocean mining and processing vessels be documented under the laws of the United States and
- At least one ore transport vessel per mining site be documented under the laws of the United States.



SIUNA Vice President John Yarmola testifies at hearings on ocean mining legislation.

According to Yarmola, these U.S.-flag provisions would:

- Permit U.S. enforcement of environmental and safety standards during exploration and recovery operations.
- Reduce U.S. dependence on foreign-flag vessels for the transportation of strategic materials essential to the nation's industrial growth and defense requirements.
- Stimulate the growth of U.S.-flag dry

bulk fleet.

In his concluding remarks, Yarmola noted that the Senate Committees on Energy and Natural Resources, Commerce, Science and Transportation, Foreign Relations, Environment and Public Works, and Finance, which reported ocean mining legislation favorably, "all demonstrated strong support of U.S. documentation provisions, concluding that such requirements are clearly in the national interest."

On the Agenda in Congress...

The countdown toward the end of this first session of the 96th Congress continues while a number of maritime-related bills are still unresolved. Here is a rundown on what is still in the legislative hopper up on Capitol Hill.

★ Omnibus Maritime Bill. The Merchant Marine committee in the House is continuing hearings on H.R. 4769, the so-called Omnibus Maritime Bill. This legislation was introduced some months back as a joint effort by the Committee Chairman, Rep. John Murphy (D-NY), and the Committee Minority Leader, Rep. Paul McCloskey (R-CA), to rewrite and update U.S. laws regulating the maritime industry. Earlier this month, hearings were held in New York. Other hearings have taken place in San Francisco. It is expected that hearings on this legislation will continue well into 1980 before consensus among the many and varied economic interests is reached, and a final language is framed to include the needs of these varied interests.

★ Railroad Deregulation. This legislation has slowed down. A hearing was held earlier this month before the Senate Commerce Science and Transportation Committee. The maritime industry is opposing any unrestricted deregulation of the railroads because of their history of misusing their economic leverage to the detriment of the inland waterways industry.

★ Coal Slurry Pipelines. The Surface Transportation Subcommittee of the House Public Works and Transportation


Committee is continuing hearings on two bills proposing construction of coal slurry pipelines. The two bills are H.R. 4370 and H.R. 4632.

★ Maritime Education. The Merchant Marine & Fisheries Committee set up an Ad Hoc Committee on Maritime Education and Training last year to take an overall look at the strengths and weaknesses of various training programs for the men and women in the U.S. merchant marine. In addition to the U.S. Maritime Academy at Kings Point, and the several state-run maritime academies, the House Committee is also examining the programs of the various maritime unions. Two more hearings by this committee are now scheduled for Dec. 6 and 11. Hazel Brown, president of the Harry Lundeberg School in Piney Point will testify at the hearing on Dec. 11.

★ Refinery Development. The Energy

Regulation Subcommittee of the Senate Natural Resources Committee is continuing hearings on S. 1684, the Domestic Refinery Development and Improvement Act. Sen. J. Bennett Johnston (D-LA) is chairman of the committee.

★ Shipping Act Amendments. The Merchant Marine and Tourism Subcommittee of the Senate Commerce, Science and Transportation Committee will continue hearings on legislation which would amend the Shipping Act. Three bills are being considered by the Senate committee: S. 1460 which would establish a cooperative shippers' council; S. 1462 which would regulate certain shippers' agreements as they relate to U.S. foreign commerce; and S. 1463 which would extend anti-trust exemption to include intermediate transport agreements. The hearings are being conducted by Sen. Daniel K. Inouye (D-Hawaii).



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

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

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

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

SUPPORT SPAD



Theodore R. Goodmen



Bobbie W. Stearns, Jr.



Frank S. Paylor



Marvin E. Garrison

Baker's Dozen (-1) in Steward Recert Class

THE SIU realizes the utmost importance of the steward department. That's why the Union initiated the Steward Recertification Program. That's also why we are preparing and will soon be announcing a new program for the entire department.

The SIU wants to encourage more Seafarers to make their careers in the steward department. There are more and more shipping opportunities opening up in the Union. But not enough Seafarers are filling the steward department slots.

Twelve Seafarers who are taking advantage of expanded opportunities are currently at the Harry Lundeberg School in Piney Point, Md. They are participating in the second class of the Steward Recertification Program. This two-month Program was started on Sept. 3 and the first class graduated at the November membership meeting

in New York. The Program consists of six weeks at HLS and two weeks at Union Headquarters.

During 1980 there will be a minimum of six classes and there may be as many as eight.

While at HLS the stewards learn to sharpen their considerable skills. They receive training in such things as typing and planning balanced menus. They also receive first aid training. At Headquarters they learn about the various departments, such as, contract, welfare, and pension.

This knowledge will help them in today's maritime world. It will help them deal with the technology aboard our modern ships and it will give them a better understanding of their Union and their benefit plans. This type of knowledge can be passed on to other Union brothers.

Any eligible steward who has not already done so, should apply for this Program as soon as possible.



Howard F. Clark



Henry Jones, Jr.



Michael Haukland



Stig Ehrnlund



Don Collins



Hernel E. Edwards



Sherman L. Jarman



Charlie Shirah

N.Y. Port Council Opposes Bill Reducing Crew Standards in Offshore Work

The Maritime Port Council of Greater New York and Vicinity voted unanimously to pass a resolution opposing the provisions of HR 5164 that would "reduce the competence and experience required on U.S. flag tugs and offshore supply boats."

The New York Port Council, one of 29 such councils under the umbrella of the AFL-CIO Maritime Trades Department, took this action on Oct. 26, 1979.

Frank Drozak, Vice President of



SIU Exec. Vice President Frank Drozak serves as vice president of the Greater New York Port Council of the AFL-CIO Maritime Trades Department.

the New York Port Council and executive vice president of the SIU along with SIU New York Port Agent Jack Caffey introduced the resolution on H.R. 5164. If passed, the bill would have a detrimental effect on the safe operation of tugs and other small vessels.

The proposed manning requirements in H.R. 5164 stem from the greed of the offshore oil and gas industry based in the Gulf of Mexico. This industry is already operating under Coast Guard inspection and manning requirements that are substandard to the rest of the U.S. maritime industry.

Poor working conditions, inadequate compensation and lack of advancement opportunities have created a manpower shortage in the offshore field in the Gulf. Representatives of the industry have proposed reductions in service requirements for crew ratings and the elimination of some skilled members of the crew.

The New York Port Council, in condemning these proposals, charged H.R. 5164 as "special interest legislation that would wipe out effective manning requirements for the offshore oil and gas industry. It would reduce the level of professionalism on all small U.S. vessels and raise the dangers of accidents and injuries" in all U.S. ports.

Jobless Rate Climbs to 6% In Weakening Economy

WASHINGTON, D.C.—The nation's unemployment rate last month rose to 6 percent from September's 5.8 percent reflecting a decline in the number of jobs available. Job losses among industrial workers, particularly black workers and adult women workers produced the increase in the jobless rate.

U.S. Commerce Department economist William Cox said entrants into the country's labor force have had good luck finding service sector jobs in the wholesale and retail trades in the last six months. The transportation industry also posted job gains. However, two indicators of future job market trends, factory hours and overtime, remained unchanged.

Overall, as the job market sent out mixed signals in October, Brookings Institution economist Arthur M. Okun said that the latest employment and unemployment figures suggest that the economy was still not in the expected recession.

The U.S. Labor Department's Bureau of Labor Statistics (BLS) Commissioner Janet L. Norwood told the Joint Economics Committee Congress that while the jobless

rate has held at between 5.6 percent to 6 percent for the past 14 months, the data on unemployment "reflect a clear slowdown in the rate of employment growth."

BLS reported that total employment slipped down by 220,000 last month to 97.3 million employed out of a workforce of 103.5 million. Those unemployed rose by 197,000 to 6.2 million not working in October.

AFL-CIO Research Director Rudy Oswald also suggested that the unemployment conditions would get steadily worse. He said that different BLS employment figures from two surveys indicated that many more workers were holding down a second job to cope with inflation and the zooming cost of living.

Most of the jump in joblessness occurred among persons who had lost their jobs rather than those newly entering the labor market.

Black joblessness rose sharply last month to 11.7 percent from September's 10.6 percent.

Women's jobless rate went up to 5.8 percent from 5.5 percent. Adult men's unemployment went up to 4.3 percent from 4.2 percent.

UPGRADING



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

LNG—January 7

QMED—January 3

FOWT—January 17

Marine Electrical Maintenance—January 7

Diesel Engines—January 7

Towboat Operator—January 21

AB—January 3

Lifeboatman—January 3, 17, 31

Tankerman—January 3, 17, 31

TI Towboat Operator Scholarship—January 7

Assistant Cook—throughout January

Cook and Baker—throughout January

Chief Cook—throughout January

Steward—throughout January

To enroll, contact:

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

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

**UPGRADING
It pays
Do It Now!**

HLSS Launches Correspondence Course for Math

Attention Seafarers and Boatmen. The staff at HLS has developed a new program just for you. The course is set up so that you can work on the materials while you are aboard a vessel.

The class is a correspondence course. You can write to the Lundeberg School and get all the items you need to begin. You can work at your own speed and do as much as you want at any one time.

The topics of the correspondence courses that have been made are Fractions and Decimals. These are math functions that each of us use every day. As an example, the steward measures fractions of a cup for ingredients in a recipe. The engine department members are using fractions and decimals to measure fuel consumption and general engine performance. The deck department would use fractions and decimals to plot the course. And of course, all of us use decimals when we are working with money.

CS Long Lines Set To Lay Guam-Taiwan, Transatlantic Cables

The *CS Long Lines* (AT&T) will start laying an underwater communications cable between the Pacific islands of Guam and Taiwan in August 1981 with completion set for the end of the latter part of 1982.

The *Long Lines* will also lay a seventh transatlantic cable to be finished by mid-1983. It will cost about \$200 million and provide 4,200 two-way voice-grade circuits between Tuckerton, N.J. and Land's End, England. About 80 percent of the cable's capacity is expected to be in use by 1985.

Beside AT&T, in the project are IT&T, RCA, Western Union, the French Telegraph Cable Co. and TRT Telecommunications Corp.

Personals

Glen D. Burke

Please contact, Gail, Tel. 301-862-2483, as soon as possible.

James Larkin Sanders

Please contact, Terri Lee (your daughter), at 2942 Constitution Rd., Camden, N.J. 08104, Tel. 609-962-8579 or Carol Reed, Tel. 609-456-6585.

Max Lund Whitney

Please contact, your sister, Nancy Lillian Whitney Scharman, 2061 Wilmington Ave., Salt Lake City, Utah, 84109.

Ross A. Hardy

Please contact, service counter at headquarters regarding a check.

The study materials and work sheets make fractions and decimals very simple. You can improve your skills and learn how to put fractions and decimals to your best everyday use.

If you are interested in improving your skills in the area of fractions and decimals, write to the following address and tell them what program you want to take, Fractions or Decimals.

Academic Education
Department
Attention: Math Department
Harry Lundeberg School
Piney Point, Maryland 20674

Cleveland Port Agent G. Telegadas Retires

Cleveland Port Agent George Telegadas, 47, retired from the SIU recently due to poor health.

Brother Telegadas joined the Union in 1960 in the port of Detroit sailing as a deckhand for the Boland and Cornelius Steamship Co. from 1960 to 1964. He first shipped out as a cook in 1960 aboard the tug *Jesse James*. He became Cleveland port agent in 1976. In 1964, he worked as the port of Detroit dispatcher and handled the Welfare Plan work there until 1972.

Agent Telegadas last shipped on the Lakes as a deckhand on the bulk carrier *Alpena*, a self-unloader which hauled stone. He did four

deep sea voyages on two tankers, the *SS Titan* and the *SS Mount Whitney*.

Telegadas is a veteran of the U.S. Coast Guard from 1952 to 1956. He was born in Detroit, where he was a grocery clerk and bank teller, and is a resident of Medina, Ohio, with his wife, Anita and two children, Francis and Marlene. Out of three grownup offspring out on their own, Pamela, Vicki and Nicholas, two are married.

Since retiring, George has been "relaxing." He said he "wants to do some traveling." He's looking forward to moving to Florida when his children are out of school.



George Telegadas

Seafarer's Walking Habit Saves Sailor in Water Over 38 Hours

Wherever he is today, we'll bet no one can convince a U.S. Navy sailor rescued from the briny deep that "Friday the 13th is a bad luck day!" Or that 13 is an unlucky number! Or that walking on a ship's deck is bad exercise!

For it was the walking-on-deck habit of Seafarer Lester Sigler on Friday the 13th of July on the 13th voyage of the *MV Overseas Harriette* (Maritime Overseas) which "saved the life of an American Navy man" overboard 38 hours off

the *USS Virginia* near the port of Norfolk.

"Being in the right spot at the right time," writes the ship's Chief Steward Floyd Mitchell Jr., "Lester was (walking) on deck and heard a faint cry (out in the ocean) of someone: 'Help me, please.'"

At this time, the steward added, the *Overseas Harriette* was some hours out (from) Norfolk enroute from Rotterdam.

"Even though Lester didn't see the man (in the water) he came inside and gave the man overboard alarm to someone in the recreation room who carried the message to the bridge where immediate action was put in force by those in command.

"Meanwhile, Lester returned outside trying to see if he was hearing things. After a while, lo and behold, there was this sailor surviving in the water."

Giving "credit where credit is due," Ship's Reporter Mitchell wrote, "so others can share it": "Thanks again, Lester for your alertness. It saved a man's life."

Thomas Jefferson Committee



On Oct. 18, the Ship's Committee and crew of the *SS Thomas Jefferson* (Waterman) paid off at Pier 7, Brooklyn, N.Y. They are (l. to r.) Bosun Raoul Lopez, ship's chairman; AB Ken Howland, deck delegate; OS James Redgate, Educational Director Clyde Luse and AB A. Danilok.

Dispatchers Report for Great Lakes

OCT. 1-31, 1979

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqs.)	46	30	5	61	116	3	19	18	9
ENGINE DEPARTMENT									
Algonac (Hdqs.)	30	27	5	42	55	2	27	19	12
STEWARD DEPARTMENT									
Algonac (Hdqs.)	7	4	3	28	24	2	11	2	1
ENTRY DEPARTMENT									
Algonac (Hdqs.)	27	109	18	0	0	0	25	64	64
Totals All Departments	110	170	31	131	195	7	82	103	86

*"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.

LETTERS



TO THE EDITOR

SIU's Support of J.P. Stevens Boycott Helped

On behalf of the J.P. Stevens workers and the officers and staff at ACTWU, we want to thank the SIU for its tremendous support of the "Mile-Long Human Billboard For Justice" on October 11th. (Story page 6 Oct. Log.)

The demonstration was highly successful in alerting large segments of the New York public to the relationship between J.P. Stevens and The Seamen's Bank for Savings.

Consequently, the action increased the pressure on Virgil Conway in his dual role as a chief policymaker and defender of J.P. Stevens and Chairman and President of the Seamen's Bank for Savings. We plan to keep the heat on Mr. Conway until the Stevens workers gain the protection of a union contract or Mr. Conway resigns from one board or the other.

The demonstration also served as a continued warning to the corporate and financial community that anyone heavily tied in with Stevens' interests will be held accountable by growing segments of the labor movement and the public for the unlawful anti-union, anti-human rights policies and actions of that company.

Again, on behalf of the Amalgamated Clothing and Textile Workers Union and thousands of J.P. Stevens workers, we thank the SIU for its continued help.

Fraternally,
Edward R. Allen
Associate Director
J.P. Stevens Boycott Committee

'Bring Back U.S. Flag Passenger Ships'

As I received my copy of the August Log today I suppose any comment of mine now on the return of the American Flag to the passenger service would be, "old hat," but don't blame me for trying.

As a boy of ten, I earned my first money smashing baggage off the passenger ships arriving in the Port of Duluth. This was before I went out as a messman when I was 14, in 1923. My first ship, the *Langell Boys*, was a small lumber-hooker, of which there were many plying the "Lakes" then.

For 15 years, through a column I maintain in the local paper, I have warned senior citizens like myself (70), to stay off the "monkey flag" passenger vessels sailing out of Miami. In doing so, I have incurred the enmity of all the tour bookers in the area. As you are well aware from statistics on fire, breakdowns etc. my warnings are well justified.

As an SIU member I sailed on this run aboard the *S.S. Florida*, Miami to Havana, in 1952. And as old as the *Florida* was then, we had no incidents similar to what we read almost weekly concerning the foreigners.

As the senior citizen age group is increasing yearly, and as many are reluctant to travel by air, I can think of no time better, to revive the American passenger ship service to accommodate them.

Whether by federal subsidy or private enterprise we need to put the American flag afloat again on some crack passenger vessels.

Fraternally yours,
Bud Knuckey
Knuckey Road
Brooksville, Fl.
33512

SIU Crew Showed True Colors

On Sept. 27, 1979, the *SS Sea-Land Finance* under the command of Capt. Robert J. Sutter, effected the rescue of 23 South Korean seamen under extremely adverse weather conditions. A story on page 13 of the Oct. Log recaps the rescue.

