

LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO VOL. 41 NO. 9 SEPTEMBER 1979

SIU Crews New 1,000-Ft. Laker, Indiana Harbor

Page 13



Paul Hall Gives National Labor Day Address



Pages 14-15

Boatmen on National Flag Save Crash Victim

Page 11

Union Wins Landmark Court Case

Page 3

SIU in Battle to Preserve Safety



Page 5

Steward Recertification Program Gets Underway

Pages 20-21

Senate Votes 'Yea' to Bring Back U.S. Passenger Ships

Three grand old passenger ships may soon be restored to active service under the U.S. flag, thanks to action taken by the Senate this month.

By a voice vote on Sept. 6 the Senate passed two separate bills with the common aim of bringing back the U.S.-flag passenger fleet. House action on the bills is still pending.

Introduced by Sen. Daniel K. Inouye (D-Hawaii), one bill allows the passenger ships *United States* and *Santa Rosa* to operate on domestic as well as foreign routes. The other bill re-documents the *S.S. Independence* for use in the U.S. coastwise trade.

Passage of the bills was hailed as a boon for the U.S.-flag maritime industry and American tourism by the many maritime labor, industry and government groups that have supported the bills.

Speaking for the legislation on behalf of the SIU, Washington

representative Chuck Mollard noted that restoration of these passenger ships is a necessary first step in rebuilding the "vital passenger component of the United States merchant marine."

The American-flag passenger fleet, once a vital sector of U.S. maritime, has dipped to only four deep sea vessels in recent years. The four, SIU-crewed Delta Line ships, cruise between the U.S. West Coast and South America.

The SIU also mans the only two overnight passenger steamboats in the U.S. fleet. They are the *Delta Queen* and the *Mississippi Queen*. They operate throughout the Mississippi River system.

Re-entry of the *Independence*, *United States* and *Santa Rosa* into the U.S. passenger fleet will mean new jobs for American seamen as well as for U.S. shipyard workers and those in other maritime related industries.

But while the Senate vote paves the way for the re-birth of

the American passenger fleet, that re-birth is still in its infant stages.

House action, expected soon, is still necessary before the long laid-up *Independence* begins cruising the Hawaiian Islands and *United States* starts her California-to-Hawaii run. And the two cruise companies which

have contracted to buy these two passenger vessels are not going to start pouring money into restoring them until approval to run them is official.

The SIU and other maritime labor and industry groups that support a revival of the U.S.-flag passenger fleet, will continue efforts to get that revival rolling.

INDEX

Legislative News

Senate Passes Passenger Ship BillPage 2
SIU in Washington Pages 9-10
Fight to Preserve Safety.....Page 5

Union News

Win Yellowstone Case.....Page 3
President's ReportPage 2
Headquarters NotesPage 7
Letters to EditorPage 18
Brotherhood in ActionPage 39
At Sea-AshorePage 17
SPAD Checkoff Back Page
Hall's Labor Day Address Pages 14-15
Great Lakes PicturePage 26
Inland Lines.....Page 29
National Flag Boatmen Save Crash VictimPage 11

General News

Ship's DigestsPage 32
Dispatcher's Reports:
Great LakesPage 26
Inland WatersPage 28
Deep SeaPage 22

Training-Upgrading

"A" Seniority UpgradingPage 23
Piney Point GradsPage 31
Upgrading SchedulePage 6

Membership News

New PensionersPage 33
Final DeparturesPage 36
Steward Recertification Program Pages 20-21
Manhattan IslandPage 16

Special Features

The Late Al Bernstein Pages 34-35
Good Will Agent on LNG RunPage 38

The PRESIDENT'S Report



Paul Hall

Next 14 Months Are Critical

THE 1980 Presidential election is a full 14 months away. But the way the candidates—both announced and unannounced—are running you'd think the election was next week instead of next year.

It's too bad it has to be like this. But that's the way the American political system works. An elected legislator in this country—whether he be the President, a Congressman or a Senator—never really stops running.

Before a politician makes a move—whether it be voting on or sponsoring a bill—he looks at it two ways.

First, he studies how the bill will effect the nation. And secondly, he studies how his support or opposition of the measure will effect him politically.

So many times, a politician votes on an issue in relation to what's good for him politically and not on the merits of the bill itself.

It's all part of the political process in this country. You may not like it in principle, but if you are going to take an active role in the political arena—like we do—you have to play by the rules.

That is the main reason why the job of political action is both tough duty as well as being a full time job—day in, day out.