The excellent seamanship of Korean nationals in launching and handling their lifeboat, and the professionalism of the SIU crew in preparing for and retrieving the survivors, allowed for the rescue of the entire crew of the *M/V Genciano* without a single injury or mishap.

The deck gang under the able leadership of Bosun James Pulliam Jr. rigged for and retrieved the crew with skill and expediency. The entire steward department, organized by Chief Steward Gus Skendelas did a great job of quartering and feeding the extra men as the vessel rolled heavily. Chief Electrician Sam Hacker and the black gang helped prepare storm oil dispersal and assisted in the critical maneuvering alongside the stricken log ship.

The entire crew takes pride in this ship. It is the cleanest and best run ship I've had the pleasure of working on. But the SIU crew showed their true colors when it came time to help fellow seafarers in need. It is a pleasure to be associated with such a fine crew.

Sincerely,
Donald S. Moir
Chief Officer
Sea-Land Finance



Here's a recent pix of SIU Pensioner Reino Pelaso with his catch of the day, three salmon.

Happy on Pension Fishin'

Hello to all my old shipmates. I want everyone to know that fishing is real good outside the Golden Gate Bridge. I just caught three beautiful salmon recently, 21 lbs., 12 lbs. and 6 lbs. Time goes by fast on pension when you're a fisherman. Again, I miss my old shipmates but it's good being on pension.

Fraternally,
Reino Pelaso
117 Sonora Pass Rd.
Vallejo, Calif. 94590

Appreciates Union's Testimony

As Chairman of the Subcommittee on Coast Guard and Navigation of the House Merchant Marine, I would like to express my sincere appreciation for the SIU's suggestions and thoughtful testimony at the hearings on the inspection and manning of small commercial vessels (H.R. 5164).

To have an effective legislative process it is imperative that every segment of our society be provided a forum to express their views and to have their impact felt. Testimony such as yours has proven invaluable to the Subcommittee in understanding and addressing all the issues in this important legislation. Without comments from the federal, state and local levels of government, from private industry, private individuals, and public interest groups, the scope of our legislation would be myopic.

Thanks to the Union for testifying at the hearing on Tuesday, September 18, 1979. I can assure you that the SIU's recommendations will receive the deliberate attention of this Subcommittee.

Sincerely,
Rep. Mario Biaggi, Chairman
Subcommittee on Coast Guard
and Navigation

American Dry Bulk Fleet Shrinking Almost out of Sight

THE United States is both the largest exporting and the largest importing nation in the world.

Our fields and orchards keep millions of people throughout the world from going hungry.

Our manufactured goods and our technology supply markets and power industry worldwide.

On the other side of the coin, U.S. industry would not survive without imported raw materials. Our country yields only scant traces of more than 40 natural resources which are vital for our manufacturing and national defense needs.

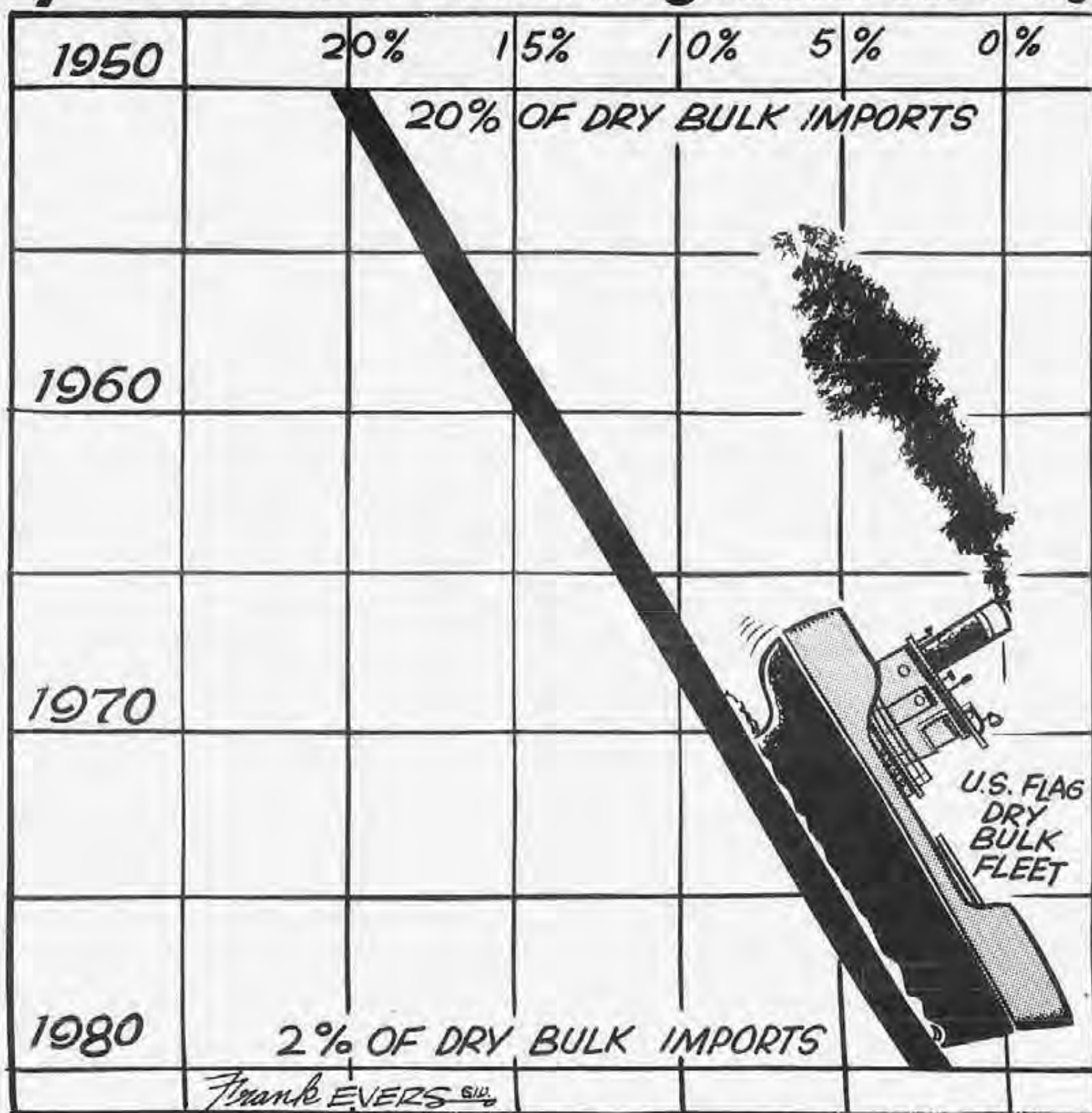
As a result of the overabundance of our farmlands and the poverty of our mineral deposits, U.S. foreign trade totals are hefty. In 1976, American imports and exports totalled \$244.6 billion—between two and three times as much as any other major trading nation.

Food, minerals and manufactured goods are dry bulk cargoes and they account for 40 percent of all incoming and outgoing American trade. Yet the United States has a dry bulk fleet that could fit in a bathtub.

Since 1973, the U.S. bulk fleet has dipped from 32 vessels to the 19 that make up our fleet today. And 13 of those 19 ships are over 25 years old.

Running parallel to the decline in the size of the dry bulk fleet is the decline in the percentage of cargo we carry: 20 percent of our own bulk trade in 1950, compared to less than two percent today. The rest is carried by foreign flag vessels.

The SIU has been fighting for years to turn the government's



attention to restoring the U.S.-flag dry bulk fleet to a position of strength.

Part of the reason for our efforts is, of course, because the jobs and job security of Seafarers is at stake.

But the issue of a revitalized U.S.-flag dry bulk fleet is by no means solely a maritime issue.

It's a critical national issue. Because if the decline of that fleet is not reversed, the consequences for the nation could be severe.

It isn't only Seafarers who make their living through the nation's dry bulk fleet. Thousands upon thousands of Americans are employed in U.S. shipyards and related shoreside industries. And millions earn their paychecks, directly or indirectly, through the U.S. two-way dry bulk trade.

In addition, the more dependent the U.S. becomes on foreign flag ships for carriage of our dry bulk trade, the more vulnerable we are to economic disruptions and political threats.

We have no choice but to rely on foreign suppliers for the resources we need. But we do have a choice of whether to rely on foreign-flag ships—with foreign crews—to move those resources. And the SIU thinks the U.S. government had better take a good look at that choice.

Legislation has been introduced into both houses of Congress which opts for the national and economic security

of a beefed-up U.S. fleet over the risks of over-dependence on foreign-flag vessels.

Included are a pair of bills co-sponsored by Reps. Lindy Boggs (D-LA) and Paul Trible (D-VA). The Maritime Bulk Trade Act and the Merchant Marine Act Bulk Shipping Amendments would go hand-in-hand towards strengthening the dry bulk fleet by spurring dry bulk ship building and increasing the percentage of cargo carried.

"This will be accomplished," Congresswoman Boggs explained, "through the negotiation of international maritime agreements with our bulk trading partners which will reserve at least 40 percent of the bilateral bulk trade to the vessels of each nation."

These two House bills, as well as dry bulk legislation which has been introduced in the Senate, are far from home free.

But they are important because they represent a first step towards revitalizing the U.S. dry bulk fleet. And that's a first step towards a strong U.S. maritime policy, a strong national economy and a strong America.

LOG

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

November, 1979

Executive Board
Paul Hall
President

Frank Drozak
Executive Vice President

Joe DiGiorgio
Secretary-Treasurer

Cal Tanner
Vice President

James Gannon
Editor

Ray Bourdus
Assistant Editor

Edra Ziesk
Assistant Editor

Don Rotan
West Coast Associate Editor

Marietta Homayonpour
Assistant Editor

Mike Gillen
Assistant Editor

Max Siegel Hall
Assistant Editor

Frank Cianciotti
Writer/Photographer

Dennis Lundy
Photography

Marie Kosciusko
Administrative Assistant

George Vana
Production/Art Director

Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Tel. 499-6600. Second class postage paid at Brooklyn, N.Y. (ISSN #0160-2047)

At Sea & Ashore

SS Delta Mexico

On the Gulf from Dec. 1 to 10, the *SS Delta Mexico* (Delta Line) will carry 5,250 metric tons of bagged rice for eventual delivery to Matadi, Zaire, formerly the Belgian Congo.

Mobile

The keels for the first of two Waterman Steamship Co. 890 foot LASH container ships, were laid. She will be the *SS Benjamin Harrison* with a delivery date of June 1980. The *SS Edward Rutledge* will follow in August.

SS Tex

From a North Pacific port on Dec. 1 to 10, the bulk carrier *SS Tex* (Alton Steamship) will haul 20,500 metric tons of bulk wheat to a port in Indonesia.

Indonesia

More American ships will carry this year half of the \$50.27 million worth of U.S. wheat and rice sold recently to Indonesia under U.S. Public Law 480.

Our ships will carry 52,000 metric tons of wheat and 120,000 metric tons of rice worth \$40.8 million to Indonesia.

ST Point Judy

From Dec. 15 to 25 from the port of Albany, N.Y., the *ST Point Judy* (Birch Steamship) will sail to the ports of Alexandria or Port Said, Egypt with a cargo of 19,500 metric tons of bulk wheat.

M/V Lionheart

The Coast Guard has extended the use of the SIU-manned *M/V Lionheart* (Coordinated Caribbean Transport) as a temporary U.S. flag vessel on voyages to Ecuador until Sept. 30, 1980 or until a replacement vessel can be built.

The ex-Norwegian flagger, engaged in 50-50 bilateral trade with Ecuador will be replaced by a R/O R/O ship under construction in West Germany with delivery on Sept. 1, 1980.

Washington, D.C.

Ocean and river cruises on U.S. vessels are the prizes for American high school winners and cash for college winners in this year's 45th annual National Maritime Essay Contests of the Propeller Club of the U.S.

High schoolers can win ocean voyages to the Med, South Africa, Europe, the Orient, Caribbean and South America and coastal and river cruises on the Atlantic, Gulf, Pacific, Great Lakes, Mississippi and Ohio.

College students can win prizes of \$500, \$400, \$300 and \$200

The theme of the high school contest is "Our Merchant Marine, Ocean, Great Lakes and Rivers Vessels—for Energy and Trade." Collegians may pick a theme based on merchant marine or maritime topics outlined by the club. Contest deadlines are Mar. 1, 1980.

Winners will be announced on National Maritime Day, May 22, 1980. For details, write you local Propeller Club or 1730 M St., N.W., Washington, D.C. 20036.

Last year 19 high school students won trips, two won cash and two honorable mentions. Four collegians won cash and six won honorable mentions.

West Coast

SIU stewards will be sailing on the Matson Line's new containership the *SS Kauai* next March. She was christened Nov. 12 in ceremonies at the Sun Shipyard, Chester, Pa.

The \$70 million ship will be able to carry 1,200 24-foot containers to Hawaii. She's the sistership of the *SS Maui* (1978), *Manukai* and *Manulani* (both 1970).

* * *

American President Lines SIU stewards will have larger ships to sail on in the future as the company has placed orders for three new 860-foot containerships worth \$165 million at Avondale Shipyards, New Orleans.

They'll have a service speed of 25 knots and displacement of 49,360 tons.

Lebanon

Lebanon late last month assigned two of her four naval vessels to battle widespread piracy and smuggling along her coast.

Pirates seized Saudi Arabian and Iraqi cargoes in the last two months and more than 50 ships have vanished or had their cargoes stolen in the eastern Med since 1977.

Saudi Arabia has banned goods passing through Lebanese ports. The ban was in retaliation for the hijacking in September of a freighter carrying Saudi goods.

Lebanon took the matter recently to the UN's IMCO meeting in London.

**You're
one of
the best**



... Accept the challenge!

The new American LNG tankers . . . they're the best. That's why they're manned by the SIU. We're the best — the best trained seafarers in the world. Accept the challenge of being the best. Train now to serve aboard the finest, safest ships built. An LNG Course is beginning at the Lundberg School on January 7.

Sign up today! Write or Call:

Harry Lundberg School

Vocational Education Department

Piney Point, Maryland 20674

Phone: (301) 994-0010

You're one of the best . . . Accept the challenge!

Newark Committee



Recertified Bosun Clarence Owens (seated center) ship's chairman of the *SS Newark* (Sea-Land) leads the Ship's Committee and a crewmember at a payoff in the port of Seattle last month. They are (standing l. to r.) Chief Steward C. Modellus, secretary-reporter; Chief Cook Sammy Kinanahan, Steward Delegate Jake Arshon and Engine Delegate Andy Anderson.

MTD

an organization on the move



special 8 page
supplement

1979 Convention of the AFL-CIO Maritime Trades Department

THE AFL-CIO Maritime Trades Department is an organization on the move. It is an organization that has a profound impact on the U.S. maritime industry and on the lives and security of every individual SIU member.

Under the leadership of Paul Hall for nearly a quarter of a century, the Maritime Trades Department has grown in size and in influence on the all important political scene in Washington, D.C.

Every piece of beneficial maritime legislation passed in the last 20 years has the MTD stamp of support on it. And in so many cases, the MTD's hardnosed support of an important bill has made the difference between success and failure.

At the present time, the MTD is made up of 42 national and international unions with a combined membership of nearly eight million American workers.

The SIU is a charter member union of the Maritime Trades Department. SIU President Paul Hall has been president of the MTD for nearly 25 years.

To complement the MTD's active role on the national political scene in Washington, the MTD has a supporting cast of 29 Port Maritime Councils. These councils are located in major port cities throughout the United States, Canada and Puerto Rico.

These Councils, made up of hundreds of local affil-



iated unions, provides the MTD with the grass roots, at home, political support it needs to win the really tough fights.

A politically active organization needs this kind of grass roots support. And the MTD places a tremendous amount of importance on the activities of its 29 Port Councils. SIU members should be proud that our Union participates fully in each and every MTD Port Council from coast to coast.

Earlier this month, the Maritime Trades Department wrapped up its 1979 Biennial Convention in the nation's capital.

As in the past, the Convention delegates from the MTD's 42 affiliates and 29 Port Maritime Councils

established an aggressive platform of political action over the next two years. (An outline of this program can be found on pages 22-23.)

The Convention also elected its top officers for the next two years. SIU President Paul Hall was unanimously reelected as president of the MTD. Steve Leslie of the Operating Engineers was elected MTD Vice President, and Mrs. Jean Ingrao of the Office and Professional Employees, was elected MTD Executive Secretary Treasurer. (More on the elections of MTD officers on page 24.)

The two-day Convention was highlighted with addresses by five of the nation's best known personalities.

Retiring AFL-CIO President George Meany delivered an emotional keynote address. Lane Kirkland, new president of the AFL-CIO, also spoke at the Convention.

The other speakers were: Sen. Daniel Inouye (D-Hawaii); Rep. John Murphy (D-N.Y.), and Secretary of Labor Ray Marshall. (A rundown on the speakers' remarks can be found on pages 18-19.)

Protecting the interests of America's maritime workers, while at the same time trying to improve the overall picture of the U.S. maritime industry is a tough, never ending job. The Maritime Trades Department does more than its share toward achieving these goals.

speakers... at the mtd convention

...senator daniel inouye, a believer in a strong merchant marine

ONE of the most decorated regiments in World War II was the famous 442 Infantry, made up solely of patriotic Japanese-Americans.