Each and every SIU member must realize the importance of politics to our Union, our jobs and our security.

There's no two ways about it. Our success in politics is directly tied to our continued success and prosperity as a trade union.

So, if you look at it closely, it's really not premature to be looking at the 1980 election right now. Don't forget, the office of President is only one job to be filled. The entire House of Representatives, 435 seats, is also up for election. So are numerous important Senate seats.

At the present time, this membership should be fully aware that the SIU is already gearing up for the 1980 elections.

We are supporting and will continue to support the people we feel will do a good job for maritime when and if they get into office.

At the same time, the Union's legislative staff is doing an outstanding job of keeping on top of the day-to-day activities in Washington, D.C. This is an extremely difficult job. And as all SIU members should realize, it's getting tougher and tougher all the time.

My point, brothers, is simply this. The next year, from a political standpoint, is crucial to us.

We must start playing our chips now, and play them smart throughout. For us there is no bluffing in politics. We have to have a full house every time to bring home a winner.

In this game, brothers, SPAD is our chips. And like in any poker game, you can't go in with a small bankroll. If you do, you're as good as dead.

Our new '30 Cents-a-Day' SPAD Checkoff Program has been in operation now for a little over a year.

The response to the program has truly been outstanding. And there is no question that the membership's support of the SPAD Checkoff Program has already increased our ability to function politically.

Our overall goal is to have every SIU member participate in the SPAD Checkoff program. We are on our way toward achieving that goal.

For those who have not signed the checkoff authorization, it's time to start giving serious consideration to doing so.

To those who have signed it, it's important to realize that participation in politics by the individual SIU member only starts with SPAD.

Every member should know the important maritime issues, as well as knowing where a candidate stands concerning our industry.

The individual member should also take the time out to write his Congressman and Senators to encourage support for maritime. In addition, the individual SIU member should consider donating some of his time to campaigns involving candidates being supported by the Union.

Our record in the political arena has been a very good one. We have done a lot with relatively small resources. The bottom line, though, is that we must do more. Now is as good a time as any to get going.

House Votes to Ban Alaska Oil Exportation

CHALK one up for the American consumer and thousands of American workers in a variety of trades including maritime.

The House of Representatives, after months of delay, finally voted to ban the exportation of Alaskan oil as part of the Export Administration Act Amendments of 1979.

The Senate passed an almost identical bill in July. However, because there are some differences in them, the bill must go to a House-Senate Conference Committee before it can be sent on to the White House for the final okay.

The House version of the bill

was passed on Tuesday evening Sept. 25, 1979. However, there was an eleventh hour attempt by Rep. William Dannemeyer (R-Calif.) to do away with the Alaskan oil provision in the bill. Dannemeyer was badly defeated in a 340 to 61 roll-call vote.

After Dannemeyer's amendment was dumped, the House went on to approve the full Export Administration bill by a voice vote.

The ban on exportation of Alaskan oil is a big victory for the goal of energy independence for America. At the present time, the Alaska oil reserve is the only solid reliable reserve in the United States.

Credit for this victory goes to

the wide range of consumer and citizen groups and the AFL-CIO, which did the hard work on Capitol Hill to get the bill passed.

Essentially, the House bill totally bans the export or exchange of Alaskan produced oil, except in the following instances:

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

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

- if any exports are approved

their contracts must be terminable;

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

The main difference in the House and Senate bill is this. The House bill says that a Presidential order calling for the exportation of Alaskan oil must be approved by both Houses of Congress. The Senate version says that a Presidential order for Alaskan oil export must be disapproved by both Houses of Congress.

Either way, it looks like America's biggest and most reliable energy reserve will be used by American consumers and industry, exclusively.

SIU Wins Landmark Decision in Yellowstone Case

A LANDMARK decision which will enable the SIU to defend the health and safety rights of Union members more fully than ever before was handed down this month by U.S. District Court for the Southern District of New York.

The Court decision, dated Sept. 17, 1979, upholds the right of a maritime union to fully and actively participate in a Coast Guard investigation into a marine casualty that involves union members.

The ruling stemmed from charges filed by the SIU against the Coast Guard and other agencies in the wake of a Coast Guard investigation into the June 1978 sinking of the SIU-manned *S.S. Yellowstone* (Ogden Marine).

Two days after the Algerian freighter *Ibn Batouta* rammed the portside of the *Yellowstone's* engine room, killing and injuring several SIU members, an inquiry into the cause of the casualty was begun.

The purpose of the inquiry was twofold: to determine the cause of the accident; and to formulate suggestions which could be implemented to prevent similar accidents from happening in the future.

At the start of the hearing, the SIU applied to the presiding Coast Guard officer, Commander Leon E. Beaudin, to be designated as a "party in interest." A party in interest has the right to fully participate in the proceedings, including the rights to legal counsel, to cross examination and to call witnesses. As the collective bargaining and trade union representative of the *Yellowstone's* unlicensed crew, the

Union claimed a "vital and critical interest in the safety and working conditions" of Union members and further claimed that interest entitled us to be named a party in interest.

Cmdr. Beaudin denied the SIU's "party in interest" application, saying that "a person is named a party in interest so that he may have the opportunity to protect himself if the facts develop that are adverse in nature to him." Cmdr. Beaudin decided the Union's status was that of an "interested party," which allowed the SIU to sit in on the hearings but not to play an active part in them.

Charging that the Coast Guard had both misinterpreted and acted "in contravention" of U.S. shipping laws defining "party in interest," the SIU applied to U.S. District Court for an injunction.

Backs Union Strongly

In a hearing before U.S. District Judge Mary Johnson Lowe, the Union presented a well-documented case which argued that an inquiry into a marine casualty in which Seafarers are involved cannot be complete without the "relevant and probative evidence," of those Seafarers.

District Judge Lowe upheld the Union's position. In a written opinion which strongly backed the Union's authority to protect the lives, safety and working conditions of the SIU membership, Judge Lowe said:

"If Congress intended a casualty investigation to ascertain the cause of an accident, then all interests, particularly representa-

tives of the largest segment of the maritime public—the crews of merchant marine vessels, such as the unlicensed seamen...who died in the collision and who are most likely to die in future marine casualties—will be represented."

"The seamen," Judge Lowe concluded, "if not more interested are at least as equally interested as owner and cargo interests in promoting the safety of life and property at sea. It is they who have the most compelling reasons to raise all issues relevant to the collision."

The Coast Guard's one-sided investigation of the *Yellowstone* tragedy has been completed. But because of the court's ruling, the

Coast Guard is temporarily barred from publishing or distributing their findings.

Right now, the SIU is in the process of preparing the finalization of its case which, if upheld by the Court, will make the temporary injunction against the Coast Guard permanent.

The Union's general counsel Howard Schulman is very optimistic that the Court will again rule in favor of the SIU. And that will mean that in the future, the SIU and other maritime unions will be able to raise all the relevant issues in a marine casualty investigation, not just the issues the Coast Guard and shipowners want to see.

Log, Skipjack Win ILPA Awards

The International Labor Press Association has announced the winners of its 1978 Journalistic Awards Contest and the SIU's publications did well.

The *Log* won the "Award of Honor for General Editorial Excellence" in its category of international union publications of less than 100,000 circulation.

The *Skipjack*, published by the Lundeberg School, won two awards. The *Skipjack* won the "Award of Honor for General Editorial Excellence" in its category of union publications of less than 20,000 circulation.

The *Skipjack* also won "First Award for Best Front Page, Newspaper Format" in competition with all labor newspapers.

In announcing the awards, the ILPA judges said that the *Log* "specializes in bringing to its far flung membership news of maritime legislation that directly affects their

lives, both at sea and ashore. Special emphasis is also given education and training of seamen."

The ILPA judges said that the *Skipjack* "is unexcelled in its class for fine graphics. Spritely written features, with good photos help it explain the world of the sea to students and the activities of the School to the outside world."

The award won by the *Log* this year adds to the long list of awards our paper has won since it was first published in 1938. A good deal of the credit for the *Log's* success goes to SIU members who continually supply the *Log* with lively photos and stories of life at sea and on the inland waters.

Congratulations are also in order here for the staff of the Lundeberg School for the fine job they do month after month in keeping the membership informed of the opportunities available at the School for SIU members.

Unions Oppose Amendments to Maritime Bill

TWO legislative amendments that would badly hurt the U.S. merchant marine have been vigorously opposed by the AFL-CIO Ad Hoc Committee on Maritime Industry problems.

The Ad Hoc Committee, made up of all the major seagoing unions, voiced strong objections to two of the House amendments to the Maritime Appropriations Authorization Act of fiscal year 1980.

The Maritime Bill was passed by the Senate in May and by the House in July. The SIU and other maritime unions fought very hard for the bill and were successful in getting the most important parts passed.

These were the allocations of subsidy funds.

For the construction differential subsidy (CDS) program, \$101 million was approved; for the operating differential subsidy (ODS) program, \$256 million was approved.