Sen. Daniel Inouye (D-Hawaii) was a part of that regiment and he lost an arm in battle.

His experiences in World War II imprinted in him the absolute necessity of a strong national defense. And because of this, Sen. Inouye has emerged as the most vocal supporter of a strong American-flag merchant marine in the United States Senate.

But as he told the 1979 Biennial Convention of the Maritime Trades Department on Nov. 12, the U.S. merchant fleet falls far below even the bare minimum requirements of what could be called an adequate merchant marine.

Inouye noted that American ships now carry a pitiful 4 percent of the nation's foreign commerce. Compare this, he said, to Russia, which carries 50 percent of their country's commerce; Japan, 40

percent; Norway and Spain, 37 percent; England, 34 percent; West Germany and France, 30 percent.

The Senator said that America's merchant fleet has plummeted from first to tenth in world merchant tonnage since World War II. At the same time, he said, the Russians have climbed from virtually nowhere to third and still moving.

He stated that "most Americans don't realize that in many cases Russian ships are carrying more American cargo than American ships."

Inouye emphasized the danger of an inadequate merchant marine by bringing up a little publicized event during the '73-74 Yom Kippur War between Egypt and Israel.

He recalled that Israel was not prepared for the sudden onslaught and "frantically called upon the United States for a replenishment of war materials."

Unfortunately, all U.S. flag ships were either on the high seas or being loaded. The government called upon

the so-called "effective control" fleet. That is, ships owned by American citizens or American companies, but registered in Liberia, Panama and other developing nations and manned by foreign crews.

Inouye said that to the shock and dismay of the American government, "not one of these ships responded to our call."

The Senator from Hawaii then brought it home. He said, "if that could have happened in the Yom Kippur War, imagine some day when we are number 16 among maritime powers and the Soviets are number one. Most experts feel that in three years, they are going to be number one."

He predicted that if this comes to pass, the Russians could very easily cripple the American economy with a very effective shipping embargo. He warned, "if you think the '74 oil embargo, with the gas lines and resulting shortages was bad, just imagine what a total shipping embargo would be like."



Sen. Daniel Inouye (D-Hawaii), knows the meaning of national defense.

Inouye insisted that he was "not waving the flag. I am just concerned about our economy, our jobs, our future."

In closing, Sen. Inouye said that the American people must know and realize how important a strong merchant marine is to the nation's security. And he called on the AFL-CIO Maritime Trades Department to continue to assist him in getting this job done.

ray marshall, secretary of labor: we want input from workers...

U nder control—very soon—the United States will sink into another recession. That's the way Secretary of Labor Ray Marshall sees it. And he told the 1979 Biennial Convention of the AFL-CIO Maritime Trades Department that the Carter Administration needs the support of the labor movement to ward off economic catastrophe.

Marshall said that the first big step toward beating inflation had been taken with the development of the so-called "national accord" between the AFL-CIO and the Carter Administration.

This "national accord," signed in late September, is designed to give the labor movement a strong voice in the development of all the nation's economic policies.

Marshall cautioned that inflation

is going to be a tough nut to crack. But he said that the cooperation of labor, within the framework of the "national accord," would provide indispensable help in getting the job done.

Labor Secretary Marshall also took the opportunity of the MTD forum to highlight the Carter Administration's record on jobs and labor-backed legislation.

He said that this Administration has created "nine million new jobs in the American labor market." But he said "we still need more and better jobs and the Administration will be working to implement the terms of the Humphrey-Hawkins Full Employment bill."

Another accomplishment of the Carter Administration, said Marshall, was passage of "the best minimum wage law in history." The



Sec. of Labor Ray Marshall warned of a national recession.

minimum wage bill, spearheaded through Congress by the labor movement, establishes regular increases in the minimum wage.

Marshall also said that the Carter Administration had strengthened the Occupational Safety and Health Act, while at the same time improv-

ing its administration.

Marshall noted however, none of these things could have been accomplished without the help of the AFL-CIO and the Maritime Trades Department.

The big announcement concerning labor oriented legislation concerned Labor Law Reform. This bill is aimed at reforming the National Labor Relations Act. It was successfully killed by an anti-labor filibuster in the Senate at the end of 1978.

However, Marshall pledged that the Carter Administration is ready to renew the fight for Labor Law Reform as soon as the AFL-CIO regroups its political forces for the Congressional battle. It appears at this time that the next round in the fight for Labor Law Reform will come in 1980.

congressman john murphy: "guaranteed cargo for our ships"



Rep. John Murphy (D-N.Y.) wants a guarantee of 40 percent of U.S. foreign commerce for U.S. ships.

REP. John M. Murphy (D-N.Y.), chairman of the House Merchant Marine & Fisheries Committee, spoke before the 1979 Biennial Convention of the Maritime Trades Department on Nov. 13. He talked about the problems faced by the U.S. maritime industry and offered some alternatives for the future.

Rep. Murphy's remarks stressed the need for a "viable shipbuilding program" in the United States. He pointed to America's nearly non-existent dry bulk fleet. He noted that: "At this time, there are only 19 bulk vessels in the U.S. flag fleet, capable of carrying only two percent

of the nation's bulk cargo and these vessels average nearly 25 years of age."

Murphy also spoke about the Merchant Marine Act of 1970, calling the bill a step in the right direction. But, as he explained, the act represented "only half a bill." Although the 1970 act "provided for the building of 30 ships a year for ten years," Murphy stated, "only about 100 ships have been constructed." The problem was that the bill provided subsidies for ship construction, but made no guarantee there would be any cargo to carry on those ships.

Murphy then called for a guaran-

teed percentage of U.S. cargo for U.S. ships.

"No shipper is going to invest his money in shipbuilding without cargo to transport," he explained. Murphy's goal is "to have an American-flag merchant marine large enough and diversified enough to carry not less than 40% of the nation's foreign commerce."

Right now only four to five percent of this cargo is carried in U.S. bottoms. In addition we carry only two percent of all our strategic oil and only one percent of all our strategic ores such as copper and magnesium.

speakers... at the mtd convention

GEORGE MEANY:

"we have to take care of the people who work for wages"

GEORGE Meany was never known to be an emotional man. The media always painted him a gruff, tough, cigar chomping battler. And they were right.

But when George Meany made his first public appearance in months at the opening session of the 1979 Biennial Convention of the AFL-CIO Maritime Trades Department, he couldn't hold back. Tears began welling in his eyes as his "old friends from the maritime trades" stood and applauded and applauded labor's living legend.

Then Meany showed how he earned his reputation as a dog-fighter. He bit into the problems of

Keynote Address

America's workers, saying, "I'm not going to spend a lot of time going over past memories, because that doesn't get you anywhere. I'm looking at today, and today the trade union movement has got its work cut out for it."

He said that inflation was cutting the heart out of workers' buying power. And he declared that labor was willing to do its share to control inflation, "but not more than our share."

Meany charged that the Administration "is still shying away from the only fair way to control inflation, and that's to control everything...controls on dividends, controls



George Meany delivered keynote address to the MDT Convention

on interest rates, controls on profits, controls on everything that is an expense in our society and controls on wages too."

He further charged that workers were bearing the brunt of inflation and making all the sacrifices. But, he said, "I don't see any sign of the big corporations suffering. I don't see any sign of the oil companies suffering. I don't see any sign of the banks suffering."

Meany reiterated his belief in controlling everything to control inflation, and stated that "the idea that they're going to control this inflation by controlling a little bit of it here and a little bit of it there is complete nonsense."

Meany then turned to the international scene, where he blasted the actions of Iran in holding American embassy workers hostage in Tehran as ransom for the return of the

Shah, who is in a hospital in New York.

He said he supported President Carter's actions in dealing with the crisis. He also said that "the Shah robbed his people blind and destroyed all their individual liberties."

But he stated that what the Shah is or was is not relevant. "We have certain standards in this country, standards of freedom that we live up to," he said. "And under those standards the Shah has a right to stay in the U.S. for medical treatment."

George Meany, though, has never forgotten who he is, nor has he ever mixed up his priorities. So as he wrapped up his keynote address to the MTD Convention, he came back to the problems of workers.

Meany told the Convention delegates that "we've got a job to do. And that job is to protect the destiny, the welfare of those who work for wages to get a fair share of the wealth we produce, for the fellow who produces it at the work bench as well as the fellow who produces up in the board room of the large corporations."

George Meany's message was well received by his "old friends from the maritime trades."

The delegates stood and applauded and applauded again. Emotion once again filled Meany's eyes. There wasn't a dry eye in the house.

lane kirkland:

"maritime is bleeding from corporate greed, gov't neglect"

AN ex-seafarer, new AFL-CIO President Joseph Lane Kirkland, who took over the helm this month from U.S. labor's patriarch, George Meany, declared to the hundreds of 1979 Maritime Trades Convention delegates that, "...the anemic state of the maritime industry...makes the construction industry, which is collapsing before your eyes under the pressure of 15 percent plus interest rates, seem like boom times by comparison."

Kirkland said, the maritime industry "has been bleeding to death for 30 years because of two things: corporate greed and Government neglect."

Kirkland added "...we have been watching American shippers and shipowners running away from America, building ships in foreign yards, manning them with foreign crews, running up foreign flags...to escape American wages, prices and taxes and American working conditions, safety regulations and training standards."

Their goal, he said, is to cut overhead and increase profit. "Cost efficiency is their only guide, with no thought of the loss to U.S. seamen, shipbuilders, taxpayers, the economy and defense, the ocean environment and the safety of the crews," he continued.

"America's maritime policy is just about that suicidal," Kirkland averred.

Citing the fiery collision 5 miles off Galveston Roads on Nov. 1 of the Liberian tanker *ST Burmah Agate* and the Liberian freighter *SS Mimosa* in open water and clear (daylight) weather which killed 32, he said was a product of the "cost-accountant."

He then pointed out that it was "poor management" to put an investment in the hands of crews who abandon ship (the *Mimosa*) without shutting down engines to let the vessel steam out of control, endangering others. It's "uneconomical," he said, to cut corners on operating costs to "send your



Lane Kirkland, new AFL-CIO President, addresses the Convention.

investment to the bottom of the sea." Kirkland didn't blame the "unseamanlike" crews. They worked "cheap." He blames the companies and the country which "prostituted" her flag. The shippers and insurance underwriters are also to blame, he added. Use of foreign flags in a crisis is "not worth considering," said he.

He said the U.S. Government "is a party to this" for "dismantling" our

merchant marine and letting our sealift capacity "fall into irresponsible hands."

Congress has "abdicated their responsibility" for the general defense and general welfare, he charged.

The so-called cost of maintaining the U.S. fleet is small, Kirkland maintained, when American seamen and shipowners spend their wages and profits and pay taxes here to help ease the balance of payments. Cargo preference would lead to national security, he said. Money spent on foreign flags and "forced tribute to the oil sheiks" is lost forever, the labor leader added. He termed the present maritime debacle "absolute madness."

Kirkland said the oil lobby has been able to "lull Congress back to sleep." But that the AFL-CIO will persuade the Congress that the "national interest should outweigh the balance sheets of the oil companies." They have "more than enough profits," he said.



A ship's wheel for a job well done is presented to retiring MTD Vice President Jack McDonald (r.) by MTD Executive Secretary-Treasurer Jean Ingrao and Frank Drozak, Executive Vice President of the SIU.



Top officers of the Marine Engineers Beneficial Association smile for the camera. On the left is Jesse M. Calhoun, president of National MEBA and on the right is Ray McKay, president of District 2 of the MEBA.



The new vice president of the MTD, Steve Leslie (l.) talks with J.C. Turner, president of the International Union of Operating Engineers.



From the Pacific Coast District of the SIUNA are, from the left, Morris Weisberger, who is the Western Area Executive Board member of the MTD, Paul Dempster, president of the Sailors Union of the Pacific, Henry "Whley" Disley, president of the Marine Firemen's Union, and Jim Dooley, port agent in Portland, Ore., for the SUP.

Biennial Convention, AFL-CIO Maritime Trades Department, Nov. 12-13, 1979, Washington, D.C.



MTD General Counsel Howard Schulman



MTD Executive Board member Wayne Glenn, president of the United Paperworkers International Union



SIU Executive Vice President Frank Drozak



Giving the report of the Committee on Port Maritime Councils is Martin J. Ward, president of the United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry.



Frank Martino, president of the International Chemical Workers Union, gives the report of the Constitution Committee.



Leon Schacter, MTD Executive Board member, is vice president of the United Food and Commercial Workers International Union.



Giving the report of the Committee on Rules and Order of Business is John J. McNamara, president of the International Brotherhood of Firemen and Oilers.



The report of the Committee on Shipbuilding was given by Page Groton, assistant to the international president of the Boilermakers Union.



George Poulin of the International Association of Machinists and Aerospace Workers



The MTD's Eastern Area Executive Board member is Roman Gralewicz, head of the SIU of Canada.



Giving the report of the Trustees Committee is Juel Drake of the International Association of Iron Workers.



Charles H. Pillard, president of the International Brotherhood of Electrical Workers, speaks out in support of a resolution on nuclear power.



Reading the report of the Resolutions Committee is Dominic Carnevale of the Plumbers union.



Peter Bommarito, president of the United Rubber, Cork, Linoleum and Plastic Workers, delivers the Statement of the Committee on Executive Officers' Report.

MTD Charts Aggressive Plan of Action In

The Maritime Trades Department is in the vanguard of the fight to strengthen and revitalize all segments of the U.S. maritime industry.

Legislation to beef up the American-flag merchant fleet, to boost U.S. shipbuilding and to protect the job security of American workers in shipboard and shoreside maritime jobs is the focus of the MTD's energies.

Delegates to the MTD Convention, held in Washington, D.C. on Nov. 12 and 13, mapped out the Department's plan of action for the years ahead by passing a series of resolutions.

Following is a summary of the key resolutions passed by the MTD:

U.S. Maritime Industry

The delegates called for:

- bilateral shipping agreements with America's trading partners which means more jobs for seafarers.
- maintaining a strong U.S. shipbuilding industry
- utilizing the U.S. merchant marine as a military auxiliary fleet
- eliminating the Virgin Islands loophole in the Jones Act
- initiating incentives to rebuild the U.S. dry bulk fleet
- implementation of a national energy and seabed mining policy to cut dependence on foreign flags and revitalize the U.S. merchant marine and the American shipbuilding industry

International Trade Policies

The MTD recommended imposition of import quotas when Americans lose jobs to imports. The delegates also supported improving Trade Adjustment Assistance for workers who lose their jobs due to imports.

On U.S.-China trade: treaties should defend American

economic growth and a bilateral shipping agreement be negotiated.

On U.S.-Great Lakes trade: encourage new U.S. flags to enter Great Lakes overseas trade and Seaway bulk cargo trade and negotiate a treaty to share all cargoes equally.

Energy

On energy, the delegates asked that Congress roll back energy prices by reimposing price controls on crude oil.

The MTD wants the Federal Government to retain ceilings on gasoline retail prices, promote conservation, develop other energy sources (such as LNG) build more refineries and pipelines and establish an American Energy Corp. to find, produce and distribute energy sources found on U.S. lands.

Social Security at 60

The delegates urged Congress to reduce the retirement age of working men and women to 60 years for Social Security benefits.

Nuclear Power Plants and Nuclear Energy

The majority of the delegates supported designs to streamline the licensing for construction of nuclear power plants. They also urged the further development of nuclear power by building of more nuclear power plants. However, they insisted that the Government insure the safety of nuclear power and provide for adequate nuclear waste disposal.

About seven delegates dissented on the measure. George Poulin of the Machinists Union was one of them. He called for more study on radiation and nuclear waste disposal, he remarked, "3-Mile Island gave us a second look."

Speaking for the measure President Charles H. Pillard of the Electrical Workers said nuclear power's safety record "was good" and that the opposition arguments were "irrational."

President Martin J. Ward of the Plumbers Union backed the safety record of nuclear power also and said nuclear electricity saved frozen Chicago last year from a catastrophe.

United Rubber Workers chief Peter Bommarito also supported the issue.

President Jesse M. Calhoun of MEBA's District 2 supporting nuclear power, said since the 1973 oil embargo economic warfare "we have lost every battle with (Big) oil." From today's \$27 for a barrel of oil, he sees a \$100 price for a barrel of crude by 1985. He added that we had no new coal or LNG plants in sight. A "do nothing" economic policy, he noted.

Ports, Harbors and Navigable Waters

The delegates urged the Congress to enforce Federal policy to assume full responsibility for the proper operation and maintenance of our ports, harbors and navigable waterways. They also urged Congress to reject the cost recovery and cost sharing concepts as inimical to our economic well being. The MTD requested Congress' Public Works Committees to insure that the Corps of Engineers promptly comply with the law which requires it to decrease the size of its dredge fleet, thus decreasing competition with the private sector.



Support of Maritime, Pro-Labor Legislation

Labor Law Reform

The delegates went on record favoring enactment of Labor Law Reform so workers' rights to self-organize are protected. And they urged support of this by the Congress.

U.S. Ship Construction

The MTD urged the Government to stop the dumping of ships here built by foreign shipyards. Also the goals of the Merchant Marine Act of 1970 must be pursued by Congress. Plus the Jones Act should be strictly enforced and all Government agencies should use American vessels. They also asked the Government to develop and implement a national maritime policy including a ship construction program.