Also \$16 million went to maritime research and \$27.9 million for maritime education and training.

The House tacked on some amendments to its version of the Maritime Bill. Since these amendments are not in the Senate version, a conference committee must meet to resolve the differences.

Following are the two House amendments which the Ad Hoc Maritime Committee opposes:

- the so-called "50 percent manning amendment." This amendment prohibits CDS funds for the construction of any new merchant vessel on which the subsidized manning scale is 50 percent above the minimum manning requirements determined by the Coast Guard as necessary for the "safe operation" of the vessel.

- the so-called "lobbying" amendment. This amendment affects U.S. operators who receive operating differential subsidies. It prohibits them from counting as eligible their costs for contributions to contractually established maritime industry and legislative research organizations. This includes such groups as Transportation Institute, the Joint Maritime Congress, and the American Maritime Officers Service.

SIU Washington Representative Chuck Mollard, who is chairman of the Subcommittee on Legislation of the Ad Hoc Maritime Committee, voiced the Committee's objections in letters to Rep. John Murphy and Sen. Daniel Inouye.

Concerning the "50 percent manning amendment," Mollard wrote, "This is a completely

erroneous and misleading provision which serves only to confuse the Congress."

He explained that the Coast Guard doesn't take the steward department into consideration when establishing manning levels for "safe navigation."

Mollard pointed out that the Coast Guard's manning levels "do not take into account the need for vessel maintenance, vessel sanitation, specialized operational activities, or passenger services, as well as possible emergency procedures."

He added that current manning levels have been reviewed and approved by the U.S. Maritime Administration, "the sole government agency responsible for the CDS program."

In the letters it was also pointed out that the Ad Hoc Committee feels that this amendment "is an outright attempt to erode our national policy of promoting a stable collective bargaining process."

Productivity Increased

Mollard notes that "maritime labor and management have for years taken the lead in reducing crew size, boosting productivity and at the same time agreeing upon the crew size necessary for a ship's safe operation, maintenance and cargo handling."

He pointed to the fact that U.S.-flag tankers of 200,000 to 390,000 deadweight tons operate with crews of 29. But less than 10 years ago a 16,000 dwt tanker was manned with 42 seamen.

Explaining the objections to the "lobbying" amendment, Mollard noted the Ad Hoc Committee also feels that this measure "is an unnecessary intrusion into the collective bargaining process."

He compared the subsidies given steamship companies by the government to federal funds given in other areas. The companies, he said, "are no more using federal funds to lobby Congress, than are those thousands of cities, states, universities, foundations, and other organizations that receive federal funds while they, at the same time allocate funds to undertake research and present their views before the Congress."

Mollard gave some background concerning this amendment. He noted that when the amendment was first introduced it was rejected by a House subcommittee and then by the full Committee on Merchant Marine and Fisheries. However, the amendment was adopted on the House floor.

"We can only assume," Mollard wrote, "that those who supported this measure did so based on the misconception that such organizations [like Transportation Institute, etc.] receive direct federal subsidy funds."

The results of the conference committee's meetings will be carried in the next issue of the *Log*.

Seafarer Saves Shipmate on SS Santa Mariana

The validity of the old adage, "it's not the ship, it's the crew," has been proven once again, this time on the SIU-manned passenger ship *SS Santa Mariana*, which was enroute to San Francisco.

The heroic actions of one of the crewmembers, Dudley Grant, third steward, were instrumental in saving the life of his shipmate, William Hurd, 2nd Cook/Pantryman.

On Thursday, August 1, Hurd suffered an attack that was apparently caused by his moving too quickly from a warm galley into the chill box. He collapsed outside the chill box, lost consciousness, and subsequently, had no respiration or pulse.

Fortunately, Grant was nearby and knew the correct procedures to follow in such an instance. He administered artificial respiration and gave a sharp blow to revive Hurd's heart beat.

The ship's surgeon, Dr. Harold Lidner, arrived quickly and commented favorably on Grant's quick and level-headed behavior. There is no doubt, he said, that Grant saved Hurd's life.

The Captain of the *SS Santa Mariana*, Earl Hill, wrote the

following note to the President of Delta Steamship Lines, the ship's owner, shortly after the incident: "It

is such incidents as this that makes us proud of the men who can be found aboard our ships..."



Seafarer Dudley Grant, left, played a hero's role when he revived his shipmate, William Hurd, after Hurd had suffered an apparent fatal heart attack. With the drama behind them, the two get together for this photo aboard the *SS Santa Mariana*.