Shipyard Safety

The MTD urged the Secretary of Labor to reestablish a Maritime Operating Division in his department to insure marine work safety. Congress should also be asked for support on this.

National Deep Sea Fleets

Since foreign flags have been a problem since the early 1930's, we urge Government agencies to adopt the UNCTAD agreement of 40-40-20 bilateral trade agreements to develop national deep sea fleets.

Support of the Cross-Florida Barge Canal

The Cross-Florida Barge Canal should be completed as coal from the St. John's River mines is needed to fuel electric generating plants in North Florida.

Virgin Islands Tax Haven

Congress is urged to pass legislation which would end the Jones Act exemption for the Virgin Islands.

Fuel Allocation

A National Contingency Plan is needed for the distribution of fuel to the transportation industry in tight supply times. The U.S. Department of energy should see to it that waterborne transportation get 100 percent of their required supply.

National Health Insurance Program

As the U.S. is the only industrialized nation that doesn't provide comprehensive health care to its citizens, we urge the Congress to pass a National Health Care Program in its next session.

Hospital Cost Containment

The MTD backs President Carter's Hospital Cost Containment Bill as it protects non-supervisory hospital workers whose low wages don't contribute to hospitals' high costs and it holds down hospital costs. Congress should institute mandatory cost controls on hospitals.

Extended Navigational Season on the Great Lakes

Bigger icebreakers should be built and used to extend the winter navigational season on all the Great Lakes and on the St. Lawrence Seaway. Monitoring of this action

should be done to measure its environmental effects.

Great Lakes Shipboard Safety

The Great Lakes shipping industry and the U.S. Coast Guard don't give proper non-economic consideration to shipboard safety and survival in the design and operation of its vessels. The Coast Guard should rescind the 1969, 1971 and 1973 load-line amendments for bulk carriers. Also watertight bulkheads should be installed on all new Great Lakes vessel construction and such bulkheads should be installed, if possible, on existing vessels.

Seaway Toll and User Fees

The MTD opposed additional Seaway toll increases and the planned imposition of user charges on Seaway vessels.

Union Busting

The MTD will concentrate on political activity in the 1980 national election campaign to elect an Administration and Congress committed to a revision of U.S. labor laws under the provisions of the Labor Law Reform Bill of 1977—which failed due to a Senate filibuster. Also beef up the AFL-CIO National Organizing Coordinating Committee so it can more effectively collect, store and disseminate information about union-busting "consultants", their backers and tactics.

The MTD will immediately prepare materials, develop programs and exchange information among the MTD affiliates to more effectively train our staff and organizers to cope with the methods of such "consultants."

"Right-to-Work (for Less)"

The MTD will use its resources and energy to remove from the books "right-to-work" laws and defeat such laws in any state to be proposed now or in the future.

Common Situs Picketing

Legislation should be passed which gives equal treatment to craft and industrial workers and building trades unions in the right to peacefully picket at their employment site. Legislative, educational or political support will be given to candidates for office who back such legislation.

Davis-Bacon Act

Oppose any repeal or crippling amendments to the Davis-Bacon Act at the Federal or State level. The Act provides Federal prevailing wage rates for construction workers on projects using more than \$2,000 of U.S. monies. Entry-level women and minorities' building workers on smaller jobs are covered. Reorganization Plan No. 14 should be repealed as it gives Davis-Bacon enforcement authority to various Government agencies. All enforcement should be handled by the U.S. Labor Department.

Filibuster

Obstructionist and delaying tactics of a minority of the U.S. Senate has resulted in minority rule there holding up legislation through the use of the filibuster. Legislation should prohibit the use of it.

Hall, Leslie, Ingrao Elected to MTD's Top Posts

PAUL Hall, Steve Leslie and Jean Ingrao were unanimously elected to serve the next two years as the AFL-CIO Maritime Trades Department's highest ranking officers. They were honored by an enthusiastic crowd at the occasion of the MTD's Biennial Convention in Washington, D.C., Nov. 12-13, 1979.

Paul Hall's name was placed in nomination for president of the MTD by Morris Weisberger of the MTD's Western Area Executive Board. In placing Hall's name before the convention Weisberger, who retired last year as president of the Sailors Union of the Pacific, said, "... this is not the first time and I don't expect it will be the last time I will have the pleasure of nominating my friend Paul Hall."

SIU President Hall has been the MTD's President for nearly a quarter of a century. He is also senior vice president of the AFL-CIO.

Another who has served long and well for the Maritime Trades Department is retiring Vice President Jack McDonald.

McDonald, a former vice president of the International Union of Operating Engineers, stepped down after 27 years of dedicated leadership with the MTD.

Before leaving the position however, McDonald honored a brother Operating Engineer by nominating IUOE Vice President Steve Leslie to be his successor.

Jack McDonald's last official act as MTD Vice President was a popular one as Leslie was unanimously accepted by the Convention delegates to succeed him.

Steve Leslie, of course, is no stranger to the MTD. He, along with McDonald and MTD President Hall, was one of the original members of the Department's



SIU President Paul Hall was reelected president of the Maritime Trades Department. He has held this important post for nearly 25 years.

Executive Board. Leslie is also President of Local 25 of the Operating Engineers. And for the past three years, he has been President of the North Eastern States Conference of Operating Engineers, which represents 80,000 members from 31 affiliated local unions.

In accepting his new role as Vice-President of the Maritime Trades Department, Steve Leslie reminded the delegates that he and Paul Hall "... once sailed on several ships together." Both men began their maritime careers while sailing in the blackgang on U.S. ships back in the 1930's.

Now, Leslie was happy to conclude, "Paul is the Captain and I'm proud to be his first mate... on the good ship MTD."

The next order of business on the Convention's agenda was to elect an Executive Secretary-Treasurer.

Page Groton, assistant to the International President of the International Brotherhood of Boilermakers, placed the name of Jean Ingrao in nomination. Groton was quite accurate in his description of Mrs. Ingrao when he described the 27 year veteran of the American labor movement as "a trade unionist through and through."



Steve Leslie of the Operating Engineers was elected by the Convention to be MTD Vice President, replacing retiring vice president Jack McDonald.

Mrs. Ingrao admits to being a "workaholic" and has labored diligently in service to the MTD for the past 18 years. She came to the MTD in 1961, working as administrative assistant to then Secretary Treasurer Peter McGavin until his death in 1975. Prior to that, Mrs. Ingrao worked on the staff of George Meany when he became AF of L president in 1952.

Before the official vote took place at the Convention, Jean Ingrao had been elected Executive Secretary-Treasurer by the MTD's Executive Board back in February of this year. At that time MTD President Paul Hall said of her: "Jean is hard working, knowledgeable and cooperative. These qualities have enabled her to gain the confidence of all the affiliates of the MTD. She is going to do an outstanding job."

Mrs. Ingrao acknowledged the delegates for "the confidence you've all had in me" and showed she has a great deal of confidence in herself when she added: "I know I'm going to do a good job."

The new MTD executive secretary-treasurer closed her warm-hearted acceptance address by reminding the gathered affiliates that they could call on her



Mrs. Jean Ingrao was elected to serve as Executive Secretary-Treasurer of the MTD. She is the highest ranking woman in the AFL-CIO.

"anytime and for any reason... even if it's just to find a hotel room," and she "would be glad to help." By the sound of the delegates ovation it was obvious they knew Jean Ingrao was not kidding.



MTD Has 42 Affiliates, 8 Million Workers

- American Guild of Variety Artists
- The Journeymen Barbers, Hairdressers and Cosmetologists' International Union of America
- International Chemical Workers Union
- International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers
- International Union of Bricklayers and Allied Craftsmen
- United Brotherhood of Carpenters and Joiners of America
- United Cement, Lime and Gypsum Workers International Union
- Communications Workers of America
- Distillery, Wine and Allied Workers International Union
- International Union of Allied Novelty and Production Workers
- International Brotherhood of Electrical Workers

- International Union of Elevator Constructors
- International Union of Operating Engineers
- International Association of Fire Fighters
- International Brotherhood of Firemen and Oilers
- Glass Bottle Blowers' Association of the United States and Canada
- American Federation of Grain Millers
- Graphic Arts International Union
- Hotel and Restaurant Employees and Bartenders International Union
- International Association of Bridge, Structural and Ornamental Iron Workers
- Laborers International Union of North America
- AFL-CIO Laundry and Dry Cleaning International Union

- International Leather Goods, Plastics and Novelty Workers Union
- International Association of Machinists and Aerospace Workers
- Industrial Union of Marine and Shipbuilding Workers of America
- National Marine Engineers Beneficial Association
- United Food & Commercial Workers International Union
- Office and Professional Employees International Union
- Oil, Chemical and Atomic Workers International Union
- International Brotherhood of Painters and Allied Trades
- United Paperworkers International Union
- Operative Plasterers' and Cement Masons International Association of the United States and Canada

- United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada
- International Brotherhood of Pottery and Allied Workers
- Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
- Retail, Wholesale and Department Store Union
- United Rubber, Cork, Linoleum and Plastic Workers of America
- Seafarers International Union of North America
- Sheet Metal Workers International Association
- American Federation of State, County, and Municipal Employees
- United Telegraph Workers
- United Textile Workers of America



Dispatchers Report for Deep Sea

OCT. 1-31, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	6	4	2	9	11	3	8	3	3
New York	107	36	13	103	48	5	146	41	15
Philadelphia	15	7	2	9	9	2	17	7	1
Baltimore	22	8	5	20	3	2	33	11	7
Norfolk	17	4	8	17	10	7	21	7	9
Tampa	14	4	3	9	6	3	11	4	6
Mobile	17	6	0	26	12	0	25	4	0
New Orleans	82	22	3	76	38	6	105	22	8
Jacksonville	46	11	1	31	16	2	55	16	4
San Francisco	67	12	3	70	33	13	79	11	5
Wilmington	21	15	6	23	16	1	27	16	17
Seattle	40	11	9	66	36	23	51	10	18
Puerto Rico	13	2	0	14	12	3	14	1	0
Houston	96	27	14	47	37	11	121	34	10
Piney Point	4	0	0	5	15	0	0	0	0
Yokohama	0	1	0	1	0	0	1	1	0
Totals	567	170	69	526	302	86	714	188	103
ENGINE DEPARTMENT									
Boston	2	0	0	4	4	0	2	3	0
New York	120	47	8	85	54	2	159	70	17
Philadelphia	6	4	1	6	5	1	11	4	2
Baltimore	21	7	1	10	6	0	28	13	1
Norfolk	14	3	2	13	9	1	20	5	4
Tampa	5	3	0	5	9	1	6	4	1
Mobile	19	8	0	20	7	0	22	10	1
New Orleans	53	18	4	47	25	0	93	31	5
Jacksonville	26	12	3	22	5	1	34	15	5
San Francisco	44	12	1	47	19	6	50	14	4
Wilmington	6	6	1	6	5	0	17	10	3
Seattle	31	3	3	26	8	2	39	8	7
Puerto Rico	9	2	2	11	6	0	10	2	3
Houston	54	15	6	51	26	0	77	18	10
Piney Point	8	0	0	9	8	0	0	0	0
Yokohama	0	0	0	0	0	0	0	1	0
Totals	418	140	32	362	196	14	568	208	63
STEWARD DEPARTMENT									
Boston	0	4	0	1	3	1	1	3	0
New York	57	23	6	59	62	4	61	32	9
Philadelphia	3	2	0	1	4	0	6	1	0
Baltimore	9	5	0	17	5	0	13	6	0
Norfolk	8	0	2	8	9	5	10	3	3
Tampa	5	1	0	2	1	2	7	1	0
Mobile	12	0	0	6	3	0	23	3	0
New Orleans	24	3	2	32	23	3	47	2	3
Jacksonville	16	5	0	13	14	1	20	5	0
San Francisco	19	5	9	21	10	15	32	9	5
Wilmington	4	3	3	7	1	6	15	4	10
Seattle	16	3	6	16	10	3	24	5	14
Puerto Rico	7	2	1	12	6	0	11	2	1
Houston	27	2	1	28	17	4	55	5	1
Piney Point	4	2	0	6	47	0	0	0	0
Yokohama	0	1	0	0	0	0	0	1	0
Totals	211	61	30	229	215	44	325	82	46
ENTRY DEPARTMENT									
Boston	1	9	3				5	15	5
New York	28	137	66				30	202	157
Philadelphia	3	19	4				9	34	11
Baltimore	16	17	12				21	37	28
Norfolk	6	13	9				6	21	26
Tampa	1	13	4				2	12	7
Mobile	7	12	4				13	15	4
New Orleans	26	52	18				35	46	37
Jacksonville	12	33	17				14	49	24
San Francisco	20	23	29				23	27	22
Wilmington	6	17	45				11	38	114
Seattle	14	26	39				14	32	52
Puerto Rico	13	16	3				12	22	12
Houston	11	63	36				21	86	67
Piney Point	3	67	0				0	0	0
Yokohama	0	0	0				0	0	0
Totals	167	517	289				216	636	566
Totals All Departments	1,363	888	420	1,117	713	144	1,823	1,114	778

*"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.

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

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

HEADQUARTERS
675 4 Ave., Bklyn. 11232
(212) HY 9-6600

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

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

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

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

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

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

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

DULUTH, Minn. 2014 W. 3 St. 58806
Medical Arts Building
324 W. Superior St. 55802
(218) RA 2-4110

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

West Coast Stewards Halls

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

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

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

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

The month of October was an excellent one for deep sea shipping. During this month, a total of 1,974 deep sea jobs were shipped through the SIU's network of hiring halls. A demonstration of how good shipping really is can be seen by the fact that of the total 1,974 jobs shipped, only 1,117 were taken by "A" seniority members. The remaining 857 jobs were filled by either "B" or "C" seniority people.



David Manson

Seafarer David Manson, 40, started sailing with the SIU in 1968, from the port of New York. Actually, Brother Manson began sailing in 1959, steadily



from 1962 to 1964 when he was drafted into the U.S. Army for two years. Now he has his AB ticket and the lifeboat, firefighting and CPR endorsements. Born in Winthrop, Me., he lives and ships from the port of New York.

Jose A. Torres

Seafarer Jose A. Torres, 40, started sailing with the SIU in 1963 as a saloon messman from the port of New York. Last year he upgraded to cook and baker



at the Point. This year he earned his CPR, firefighting and lifeboat tickets. Brother Torres is a native of Puerto Rico. He lives in Luquillo, P.R. with his wife, Juanita and daughter. Ines and ships from the port of New York.

John "Ace" Egan

Seafarer John "Ace" Egan, 22, graduated from the HLS in 1976 where he "was considered an outstanding student." In 1979, he upgraded to FOWT there.



Brother Egan has his firefighting, lifeboat and CPR tickets. He is studying to become a marine chemist. Born in the port of Philadelphia, he lives in Upper Darby, Pa. and ships from the port of New York.

Deposit in the SIU

Blood Bank—



It's Your Life

Andres Suarez

Seafarer Andres Suarez, 38, began sailing with the SIU in 1969. Last year he upgraded to assistant cook at the Point. Brother Suarez has his lifeboat,



firefighting and CPR tickets. He was born in Puerto Rico and lives and ships from the port of New York.

Luis Morales

Seafarer Luis Morales, 21, graduated from Piney Point in 1975. He upgraded to AB there in 1977. Brother Morales has his firefighting, life-



boat and CPR endorsements. A native and resident of Brooklyn, N.Y., he ships from the port of New York.

Michael Ingram

Seafarer Michael Ingram, 24, is a 1973 graduate of the HLS Trainee Program. Brother Ingram upgraded to AB there this year. He has the fire-



fighting, lifeboat and CPR endorsements. Born in the port of Seattle, he lives there and ships out from that port.

Daniel M. Penrose

Seafarer Daniel M. "Two Dogs" Penrose, 26, graduated from the HLS in 1977. He upgraded to AB there in 1979. Brother Penrose is returning to



the Point this month to get married. He has the lifeboat, CPR and firefighting endorsements. A native of Catskill, N.Y., he lives in Plant City, Fla. and ships out from the port of Tampa.

Roy T. Delay

Seafarer Roy T. Delay, 33, graduated in 1969 from the HLS Entry Program. In 1971, he upgraded to AB in the port of New York. He has the CPR,



firefighting and lifeboat tickets. Brother Delay studied geology in college and has boatbuilding and welding training. A native of the port of Boston, he lives in Bellingham, Wash. and ships out of the port of Seattle.

James Powell

Seafarer James Powell, 22, is a 1977 graduate of the HLS Entry Trainee Program. In 1978, he upgraded to AB there. Brother Powell received



the joint 1979 Mariners Rosette Award as a crewmember of the SS *LNG Aries* (Energy Transport) for the rescue at sea of the crew of a Panamanian freighter. He has the LNG safety, lifeboat, firefighting and CPR tickets. Born in Pittsburgh, Pa., he lives there and ships out of the port of New York.

Jerry Jones

Seafarer Jerry Jones, 26, graduated from the Harry Lundeberg School (HLS) Entry Trainee Program, Piney Point, Md. in 1974. He up-



graded to AB there in September. Brother Jones plans to take the LNG course at the HLS next year and attend college. He has his firefighting, lifeboat and cardio-pulmonary resuscitation (CPR) endorsements. Born and raised in the port of Mobile, he lives and ships out of that port city.

It's The Annual
Super Big
Only-Time-This-Year
Pick Your License

Towboat Operator Course!

Check the Schedule:

Western Rivers, Inland Waters,

Oceans Less than 200 miles,

Oceans over 200 miles

These courses start January 21

So Pick Your License and Enroll Now!

Contact HLS or fill out the application in this issue of the Log.

Anchorage Committee



Making out a dues receipt on Nov. 15 for Chief Steward Joe Speller (standing right) secretary-reporter for the SS *Anchorage* (Sea-Land) is N.Y. Patrolman Teddy Babkowski (seated right). Standing (l. to r.) is the rest of the Ship's Committee of AB Osman Malip, deck delegate; Recertified Bosun George Burke, ship's chairman and Engine Delegate Raymond Collazo. The ship paid off at Port Elizabeth, N.J.



The Lakes Picture

Cleveland

President Carter signed an energy and water projects appropriations bill last month which tags over \$13 million in federal funds for Cleveland for harbor improvements. The appropriation will be used to finance modernization and maintenance of harbor facilities in 1980 and to fund studies for future work such as deepening the harbor's east basin to accommodate 1,000 foot vessels.

Tonnage Figures

The Lakes Carriers Assn. released the most recent figures on Great Lakes bulk commodity shipments. Shipment totals for iron ore for this year to Sept. 1 were the best since 1973 and the volume of coal moved was the highest since 1971. Grain carriage was off somewhat over last year's record cargoes. Total volume of bulk commodity shipments for the year up to Sept. 1, 1979 were the best reported since 1973.

Seamen's Library

Great Lakes seamen may not know about it but there's a branch of the American Merchant Marine Library Assn. right in their backyard. The library, located in Sault Ste. Marie, Mich., is one of six in the U.S. and the only one on the Great Lakes. It was first established in 1915 and it's been providing services to seamen ever since.

The Sault Ste. Marie building, which has a TV lounge as well as plenty of reading material, is open 24 hours a day, seven days a week. Cartons of books are provided to many Great Lakes vessels and they're periodically swapped for different volumes. On thousand footers, the two cartons of books brought aboard are divided between the forward and after ends of the ship.

The library is run by Nancyann Sillers and three assistants. And providing books is only part of the program. "We have helped boys finish high school and we have a program for alcoholics," Mrs. Sillers said.

Algona

A winter shipping season on the Great Lakes is still up in the air this year for several reasons. First, Congress hasn't acted yet on whether or not to approve money to fund the season extension. If the necessary funding doesn't come through, Great Lakes vessels will probably be laying up earlier than usual. A second factor is that several Great Lakes operators usually run their vessels in the winter months to complete ore deliveries. In years past, strikes and early frosts have slowed ore shipments. But this year most of the ore is already in.

The general economic downturn may also have an impact on the number of Great Lakes ships running this winter. SIU-contracted Huron

Cement Co., which runs a fleet of cement carriers, has informed the Union it plans to run only one ship this winter, instead of three it used last year. Observers speculate that the ailing construction industry may need less cement this year than previously and Huron expects one cement carrier to be able to accommodate the demand.

In addition to the cement vessel, Union reps have received notification that only one other SIU-manned Laker will be making a winter run. She's the thousand-foot ore carrier *Presque Isle* (Litton Great Lakes Corp.)

St. Lawrence Seaway

The St. Lawrence Seaway shipping season has been extended for three days, from Dec. 15 to Dec. 18. Announcement of the extension was made jointly by the U.S. and Canadian agencies that administer the Seaway. U.S. operators had been pressing for a 10-day extension to allow time to clear the backlog of grain awaiting shipment from Duluth. But they will now have to clear their vessels from the Montreal/Lake Ontario section of the waterway by midnight Dec. 18 or face stiff penalties.

Duluth

Though the grain millers strike is over, the port of Duluth is still backed up. Grain is being trucked into Duluth daily but the grain elevators are already so full, there's no place to store the new shipments. There is reportedly four days worth of grain waiting to be unloaded. Bad weather and the fact that this year's crop of sunflower seeds is also being trucked into the port has added to the backlog.

Frankfort

The carferry *City of Milwaukee* (Michigan Interstate Railway Co.) is scheduled to enter the shipyard for her annual inspection in mid-November.

* * *

The *Arthur K. Atkinson* may enter the shipyard for her renovation work next month, pending okay of a funding revision. The restoration of the *Atkinson* is being jointly funded by the states of Michigan and Wisconsin and both states have to approve cost items. Michigan has approved the revised funding request and while Wisconsin hasn't yet taken action, their approval is also expected. This delay has pushed back the date when the *Atkinson* is expected to return to service in February or March of 1980.

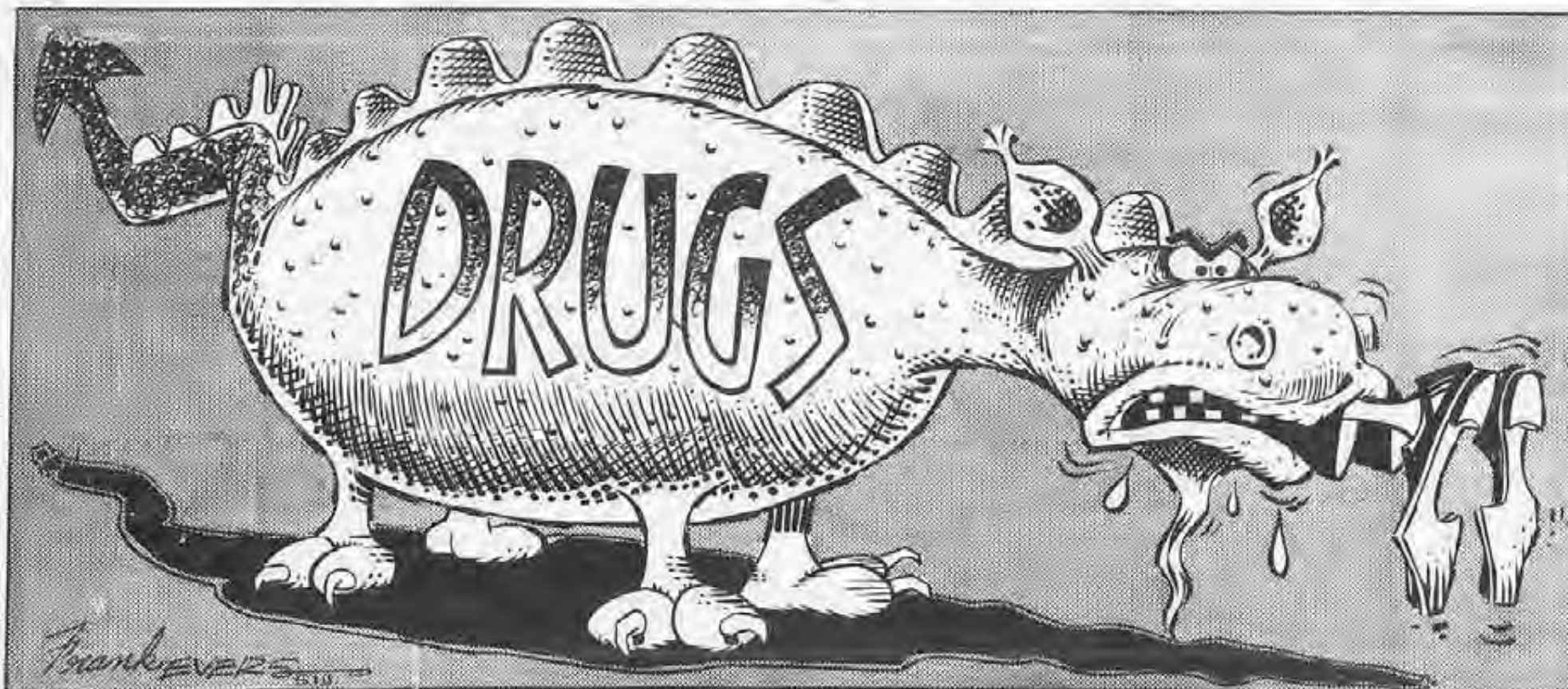
* * *

While the *Atkinson* is undergoing repairs the company may lease the carferry *Spartan* as a temporary replacement. The *Spartan*, owned by the C&O Railroad, will be crewed by SIU members.

Toledo

The U.S. Maritime Administration and the Toledo-Lucas County Port Authority have reached agreement on the provisions of a lease for a Toledo site which will be used as a marine firefighting facility. The school will be located next to the Toledo Express Airport and is expected to be fully operational by the summer of 1980. Renovation of existing structures and installation of firefighting simulation modules necessary to make the facility operational will cost about \$400,000. The marine firefighting school is a cooperative effort by Marad and the joint Great Lakes labor-industry firefighting committee.

A MESSAGE FROM YOUR UNION



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

Summary Report for Stewards Training and Recreation Inc.

This is a summary of the annual report of Stewards Training and Recreation, Incorporated, 94-1344426, for July 1, 1978 to March 31, 1979. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$1,558,569 as of March 31, 1979, compared to \$1,804,971 as of July 1, 1979. During the plan

year the plan experienced a decrease in its net assets of \$246,402. This included unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$333,743 including employer contributions of \$1,388 and earnings from investments of \$43,499.

Plan expenses were \$504,379. These expenses included \$129,897 in administrative expenses and \$374,482 in other expenses.

Your Rights to Additional Information

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

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

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

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

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

Sea-Land Galloway Committee



Recertified Bosun Clayton L. Engelund (standing center) ship's chairman of the SS Sea-Land Galloway is with the Ship's Committee on Oct. 17 at a payoff at Port Elizabeth, N.J. At (left) is Chief Steward James Keno, secretary-reporter and (right) AB C. Nealis, deck delegate. In front, (l. to r.) are Steward Delegate Richard Williams and Educational Director Bob Harris.

Personals

Eugene Vargas

Your brother, Rafael Vargas, would like you to get in touch with him as soon as possible. Te. (212)-335-6323.

John F. Bradley

Contact Mr. Larive of Zapata Tankships, Inc., Zapata Tower, P.O. Box 4240, Houston, Texas 77001, relative to unclaimed wages.

"Little Joe" Destacamento

Please call Sonny and Tony at (212)-245-4685.

Re: S/S DIXIE

Any survivors of the Labor Day hurricane in 1935 are requested to contact: Mr. Michael Boland, 283 Caryl Drive, Lawrence, N.Y. 11559.

Candelano Ramos

Please contact your son at: 403 East 5th Street, Apartment 205, Los Angeles, Calif. 90013.

Stewart Lofton

Please contact your father, Archie Lofton. Tel. (713)-734-4308.

George P. Sires

Please contact, Don Roman, Roman Packing Co., P.O. Box 702, Norfolk, Nebraska 68701.

Hubert H. Johnson Ex Chief Electrician SS Thomas Nelson

Please contact, Mrs. R.P. Christian, Thomas Berry's mother, 2021-10th Avenue, South, Apt. 116, Birmingham, Ala.

No Licensing Course For Boatmen In The Country Stacks Up To The Transportation Institute Towboat Operator Scholarship Program

Special curriculum offered only at HLS
Room, board and books free

Tuition Free

Weekly stipend of \$125

Time spent in on-the-job training counts as the equivalent of wheelhouse time

Day-for-day work time credit for HLS entry graduates

To apply, contact the Harry Lundeberg School.

Program starts January 7

QMED to J.D. Thanks to \$10,000 Scholarship

THE call of the sea reached Danny Lee McDonald in landlocked Cedar Rapids, Iowa. And since 1966, the year he first started shipping with the SIU, Seafarer McDonald has set foot in just about every port in the world.

He's a qualified pumpman, an electrician and a reefer engineer. Right now, he's shipping as a fireman aboard the SIU-contracted *Alex Stephens* (Waterman), bound for Sri Lanka.

When he's in port McDonald practices his "number one hobby," photographing interesting out-of-the-way sights. But when he's got free time aboard ship, he buckles down with his books. Because Seafarer McDonald has one more year of Law School to complete before he earns his Juris Doctor degree from the University of Iowa.

The trip from the engine room to a court of law may seem like an unusual one. But McDonald, who won the SIU's four year, \$10,000 college scholarship in 1975, says it's not all that uncommon.

"A lot of people like me come out of the foc'sle and they want to be lawyers," he said adding, "their experiences as seamen make them choose law."

McDonald decided to go to law school in 1974. But first, he had to go to college. "I did finally get accepted to college," McDonald said. "But it

took a lot of doing since I hadn't graduated from high school."

Brother McDonald took a battery of tests which qualified him for college entry. "I also did an enormous amount of reading aboard ship," he said, adding "that prepared me pretty well for college."

Best Thing Ever

After being accepted to the University of Iowa, SIU member McDonald applied for and received the Union's \$10,000 college scholarship. "That was the best thing that ever happened to me," he said with enthusiasm. "And I think there are a lot of Union members who should apply if they have the inclination to go to college. There are many personal rewards," he said, "it can make your life richer in many ways."

Once he'd been accepted, Dan worked hard, finishing the University's pre-Law program in three years, instead of four, and earning University honors along the way.

His top-notch grades got him into



Seafarer Danny McDonald

the University's Law School and he used the last of his SIU college scholarship money to begin the law program.

Brother McDonald's shipping out this year to finance his last year in Law School. Next year he plans to start job hunting in "port cities like

Duluth, Mobile or San Francisco for an opening at a maritime law firm."

Brother McDonald chose maritime or Admiralty law because he's interested in helping "seamen who get hurt aboard ship or who need legal advice."

But Admiralty law isn't a wide-open field these days and McDonald says "there aren't that many jobs available." So he's thinking about hospital administration—and two more years of school—as an alternative.

"More and more people are going into Public Health after law school," McDonald explained. "Many hospitals prefer someone trained in law and able to deal with federal, state and local agency regulation."

Whatever he chooses, Danny McDonald's sure to succeed. Because he knows the formula for success is hard work plus taking advantage of the opportunities available to you.

Dan took advantage of the SIU's upgrading programs so he could move ahead in the Engine Dept. And he took advantage of the Union's college scholarship program when he was ready to change his career focus.

Winning the Union's scholarship "was like a miracle," McDonald said. But making the "miracle" pay off was up to McDonald himself.

Notice to Members On Job Call Procedure

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

- membership certificate
- registration card

- clinic card
- seaman's papers



KNOW YOUR RIGHTS

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

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

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

Frank Drozak, Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N.Y. 11215

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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



Mobile

Crescent Towing Co. started harbor shipdocking operations here on Nov. 15 with the 2,400 diesel hp tug *Marion Smith* and the 2,050 diesel hp tug *Elizabeth Smith*, the former tug *Harrisburg*.

The company's new operation in this port is expected to expand her inland fleet in this port soon.

Norfolk

The strike at the Stone Towing Co. of Wilmington, N.C. has been settled. And contract negotiations at the Allied Inland and Coastal Co. have begun.

Houston

The Cost of Living Adjustment (COLA) clause in the contract with the Higman Towing Co. here has been okayed.

New Orleans

Whiteman Towing has sold their diesel tug *A. W. Whiteman* to Crescent Towing. Curtis Bay Towing owned her first as the 285-ton steam tug *Luddington Patton*. Later she was the tug *Bouker No. 6* hauling rock on New York's Hudson River. Before working in this port, she saw service in the Panama Canal with the U.S. Army Corps of Engineers.

Crescent Towing has recently improved their inland fleet through the conversion of several N.Y. Harbor tugs, one purchased from the Erie-Lackawanna Railroad. Their tug *Hornell* was renamed the tug *Sandra Smith*. The U.S.E.D. tug *San Luis* is now the tug *Terence Smith* and the former Meckling Barge Line tug *Margaret C.* has the new name of the tug *Jason Smith* replacing one of the same name sold to the Sun Oil Co.

* * *

Port Agent Jerry Brown received a Certificate of Merit from Alabama's State Labor Federation for his achievements while agent for the port of Mobile.

Lock and Dam 26

U.S. District Court Judge Charles R. Richey ruled in Washington, D.C. late last month that the new 1,200 foot Lock and Dam 26 could be

built about two miles below the old facility on the Mississippi at Alton, Ill. It's scheduled for completion in 1987 at a cost of \$500 million.

The judge said that the U.S. Army Corps of Engineers had adequately complied with Federal law in judging the environmental consequences of building the project. Although he did say that the Corps should have held a public hearing on the project after it was approved by the U.S. Congress last year.

Twenty-one Midwest railroads and three environmental groups had blocked construction of the lock and dam for five years through court suits and appeals to their elected representatives in the Congress.

On Nov. 8, the Corps let bids worth \$10 million for the construction of the first of three cofferdams to provide a dry riverbed for the work. On Oct. 25, a \$7.3 million contract was let for bank protection work on the Illinois side of the river below Alton.

St. Louis

Boatmen aboard the towboat *National Hero* (National Marine) early last month rescued the crew of the blazing towboat *Alana M. Burns* off her disconnected loaded barge which was towed to safety three miles east of Freeport, Tex. in the Gulf Intercoastal Waterway.

Jeffersonville, Ind.

A temporary Union Hall was set up here earlier this month to further service Boatmen working on the Ohio River.

Louisville, Ky.

On Aug. 22, Kentucky Gov. Julian Carroll broke ground here for a \$12 million, 1,623 acre, 7-mile long Ohio River bargeport, duty-free storage warehouse complex and industrial park.

This is the first such complex to be built in the Ohio River Valley. Completion is set for next April.

It will engender 8,400 new jobs with a payroll of \$90 million and generate \$255 million in new taxes.

New Orleans

Dixie Carriers has the new 150-foot ocean-going tug *Vigilant*, with Chief Cook Duncan "Pat" Patterson aboard, and the new tug *Reliance* on the rejuvenated run from Davant, La. across the Gulf to the Florida Electric Power Co. plant in Crystal River. Then they head down to the port of Tampa for a load of phosphate for the return voyage to Davant.

IOT's Mariner fleet is awaiting two big coastwise tugs abuilding at the Main Iron Works, Houma, La.

You Have to Be Sharp to Handle River Tows; Jesse Green Is

Boatman Jesse Green handles tows of up to 15 barges. Each barge weighs 1400 tons. It takes a mile to a mile-and-a-half to stop that kind of tow.

In his job as steersman, Green has to be competent. And part of his

expertise was gained through the Transportation Institute (T.I.) Towboat Operator Scholarship Program.

Green was a deckhand for American Commercial Barge Lines (ACBL) when he entered the third

class of the Scholarship Program.

Now he's a steersman aboard the company's boat *D. Ray Miller* which works on the Ohio River, the Upper Mississippi, and the Illinois River.

"Each river is different and you have to know your stuff," says Green. And helping him to know these rivers a little better is Captain Robert L. Shelton. Says Brother Green, "he's tops in my book."

Brother Green went on to talk about the Harry Lundeberg School in Piney Point, Md. where the Scholarship Program is held. "The instructors are the best and the courses are excellent. I don't think they could be better."

He added that, without the School, "I probably wouldn't have gotten my license."

T.I. began the Scholarship Program a year-and-a-half ago to provide sufficient qualified mates and pilots for the equipment of member companies. It offers the scholarship in cooperation with the SIU and the Lundeberg School.

T.I. is a Washington, D.C.-based educational and research organization for the maritime industry. It consists of 174 companies involved in harbor, inland, and deep sea operations.

The Scholarship Program that the Institute offers provides a \$125 weekly stipend to each winner, as well as free tuition, room and board, and books.

If you are interested, contact your nearest SIU rep or write to:

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

Monthly Membership Meetings

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



Boatman Jesse Green

Legal Aid

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

NEW YORK, N.Y.

Schulman & Abarbanel
350 Fifth Avenue
New York, N.Y. 10001
Tele. #(212) 279-9200

BALTIMORE, MD.

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

HOUSTON, TEX.

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

TAMPA, FLA.

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

SAN FRANCISCO, CALIF.

John Paul Jennings, Henning
and Wash
100 Bush Street, Suite 1403
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

BOSTON, MASS.

Joseph M. Orlando
95 Commercial Wharf
Boston, Massachusetts 02110
Tele. #(617) 523-1000

SEATTLE, WASH.

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

CHICAGO, ILL.

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

Court OK's Construction of New Lock & Dam 26

Boatmen who have waited for hours, often days, at Lock and Dam 26 at Alton, Ill. on the Mississippi, will be happy about a court decision handed down late last month.

After five years of litigation, a U.S. District Court Judge has okayed construction of a replacement for Lock and Dam 26. The suit against construction had been brought by three environmental groups and 18 western railroads.

The ruling by Judge Charles Richey came exactly one year after President Carter signed H.R. 5833 which became Public Law 95-502. This law authorized \$430 million for the construction of a new lock and dam. It also imposed a user charge on the inland waterways for the first time in the nation's history.

The court battle over Lock and Dam 26 has been going on since 1974 when environmentalists and western railroads filed suit against construction.

Over the years, they have claimed

that an environmental impact study done by the U.S. Army Corps of Engineers is insufficient. The Army Corps of Engineers will be handling the construction.

However, Judge Richey ruled that the Corps "gave sufficient weight" to environmental values.

This ruling, though, does not mean that a new Lock and Dam 26 will be in operation soon.

First of all, the groups who oppose construction may appeal in the courts.

Second, the Corps may still hold a public hearing. In his decision, Judge Richey said the Corps did violate its own regulations in not holding a public meeting on the construction. The Corps had held public hearings when it was planning to build double locks. But that type of construction was barred by the courts in 1974. The law signed by the President last year allows the construction of one 1,200-foot lock at a new facility two miles below the

current one at Alton.

Third, the approaching winter could significantly delay construction.

Moreover, once construction begins, it's estimated that eight years will be needed for completion.



Send Pix to Log

Do you have a photo of your newborn child, or any other human interest shots? Then send them to the Log.

The Log welcomes photos of Seafarers and Boatmen and their families. Black and white photos reproduce better than color photos in the Log. And, of course, the pictures should be as sharp and clear as possible.

Dispatchers Report for Inland Waters

OCT. 1-31, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	5	3	0	0	0	0	9	17	3
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	2	1	2	1	1	4	3	3	4
Mobile	11	0	0	0	0	1	16	1	0
New Orleans	1	1	5	0	0	4	4	2	12
Jacksonville	2	1	1	0	1	0	4	3	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	2	5	1	1	5	7	7	8
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	4	0	0	2	0	0	4
Houston	6	6	9	3	2	5	4	12	13
Port Arthur	9	4	20	9	3	21	5	1	14
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	24	9	7	7	5	1	26	24	21
Piney Point	1	42	5	1	47	0	0	0	0
Paducah	7	6	45	4	4	1	7	18	141
Totals	71	75	103	26	64	44	85	88	222
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	1	0	0	0	0	0	1
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	1	0	0	0	0	0	1
Jacksonville	0	0	2	0	0	3	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	1	0	0	0	0	0	1	0
Houston	2	1	0	2	3	0	2	1	1
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	1	0	0	2	0
Piney Point	0	4	0	0	4	0	0	0	0
Paducah	0	0	0	0	0	0	2	0	1
Totals	2	6	3	2	8	3	6	4	7
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	0	0	0	0	1	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	2	0	0	0	1	0	2
Jacksonville	0	0	0	0	0	0	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	0	0	0	0	1
Port Arthur	0	0	0	1	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	1	0	1	0	1	3	1
Piney Point	0	2	0	0	2	0	0	4	0
Paducah	0	0	3	1	0	0	0	4	13
Totals	2	2	6	2	3	0	3	7	19
Totals All Departments	75	83	112	30	75	47	94	99	248

**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



Stephen N. Carey Jr., 65, joined the SIU in the port of San Francisco in 1967 sailing as a chief cook. Brother Carey sailed 22 years and on the *C/S Long Lines* (AT&T). He is a veteran of the U.S. Navy in World War II. Seafarer Carey was born in Olympia, Wash. and is a resident of San Francisco.



Roger S. Cowperthwaite, 56, joined the SIU in 1943 in the port of Baltimore sailing as a FOWT. Brother Cowperthwaite was born in Dry Branch, W. Va. and is a resident of Seattle.



Frederick John Dunn, 66, joined the SIU in 1943 in the port of Boston sailing as a chief electrician. Brother Dunn sailed 43 years. He was on the Sea-Land Shoregang from 1967 to 1979. Seafarer Dunn hit the bricks in the 1965 District Council 37 beef and the 1962 Robin Line strike. Born in St. John's, Newfoundland, Canada, he is a naturalized U.S. citizen and a resident of Lakewood, N.J.



Stanley Gelak, 65, joined the SIU in 1941 in the port of Philadelphia sailing in the steward department for 38 years. Brother Gelak was born in New York and is a resident of San Francisco.



Roy Ferdinand Lumberg, 65, joined the Union in the port of Duluth in 1960 sailing as a fireman-watertender. He is a veteran of the U.S. Marine Corps in World War II. Brother Lumberg was born in Barksdale, Wis. and is a resident of Ashland, Wis.



Arvo Oliver Lintula, 65, joined the Union in the port of Frankfort, Mich. in 1956 sailing as an oiler. Brother Lintula is a wounded veteran of the U.S. Navy serving in the Pacific Theater during World War II. He was born in Wisconsin and is a resident of Kaleva, Mich.



Edward Holt, 62, joined the Union in the port of St. Louis in 1968 sailing as a deckhand for Inland Tugs from 1965 to 1969; the Alton Transportation Co. from 1969 to 1979; on the *M/V Robert N. Stout* (Orgull) from 1976 to 1977 and for the Eagle Marine Co., St. Louis. Brother Holt was born in Tennessee and is a resident of Granite City, Ill.



William Howard "Scotty Bill" Miller, 67, joined the Union in the port of Toledo, Ohio in 1960 sailing as an assistant conveyorman, tunnelman and 3rd mate for the American and Reiss Steamship Cos. Brother Miller sailed 22 years. He helped in organizing in the port of Duluth, Minn. in 1959. Laker Miller was born in North Carolina and is a resident of Marshall, N.C.



Efrain Rosario, 54, joined the SIU in the port of New Orleans in 1962 sailing as a chief cook. Brother Rosario sailed 24 years. He helped to organize the General Marine Corp. in the Tideland organizing drive in 1955-6 for New Orleans offshore drilling rigs. Born in Puerto Rico, he is a resident of New Orleans.



George Camille Hoffman, 62, joined the SIU in 1941 in the port of New Orleans sailing as a deck maintenance. Brother Hoffman is a veteran of the U.S. Marine Corps before World War II. He was born in New Orleans and is a resident there.



Guadalupe Molina joined the SIU in the port of Houston in 1962 sailing as a steward utility. Brother Molina sailed 27 years. He is also a musician. Seafarer Molina was born in Sinton, Tex. and is a resident of Galveston.



James Reuben Prestwood, 62, joined the SIU in 1945 in the port of Mobile sailing as a chief steward (33 years) and ship's chairman. Brother Prestwood sailed 38 years. He was the port of New Orleans delegate to the Workshop No. 4 Conference in 1971 at the Harry Lundeberg School (HLS) Piney Point, Md. Seafarer Prestwood was born in Alabama and is a resident of Mobile.



Jack Earl Wheelles, 57, joined the SIU in the port of Savannah in 1952 sailing as a chief cook. Brother Wheelles upgraded to cook and baker in 1976 at the HLS. He is also a carpenter. Seafarer Wheelles was born in Osierfield, Ga. and is a resident of Savannah.



Joseph Andrew Yanik, 66, joined the SIU in 1947 in the port of New York sailing as a FOWT. Brother Yanik walked the picketline in the 1961 Greater N.Y. Harbor beef. He is a veteran of the U.S. Army in World War II. Seafarer Yanik was born in Coplay, Pa. and is a resident of Northampton, Pa.



Vernon Lee Hopkins, 65, joined the SIU in the port of San Francisco in 1956 sailing as a bosun. Brother Hopkins sailed 46 years. Seafarer Hopkins is a veteran of the U.S. Coast Guard in World War II. He was born in South Creek, N.C. and is a resident of Chesapeake, Va.



Henry Martin Murranka, 62, joined the SIU in 1944 in the port of Galveston sailing as a bosun. Brother Murranka sailed 39 years. He was a bosun on the famed research ship *R/V Anton Braun*. A native of Trenton, N.J., he is a resident of Eugene, Ore.



Juan Sanchez, 63, joined the SIU in 1944 in the port of New York sailing as a chief cook. Brother Sanchez won a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Frances*. He was born in Puerto Rico and is a resident of Carolina, P.R.



Fred Frixo Vrocher, 62, joined the Union in the port of Mobile in 1956 sailing as a chief engineer for the Mobile Towing Co. from 1946 to 1979. Brother Vrocher is a former member of MEBA. He was born in New Orleans and is a resident of Theodore, Ala.



Walter Hammond Sibley, 65, joined the SIU in 1946 in the port of New York sailing as a quartermaster and bosun. Brother Sibley is a veteran of the U.S. Navy before World War II. He was born in Alabama and is a resident of San Francisco.



Jack William Arellanes, 52, joined the SIU in 1947 in the port of Baltimore sailing as a bosun. Brother Arellanes sailed 35 years. He is a wounded veteran of the U.S. Navy during World War II. And he is also a radio technician. Seafarer Arellanes was born in San Francisco and is a resident of Sonoma, Calif.



Joseph Badyk, 67, joined the SIU in the port of New York in 1959 sailing as an AB. Brother Badyk sailed 28 years. He hit the bricks in the 1961 N.Y. Harbor beef. Seafarer Badyk was born in Poland and is a naturalized U.S. citizen. He resides in Union City, N.J.



Frank John Hall, 62, joined the SIU in 1944 in the port of Norfolk sailing as a chief steward. Brother Hall sailed 41 years and during World War II and the Vietnam War. He has also studied accounting. Seafarer Hall was born in Ohio and is a resident of San Francisco.



Recertified Bosun Irwin Sydney Moen, 56, joined the SIU in 1945 in the port of Baltimore. Brother Moen graduated from the 18th class of the Recertified Bosuns Program in November 1974. He is also a wood patternmaker. Seafarer Moen was born in St. Paul, Minn. and is a resident of Delta, Pa.



William Lee "Bill" Warenton, 53, joined the Union in the port of Ashtabula, Ohio in 1954. Brother Warenton sailed as an AB. He is a veteran of the U.S. Marine Corps in World War II. Born in Alabama, he is a resident of Ethelsville, Ala.



Marvin Frank Kramer, 56, joined the SIU in the port of New York in 1955 sailing as a bosun and deck delegate. Brother Kramer sailed 29 years and during the Vietnam War. He also organized the Atlantic Coast for the Union. Seafarer Kramer is a veteran of the U.S. Navy in World War II. Born in Watkins, Minn., he is a resident there.



Woodrow Wilson Parrish, 62, joined the Union in the port of St. Louis in 1962 sailing as a deckhand for Inland Tugs. Brother Parrish is a former member of the NMU. He is a veteran of the U.S. Navy in World War II. Boatman Parrish was born in Farrenburg, Mo. and is a resident of New Madrid, Mo.

Alcoholism is a disease.

It can be treated.

'Ugly Duckling' Jeremiah O'Brien to Be a Museum



The *Jeremiah O'Brien* was moved to her new berth with the able seamanship of numerous people including some of the SIU's own. Three of them were (l. to r.): Brian Trujillo, able seaman; Ed Turner, (who is SIU senior West Coast representative) sailing bosun, and SIU representative George McCartney, who did the honors as oiler.

At 11:15 AM, on Saturday, Oct. 6, 1979, more than 500 friends of the maritime industry were thrilled at the announcement over a public address system, "The *SS Jeremiah O'Brien* is underway, under her own power, for the first time in 33 years."

The crowd had gathered aboard the rusted old Liberty ship for a festive ride from the government layup anchorage in Suisun Bay, Calif., to the Bethlehem shipyard in San Francisco, 40 miles away.

The *O'Brien* is the last of 2,750 such ships, the "Ugly Ducklings" of World War II, that was never converted to any special use. The ship the happy crowd boarded that day was exactly as it looked when it went on its maiden voyage in late June, 1943. It was, however, considerably worse for the wear and ravages of time.

Now, it is in the shipyard, where it is undergoing a thorough beauty treatment, restoring her to first class condition. Next May, some 37 years after her keel was laid in Portland, Me., the *O'Brien* will steam to Ft. Mason, in San Francisco, in time for National Maritime Day. There she will become a floating maritime



Jim Shortell takes a turn at the wheel of the *Jeremiah O'Brien*.

museum, a tribute to the nation's seafarers.

The people who made the six-hour voyage included representatives of all the maritime unions, government agencies and various steamship companies. Also among the throng were about 100 present and former seamen who sailed on Liberty ships during the war.

Included among them were several men who had actually sailed on the *O'Brien* between 1943 and 1946,



The *SS Jeremiah O'Brien* lies at anchor in the government reserve fleet at Suisun Bay, California, where she has been for 33 years.

when she joined the mothball fleet. And most of them brought along members of their families to become part of the historic occasion.

The coming restoration of the *O'Brien* is a particular tribute to Thomas Patterson, Western Region Director of the U.S. Maritime Administration. Patterson spearheaded the drive to have the ship placed on the National Register as a historical object and declared a national monument. He has been aided by Thomas B. Crowley, chairman of the National Liberty Ship Memorial Committee.

Contributions came from all segments of the maritime industry, including the labor unions, as well as thousands of individuals. Over half a million dollars were raised for the project, and then matched by a

\$436,000 grant from U.S. Department of the Interior's Heritage Conservation and Recreation Service Historic Preservation Fund, and the National Trust for Historic Preservation.

Last summer, the first of scores of volunteers from the various maritime unions and ship repair services began working on the ship, preparing her for the trip. Every one of the maritime unions contributed to the effort, with SIU members in the deck, engine and steward departments all giving a helping hand as needed.

Among SIU officials who rode the ship on her memorable trip were George McCartney (Honorary Oiler), Ed Turner (Honorary Bosun) and Don Rotan, (Honorary Chief Steward).

Delta Brasil Committee



Here's the Ship's Committee of the *SS Delta Brasil* (Delta Line) at a payoff recently at the 39th St. Pier, Brooklyn, N.Y. They were (l. to r.) OMU Joe Logan, engine delegate; Cook and Baker Pedro Laboy, steward delegate; Recertified Bosun Robert F. Mackert, ship's chairman; Chief Steward Juan Oquendo, secretary-reporter and AB Victor De Jesus, deck delegate.

Getting to the top
doesn't have to be a
long haul.

We'll help
you get
there
fast—



Move up in the Engine Department. Take the FOWT Course at HLS. It's your first step up the career ladder. It starts January 17. To enroll, contact the Harry Lundeberg School or mail the application in this issue of the Log.

OGDEN CHALLENGER (Ogden Marine), September 16—Chairman, Recertified Bosun P. Burnette; Secretary R. De Boissiere; Educational Director R. Bizeeden; Engine Delegate A. Amat; Steward Delegate Emanuel Lowe. No disputed OT. Chairman reports that this has been a smooth trip and we are heading to Houston, Texas for payoff. Also noted that it is important for all shot cards to be brought up to date and those who don't have passports to get them. Told the crew that it was the best he had ever sailed with. A special vote of thanks to all department delegates for a job well done in helping to make this a good trip. Report to the Log: "Ogden Challenger was the first ship through the Panama Canal with a Panama pilot aboard on September 16, 1979, Sunday. Japanese television recorded the voyage throughout the entire passage. This SIU crew is the finest in the world." Observed one minute of silence in memory of our departed brothers. Next port Houston, Texas.

LNG LEO (Energy Transportation), September 9—Chairman, Recertified Bosun C. F. Boyles; Secretary A. Dechamp; Educational Director R. W. Nurmi; Engine Delegate Patrick Donovan; Steward Delegate Lawrence Conlon. Chairman reported that GSU John Dziuban was seriously injured in an accident while ashore in Bontang, Indonesia. Blood was needed and six of his shipmates from the SS LNG Leo quickly volunteered and donated blood at 2:00 A.M. that morning. Special thanks to Chief Mate, G. Tarver, 3rd A/E, M. Kellner, Radio Officer, J. Warren and Pat Donovan, QMED. The two other men who went forward but their blood was not the right type were 3rd Mate, M. Falitz and Steward, Baker, A. Dechamp. SIU representative Frank Boyne has been aboard ship.

OVERSEAS VIVIAN (Maritime Overseas), September 23—Chairman, Jorge Castillo; Secretary Henry W. Roberts; Educational Director Carlos I. Coello; Deck Delegate Robert E. Allen; Steward Delegate A. Z. Deheza. No disputed OT. Educational Director advised all crewmembers to attend some upgrading classes at Piney Point if they have not already done so. It is there for everyone to better themselves and to make the Union stronger. A vote of thanks to the steward department for a job well done. Next port Panama Canal Zone.

AMERICAN HERITAGE (Apex Marine), September 24—Chairman, Recertified Bosun Leo Paradise; Secretary M. Deloatch; Educational Director E. Sholar; Steward Delegate Teddy E. Aldridge. \$35 in ship's fund. No disputed OT. Chairman held a discussion on the importance of young men upgrading themselves at Piney Point that everyone who is eligible should take advantage of it. Also more members should apply for the LNG course as it offers a better opportunity for more jobs and better pay. The crew agreed that this is the best feeding ship that they have ever sailed. The Steward Marvin Deloatch puts out the best menus, and when the plates are served by the Chief Cook Teddy Aldridge they are always garnished nice and very appetizing. The crew extended special thanks to Captain Nooman and Chief Engineer Arnoldo for buying lobsters for the crew. Next port Riverhead.

EL PASO ARZEW (El Paso Marine), September 23—Chairman, Recertified Bosun E. Anderson. No disputed OT. Chairman spoke to captain about transportation and lodging and was informed that it would be taken care of at payoff. Everything is running smooth in each department. Report to the Log: "My first trip on the Arzew in the steward department was a good learning experience and a very worthwhile trip. I hope that more women can share this opportunity in the future.—Debbie Phillips." Next port Savannah.



MARYLAND (Interocean Transport), September 30—Chairman, Recertified Bosun Ben Mignano; Secretary R. F. Frazier; Educational Director G. Dickens; Engine Delegate Barry Harris; Deck Delegate Larry Thompson. Chairman held a discussion on the importance of donating to SPAD and gave a vote of thanks to Executive Vice President, Frank Drozak, for his quick reply to a recent beef. Secretary reported that everyone with enough time accumulated in their respective departments should upgrade at Piney Point for more money and job security. \$28.84 in ship's fund. No disputed OT. Observed one minute of silence in memory of our departed brothers. Next port Panama.

VIRGO (Apex Marine), September 10—Chairman, Recertified Bosun W. Robinson; Secretary Fred R. Hicks; Educational Director Jerry L. Boyce; Deck Delegate Charles Connell; Engine Delegate Frank Overstreet; Steward Delegate Sovandus Sessoms. Some disputed OT in deck and engine departments. Report to Log: "The crew was sorry to see the Baker, Jerry E. Wood, have to leave the ship due to a freak hand injury and we wish him a speedy recovery. The vessel is running the U.S. East Coast ports and thence to St. Croix, V.I. Most of our brothers have been spending many memorable hours there in some of the fabulous places to relax in. Several brothers passed birthdays on board and spent their happy hours in St. Croix celebrating them." Next port New York.

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

WESTWARD VENTURE	BROOKLYN	STONEWALL JACKSON
OVERSEAS NATALIE	MAYAGUEZ	EL PASO SOUTHERN
DELTA BRASIL	JEFF DAVIS	OVERSEAS ALEUTIAN
INTREPID	LONG BEACH	SEA-LAND PRODUCER
SEA-LAND FINANCE	TAURUS	SEA-LAND MC LEAN
DELTA PARAGUAY	OAKLAND	SAMUEL CHASE
DELTA NORTE	CAPRICORN	ZAPATA ROVER
DELTA MAR	HUMACAO	BRADFORD ISLAND
TRANSCOLUMBIA	HOUSTON	COVE EXPLORER
DELTA ARGENTINA	SEATTLE	SEA-LAND GALLOWAY
ALEUTIAN DEVELOPER	JOHN PENN	GREAT LAND
OVERSEAS ARCTIC	LNG ARIES	JACKSONVILLE
DELTA URUGUAY	BALTIMORE	SEA-LAND CONSUMER
CAROLINA	GALVESTON	OVERSEAS NATALIE
GEORGE WALTON	WORTH	GOLDEN DOLPHIN
OVERSEAS HARRIETTE	DEL RIO	TAMPA
DELTA ECUADOR	ARECIBO	GOLDEN MONARCH
DELTA COLUMBIA		SEA-LAND COMMERCE

COUNCIL GROVE (Interocean Mgt.), September 12—Chairman L. Rich; E. A. Kirchharr; Deck Delegate Robert Myer. \$100 in ship's fund. No disputed OT. Chairman reports that burial services were held on fantail for 3rd Mate William Vance at 1830 hours on September 10, 1979 by Captain and Chief Mate and crew. A wreath was thrown overboard at the spot of the accident. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Charleston.

DELTA MEXICO (Delta Line) September 2—Chairman, Recertified Bosun George A. Burch; Secretary Paul L. Hunt; Educational Director B. E. Cooley; Deck Delegate Joseph D. Blanchard; Engine Delegate Paul Thomas. \$55 in ship's fund. No disputed OT. Chairman thanked the crew for everyone getting along so well and cooperating to make this a smooth trip. A special vote of thanks to the steward department for a job well done. Next port Houston.

MERRIMAC (Ogden Marine), September 2—Chairman H. Menicou; Secretary John C. Reed; Deck Delegate R. Rodriguez. Some disputed OT in deck and steward departments. Chairman thanked the crew and the delegates of each department for their cooperation. The Logs were received and passed out for all to read. Next port Corpus Christi, Tex.

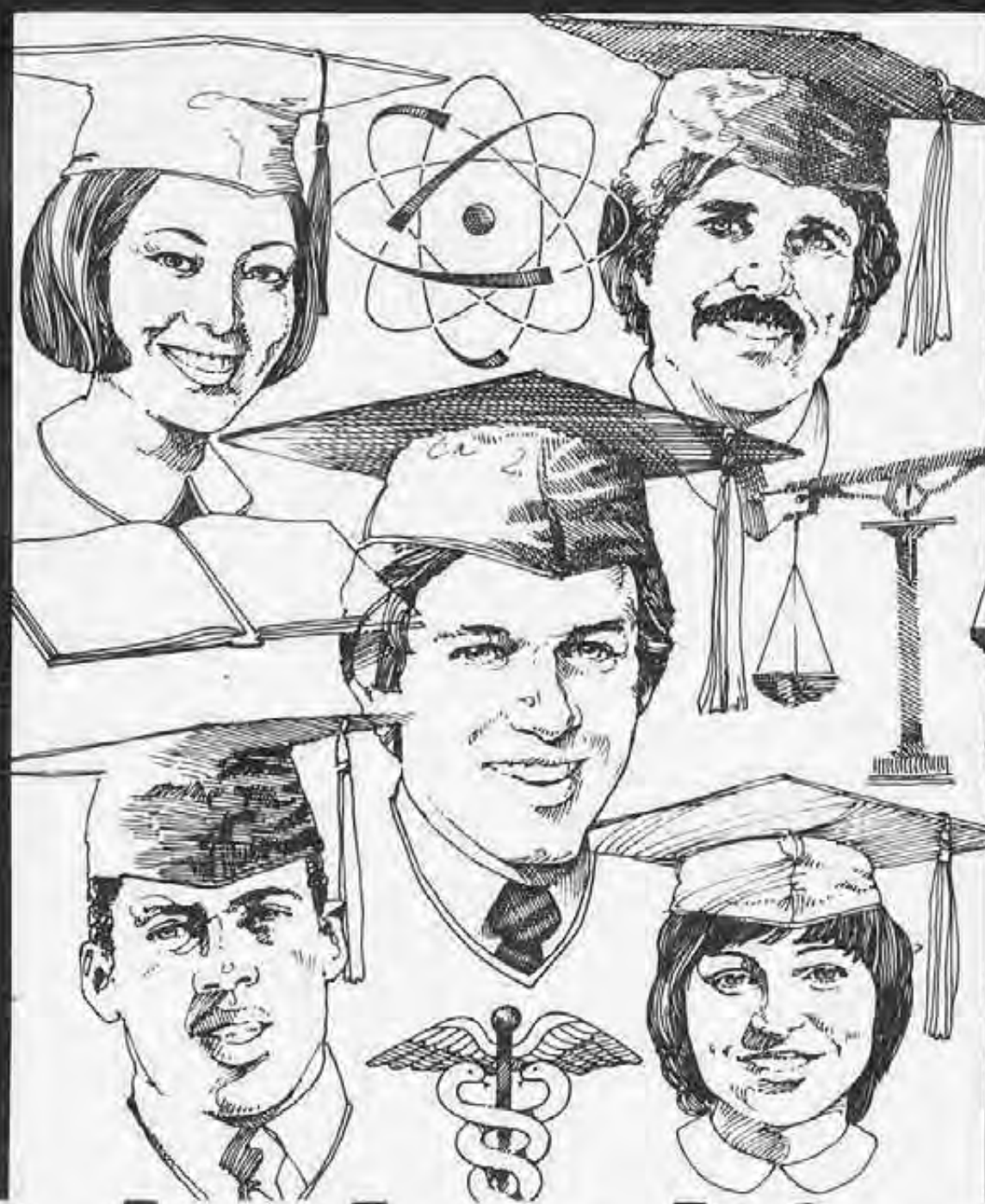
OVERSEAS ALASKA (Maritime Overseas), September 21—Chairman, Recertified Bosun W. L. Osborne; Secretary George L. Vourloumis; Educational Director Emerson Ness; Deck Delegate Edward Lindberg; Engine Delegate Robert Kwiatkowski; Steward Delegate Sam Morris. \$3 in ship's fund. Some disputed OT in steward department. Educational director advised all members to take advantage of upgrading facilities at Piney Point. A vote of thanks to the steward department for a job well done.

COVE RANGER (Cove Shipping), September 9—Chairman F.R. Schwarz; Secretary F. Paylor; Educational Director H. Smith, Jr. No disputed OT. Chairman discussed the idea of upgrading and the advantages of same. Educational director advised all those who haven't had a high school education can take the GED Course at Piney Point and get their diplomas. A vote of thanks to the steward department for a job well done.

GUAYAMA (Puerto Rico Marine), September 9—Chairman, Recertified Bosun S. Kadziola; Secretary R. A. Cobb; Educational Director R. F. Dearie. No disputed OT. Chairman gave a brief lecture on the importance of donating to SPAD and pointed out safety habits aboard ship. Also talked about helping those who want to go to Piney Point and the importance of upgrading. Encouraged all crewmembers to be back on board one hour before sailing time. A vote of thanks to the steward department. Observed one minute of silence in memory of our departed brothers. Next port Elizabeth.

DELTA SUD (Delta Steamship), September 23—Chairman, Recertified Bosun R. Lambert; Secretary E. Vieira; Educational Director J. C. Dial; Engine Delegate E. M. Welch. No disputed OT. Chairman reported that we are scheduled to pull into Maracaibo. However, if we bypass that port we could be in New Orleans at about 6:00 A.M. Monday morning or Monday night and payoff sometime Tuesday. This has been a very good trip with all things considered going along pretty well. We also have had another accident free trip. Be sure to keep in touch with the office as to the sailing time of the vessel. As you know from experience the sailing time is subject to change from one hour to another. Observed one minute of silence in memory of our departed brothers.

Apply for SIU College



Scholarships Program 1980

IT'S not too early to start applying for the yearly SIU college scholarships offered to members and their dependents.

Entitled the "Charlie Logan Scholarship Program," seven college scholarships, worth \$60,000, are offered through the Seafarers Welfare Plan annually.

Five of the scholarships are four-year \$10,000 awards. One of these goes to an active member while four go to dependents of members.

Two of the scholarships are two-year grants worth \$5,000 each. These are exclusively for active members.

For an active member to be eligible for a scholarship, he must have at least two years (730 days) employment time with SIU contracted companies. In addition, he must have one day of employment in the six month period immediately preceding date of application, as well as 125 days employment in the previous calendar year.

Members' dependents applying for the scholarships must be unmarried and under 19 years of age. [However, unmarried children who are eligible for benefits under Plan #1 Major Medical can apply for a dependent's scholarship up to the age of 25.]

An applicant must be the dependent of a member with three years (1,095 days) employment time with SIU contracted companies, as well as one day employment in the

six month period immediately preceding date of application and 125 days employment in the previous calendar year.

Dependents of pensioners or deceased members who had met these seetime requirements before death or retirement are also eligible for the scholarships.

All scholarships are awarded on the basis of high school grades and scores achieved on either the College Entrance Examination Boards (SAT only) or the American College Tests (ACT).

Upcoming test dates for the SATs are: Nov. 3; Dec. 1, and Jan. 26. For more information on the SATs, write the College Entrance Examination Board at either Box 592, Princeton, N.J. 08540, or Box 1025, Berkeley, Calif. 94701. (Write to the office located closest to your mailing address.)

Upcoming test dates for the ACTs are: Dec. 8, and Feb. 16. Information and applications for these exams may be received by writing to ACT Registration Unit, P.O. Box 414, Iowa City, Iowa 52240.

SIU members can pick up Scholarship award applications for themselves or their dependents at any SIU Hall or by writing the SIU Welfare Plan, 275 20th St., Brooklyn, N.Y. 11215.

Scholarship winners will be announced in May 1980. Applications should be in no later than Apr. 15, 1980.

**Help
A
Friend
Deal
With
Alcoholism**



Alcoholics don't have friends. Because a friend wouldn't let another man blindly travel a course that has to lead to the destruction of his health, his job and his family. And that's where an alcoholic is headed.

Helping a fellow Seafarer who has a drinking problem is just as easy—and just as important—as steering a blind man across a street. All you have to do is take that Seafarer by the arm and guide him to the Union's Alcoholic Rehabilitation Center in Valley Lee, Md.

Once he's there, an alcoholic SIU member will receive the care and counseling he needs. And he'll get the support of brother SIU members who are fighting the same tough battle he is back to a healthy, productive alcohol-free life.

The road back to sobriety is a long one for an alcoholic. But because of ARC, an alcoholic SIU member doesn't have to travel the distance alone. And by guiding a brother Seafarer in the direction of the Rehab Center, you'll be showing him that the first step back to recovery is only an arm's length away.

Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the Alcoholic Rehabilitation Center. I understand that all my medical and counseling records will be kept **strictly confidential**, and that they will not be kept anywhere except at The Center.

Name Book No.

Address
(Street or RFD) (City) (State) (Zip)

Telephone No.

Mail to: **THE CENTER**
Star Route Box 153-A
Valley Lee, Md. 20692

or call, 24 hours-a-day, (301) 994-0010

Pensioner Ah Sang Ling, 75, died of a heart attack in the St. Francis Hospital, San Francisco on June 25. Brother Ling joined the Union on the West Coast sailing as a cook. He sailed 25 years. Seafarer Ling was born in China and was a resident of San Francisco. Interment was in the Olivet Cemetery, Colma, Calif. Surviving is a cousin, James Ling of San Francisco.

Pensioner Edward "Eddie" Reyna Maul Jr., 66, died of injuries sustained in a fall on Aug. 4 at the Harborview Medical Center, Seattle. Brother Maul joined the Union on the West Coast sailing as a chief cook and chief butcher from 1946 to 1975. He sailed 19 years on the *President Cleveland* (APL). Seafarer Maul graduated from the Marine Cooks & Stewards Union Training and Recreation School, San Francisco in 1961 and the Training School, Santa Rosa, Calif. in 1970. He was a wounded-in-action master-sergeant veteran of 2nd U.S. Marine Corps Division, Wellington, New Zealand in World War II. And he was born in Santa Clara-San Jose, Calif. and was a resident of Valley Springs, Calif. Interment was in the Peoples Cemetery, San Andreas, Calif. Surviving are his widow, Amanda; a son, Richard of Oroville, Ga. and a daughter, Mrs. Pamela Ann Rutherford of Valley Springs.

Samuel James Davis, 55, died of cancer in the U.S. Navy Medical Center, Portsmouth, Va. on July 14. Brother Davis joined the Union in the port of Norfolk in 1975 sailing as a cook on the *Tug Falcon* (Allied Towing) from 1973 to 1977. He was a veteran of the U.S. Navy in World War II. Boatman Davis was born in Rolland, N.C. and was a resident of Moyock, N.C. Burial was in Westlawn Memorial Park Cemetery, Elizabeth City, N.C. Surviving are his widow, Jonnie; his parents, Mr. and Mrs. James and Rose Davis and a sister Mrs. Lilly Taylor.

Pensioner Joseph Lawrence Molica, 72, passed away from lung failure in the San Francisco USPHS Hospital on June 24. Brother Molica joined the Union on the West Coast sailing as a waiter and room steward. He sailed 43 years. From 1958 to 1968, he sailed on the *SS President Cleveland* (APL). From 1939 to 1946, he sailed on the *SS Lurline* (Matson). Seafarer Molica was born in California and was a resident of San Francisco. Cremation took place in the Woodlawn Memorial Cemetery, Colma, Calif. His ashes were buried at sea. Surviving are a brother, Anthony of Fremont, Calif.; a sister, Rose of San Jose, Calif.; a nephew, Samuel Molica of Fremont; a greatnephew, Anthony Molica and a greatniece, Christine L. Molica, both of San Jose.

Pensioner Stanley August Bauers, 78, died of a heart attack on arrival at the Community Memorial Hospital, Cheboygen, Mich. on Aug. 23. Brother Bauers joined the Union in the port of Detroit in 1961 sailing as an AB and wheelsman on the *Lakes Ferry Chief Wawatam* (Straits Co.). He was born in Missouri and was a resident of Mackinaw City, Mich. Burial was in Lakeview Cemetery, Mackinaw City. Surviving are his widow, Rose; a son, Raymond of Stanford, Mich.; a daughter, Jerilu and a sister, Arla of Emmet, Mich.



John Ryland Shannon, 62, died of heart-lung failure in the Pennsylvania Hospital, Philadelphia on June 22. Brother Shannon joined the Union in the port of Philadelphia in 1969 sailing as an AB, oiler and coal barge captain for Taylor and Anderson. He sailed deep sea with the SIU in 1947 and 1951 out of the port of New York. Born in Brownwood, Tex., he was a resident of Philadelphia. Surviving are his widow, Lillian; two sons, Bruce and Michael and a daughter, Bonnie.



Pensioner Charles "Chick" Malley, 73, died of lung disease in Holy Name Hospital, Teaneck, N.J. on July 7. Brother Malley joined the Union in the port of New York in 1960 sailing as a bridge operator for the N.Y. Central Railroad, West Shore Division, Weehawken, N.J. from 1927 to 1967. He was a union member since 1949. Boatman Malley was a veteran of the U.S. Army in World War II. Born in Union City, N.J., he was a resident of Ridgely Park, N.J. Burial was in St. Joseph's Cemetery, Hackensack, N.J. Surviving is his widow, Johanna.



William John Otis, 63, died of heart failure in the John Sealy Hospital, Galveston on Feb. 27. Brother Otis joined the Union in the port of Houston sailing as a chief engineer for Brown and Root from 1952 to 1964 and for the G & H Towing Co. from 1964 to 1979. He was a former member of MEBA. And he was born in Antigua, B.W.I. and he was a resident of Blessing and Galveston, Tex. Interment was in Calvary Cemetery, Galveston. Surviving is his widow, Beryl.

Pensioner James Lewis, 72, passed away from emphysema in the San Francisco USPHS Hospital on Aug. 2. Brother Lewis joined the Union on the West Coast sailing as a room steward. He sailed for 46 years. Seafarer Lewis sailed during World War II and on the *SS President Pierce* (APL). He was born in Hawaii and was a resident of San Francisco. Burial was in the Holy Cross Cemetery, Colma, Calif. Surviving are his widow, Madonna; a nephew, Alexander Barboza of Long Beach, Calif. and a niece, Jacqueline Desormeaux of San Francisco.

Pensioner Herman Carl Helm, 72, succumbed to a heart attack in the San Francisco USPHS Hospital on Sept. 4. Brother Helm joined the Union on the West Coast sailing as a chief steward. He sailed for 40 years. Seafarer Helm was born in North Carolina and was a resident of San Francisco. Burial was in the Woodlawn Memorial Park Cemetery, Colma, Calif. Surviving are a stepson, James L. Kelper of San Francisco; a sister, Beatrice and a niece, Mrs. Peggy Hawley, both of Salem, N.C.



Pensioner Kenyon Floyd "Ken" Parks, 73, died of heart disease in San Joaquin Hospital, French Camp, Calif. on Aug. 30. Brother Parks joined the SIU in the port of New Orleans sailing as a waiter-steward and passenger BR on the *SS Delta Mar, Del Mundo, Del Norte and Del Sud* (Delta Line) for 14 years. He was born in Wadena, Minn. and was a resident of Stockton, Calif. Burial was in Farmington (Calif.) Memorial Cemetery. Surviving are his widow, Maria of Stockton; two daughters, Renee of Stockton and Mrs. (Katherine) R. Ellis Gardiner of Lathrop, Calif.; his mother, Mrs. Gertrude H.T. Donaldson of Stockton and two sisters, Mrs. Grace Jones of Stockton, and Mrs. Margaret Shugart.



Pensioner Gaudencio Torrefiel Tiflis, 77, passed away at home in Manila, P.I. on Aug. 16. Brother Tiflis joined the SIU in the port of Baltimore in 1951 sailing as a fireman-watertender. He sailed 36 years. Seafarer Tiflis was born in the Philippines. Surviving are his widow, Tiburcia of Manila and a son, Benjamin of Baltimore.



Pensioner Lennot Wilfert Sr., 68, died of lung failure in the Savoy Memorial Hospital, Mamou, La. on June 30. Brother Wilfert joined the SIU in the port of Lake Charles, La. in 1957. He sailed as a pumpman for 25 years. Seafarer Wilfert was a veteran of the U.S. Army in World War II. Born in Eunice, La., he was a resident there. Burial was in St. Paul's Cemetery, Eunice. Surviving is his widow, Zora.



Carl Johnsson, 65, passed away in 1972. Brother Johnsson sailed in the engine department with the Union from 1951 to 1967. He was a graduate of the SIU-MEBA District 2 School of Marine Engineering, Brooklyn, N.Y. in 1967. From 1967 to 1972, he sailed with MEBA. Seafarer Johnsson was a resident of Brooklyn. Surviving are his widow, Elizabeth and a brother-in-law.



Eugene Edward Hill, 54, died of a heart attack on a ship in Lake Michigan off Gary, Ind. on Aug. 28. Brother Hill joined the Union in the port of Duluth, Minn. in 1973 sailing as a fireman-watertender for Kinsman Marine. He was born in Minnesota and was a resident of Duluth. Burial was in Bassett Cemetery, Duluth. Surviving are his daughter, Mrs. Barbara Anderson of Duluth and his father, Eno.



Pensioner Ernest C. Baker, 82, passed away from heart disease in the Lower Bucks County Hospital, Falsington Twsp., Pa. on Aug. 2. Brother Baker joined the Union in the port of Philadelphia in 1960 sailing as a pilot and mate for Independent Towing and IOT. A native of Maryland, he was a resident of Philadelphia. Burial was in the Holy Sepulchre Cemetery, Cheltenham Twsp., Montgomery County, Pa. Surviving are his widow, Margaret and a daughter, Eileen.

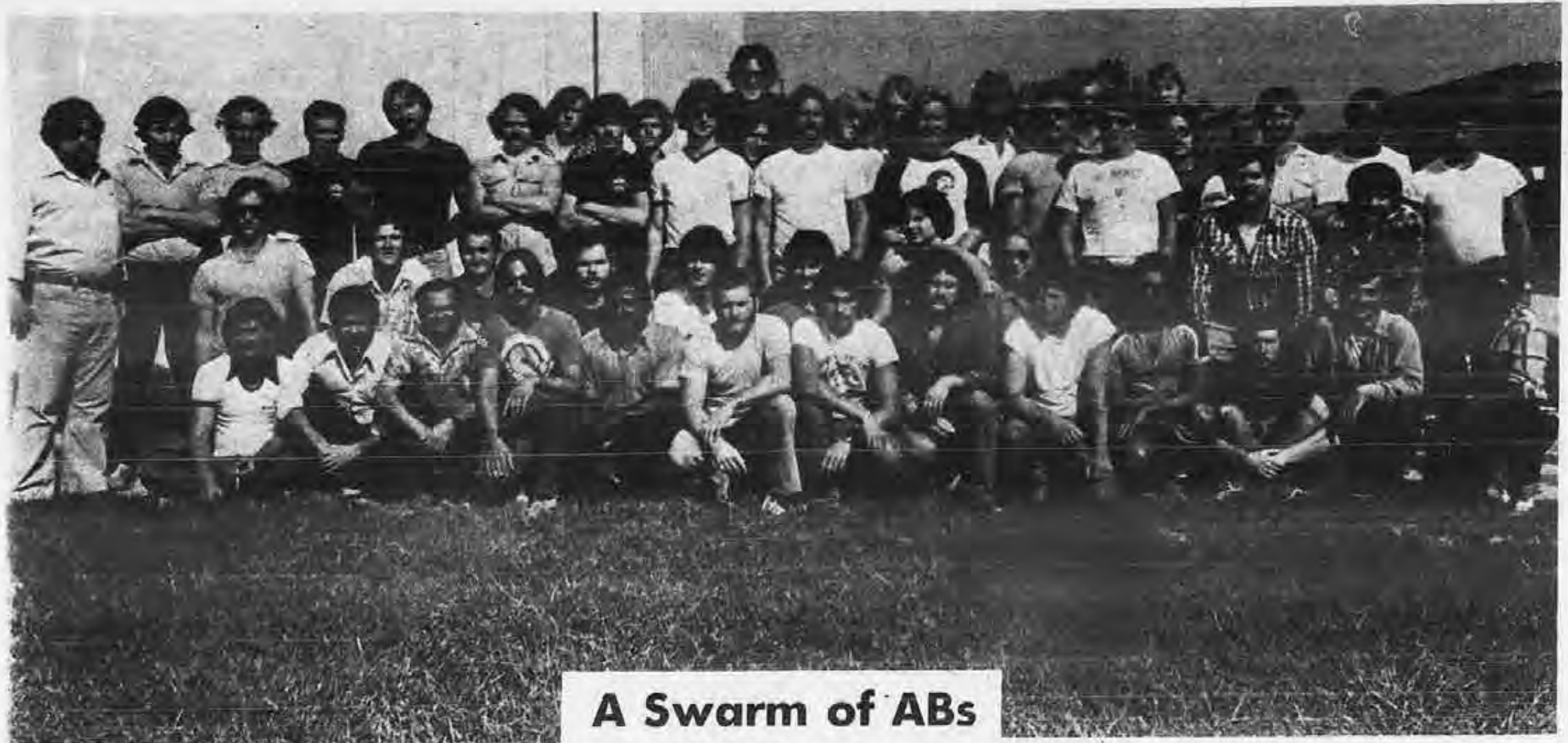


Pensioner James Brown, 80, succumbed to cancer in the West Jersey Hospital, Burlington County, N.J. on Aug. 18. Brother Brown joined the Union in the port of New York in 1960 sailing as a 1st deckhand for the N.Y. Central Railroad Marine Division from 1928 to 1963. He was a former member of the Associated Maritime Workers Union (AFL) and Local 1 of the International Organization of Masters, Mates and Pilots. Boatman Brown was born in New York and was a resident of Marlton, N.J. Interment was in Flushing Cemetery, Queens, N.Y.C. Surviving is his widow Emma.



Pensioner James Mayo Taylor, 68, died of a heart attack in Beaufort County (N.C.) Hospital on July 3. Brother Taylor joined the Union in the port of Norfolk in 1960 sailing as a deckhand for Southern Materials Co. from 1952 to 1956 and for GATCO from 1958 to 1972. He was a member of UMA from 1956 to 1960. Brother Taylor was born in Bath, B.C. and was a resident there. Burial was in Pamlico Memorial Gardens Cemetery, Washington, D.C. Surviving are his widow, Retha; two sons, Carl and James and a daughter, Dianna.

Pensioner Vernon Robert "Buzz" Lee, 76, passed away from pneumonia in the Kaiser Foundation Hospital, San Rafael, Calif. on Aug. 12. Brother Lee joined the Union on the West Coast sailing as a bartender and smoking room steward. He sailed for 26 years. From 1957 to 1963, he sailed on the *President Johnson and Wilson* (APL). Seafarer Lee was born in South Dakota and was a resident of Sonoma and Santa Clara, Calif. Interment was in the Mission City Memorial Park Cemetery, Santa Clara. Surviving are his widow, Mabel of Cloverdale, Calif. and two daughters, Mrs. Eugene (Sally) Pellegrini of Santa Clara and Mrs. Charmaine O'Leary of Moundview, Minn.



A Swarm of ABs

AB Course Instructor H. Coyle (standing left) is with graduates in (sitting) first row of (l. to r.) G. Savard, J. Gallant, P. Alma, G. Cino, W. C. Hall, R. D. Wiley, R. Neveau, C. Hunt, J. Schamanski, T. Ross, J. Watson, D. Miller and D. Barnay. In the second row sitting are (l. to r.) H. Dennis, S. Ramsey, J. Gardner, J. Smilari, D. McKee, A. Laird, S. Barron, J. Kirsch, F. Goodin and A. Chekov. Standing in the first row (l. to r.) are J. Gomez, S. Hudson, S. Seiler, R. Pence, P. Tracy, E. J. Parker, L. Hensley, F. Coyle, J. Elias, M. Vanderhorst, R. Castore, A. Johnson, J. "Eyeball" Landry and R. Smith. Way in the back row standing (l. to r.) are M. Bailey, J. Byrne, M. Ingram, T. Keenan, T. Sacco, T. Schultz, J. Jones, J. Brown, W. Hausenbauer and D. L. Hutch.

LNGers All Ready to Sail



Here's a recent graduating class of the LNG Course at the Point. In front (l. to r.) are K. Quinn, A. Caulder, K. Park and J. Dernbach. The middle row (l. to r.) has F. Pehler, K. MacInnes, M. Pereira and A. Derosier. Bringing up the rear (l. to r.) are R. Schwender, Mike Delaney, L. Garcia, J. Haight and L. Cook.

All Kinds of Cooks



Displaying their diplomas are new additions to the SIU Steward Department (l. to r.) Chief Cook Tom McQuay, Cooks and Bakers Robert Fitzgibbon and Earl Feltus and Towboat Cook Charles Di Meglio.

Man Those Oars Men



In front of Pier 45 at Piney Point are graduates of a Lifeboat Course. They include (front l. to r.) J. Gallant, P. Alma, J. Watson, W. C. Hall, C. Hunt and A. F. Johnson. In the back are (l. to r.) Instructor H. Coyle, J. Hughes, D. Barney, J. "Eyeball" Landry, E. J. Parker, T. Simmons, W. Hausenbauer, H. Dennis, J. Gardner and S. Parrish.

Cook Congrats Cook



Newly graduated HLS Cook and Baker Eric Parker (right) gets handshake and diploma from Instructor L. Tucker.

Why Not Apply for an HLS Upgrading Course Now!

HARRY LUNDEBERG SCHOOL UPGRADING APPLICATION (Please Print)

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

Address _____
(Street)

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

Deepsea Member Inland Waters Member Lakes Member

Book Number _____ Seniority _____

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

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

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

Entry Program: From _____ to _____
(dates attended)

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

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

Dates Available for Training _____

I Am Interested in the Following Course(s) _____

DECK

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

ENGINE

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

STEWARD

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

ALL DEPARTMENTS

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

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

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

SIGNATURE _____

DATE _____

RETURN COMPLETED APPLICATION TO:
 LUNDEBERG UPGRADING CENTER,
 PINEY POINT, MD. 20674



**WE NEED
A SPACE IN
WASHINGTON**

**30¢ A DAY
IS ALL IT TAKES**

Sign the SPAD check-off today.