Know the Laws In Foreign Ports

The Union wants to remind all Seafarers that they are subject to the laws of the countries to which they sail.

Being in a foreign jail is not pleasant. But that's exactly where merchant seamen find themselves when they disregard the laws of another country.

The same is true for foreign seamen in this country. They are also subject to U.S. law and can face imprisonment if they violate it.

Try to be familiar with the laws of the countries to which you sail. Laws are not the same everywhere. Something which is legal here might be illegal in another country.

Also, just as Americans want foreigners to respect our laws, we should respect theirs. That respect will have a twofold benefit. It will contribute to better feelings and it will keep you out of jail.

Safety of Life at Sea Is at Stake in New Bill

UNBELIEVABLE is the best way to describe it!

The U.S. Coast Guard, the agency charged with protecting life and safety at sea, is supporting a bill that would blast a hole right through the bulkheads of America's marine safety codes.

The bill, slugged H.R. 5164, is being considered by the Subcommittee on Coast Guard and Navigation of the House Merchant Marine and Fisheries Committee. The Subcommittee, chaired by Rep. Mario Biaggi (D-N.Y.), has been conducting hearings on the measure.

The bill would, among other things, allow vessels of 300 gross tons or less, carrying freight or passengers for hire to be operated without a licensed pilot or engineer.

Presently, the law mandates that a licensed pilot and engineer be carried on all vessels above 15 gross tons carrying freight for hire, or above 15 gross tons and in excess of 65 feet in length carrying passengers for hire.

However, for the past 20 years, the Coast Guard has essentially ignored the law and has applied these personnel requirements only to vessels in excess of 100 gross tons.

The SIU is vehemently opposed to this bill in its present form. And SIU Washington Representative Chuck Mollard told the Subcommittee why in testimony on Sept. 18, 1979 in Washington, D.C.

Mollard said that the removal of the pilot/engineer requirement on vessels of 300 gross tons or less would be a "critical mistake" and would "seriously compromise both safety and the environment."

The removal of the pilot/engi-

neer requirement is an attempt to alleviate an alleged localized manpower shortage in the offshore mineral and oil industry.

Industry spokesmen claim there are not enough people with the required licenses to operate the increasing numbers of crewboats being utilized in offshore oil drilling on the East Coast.

Instead of tightening safety laws with this increased traffic, the Coast Guard is singing the industry's song.

Rear Adm. Henry Bell, chief of the office of merchant marine safety, told the Subcommittee that the removal of the pilot/engineer requirement "would not adversely effect safety."

When Bell finished his brief testimony on the bill, there was little cross examination by the Subcommittee, considering the importance of the proposed changes in safety codes.

The fact, though, that the two chief consuls to the Subcommittee, Mr. R. Cassani and Mr. R. Ratti, are retired from the Coast Guard no doubt has something to do with it.

SIU Position

Chuck Mollard made the SIU's position on H.R. 5164 very clear during Subcommittee hearings. The Union is determined to fight this measure down to the wire in the best interests of safety of life at sea and the marine environment.

Mollard told the Subcommittee that the Union can appreciate the problems of the offshore marine industries. But he clearly pointed out that the bill's approach to aiding the industry "is misguided" in that "it seeks to heal minor wounds with major surgery."

Mollard pointed out that



vessels of 300 gross tons must have qualified people in command. Crewboats used in the offshore industry often approach 400 feet in length, carry as many as 50 passengers and are continuously docking and undocking—as many as 20 times in 7 days.

Mollard also pointed out that some passenger vessels of under 100 gross tons approach 200 feet in length and carry as many as 800 passengers.

Mollard was backed up in his statements by representatives of the Masters, Mates and Pilots Union, MEBA District 1 and MEBA District 2. Those representatives were Henry Trutneff (MM&P), Fred Schamann (District 1) and Ed Kelly (District 2).

The SIU's Mollard also noted a recent report of the National Transportation Safety Board which recommended to the Coast

Guard that the navigation requirements for equipment and licensing of crewboats be upgraded. This NTSB report followed investigation of the collision in 1978 of a Liberian tanker and a U.S. crewboat in the Gulf of Mexico in which two men lost their lives.

In wrapping up, Mollard re-emphasized the Union's total opposition to the relaxation of the pilot/engineer requirement or any other requirement that would imperil safety of life at sea.

The next step for H.R. 5164 is unclear. The Subcommittee will undoubtedly report the bill which will then be considered by the full House Merchant Marine Committee.

The SIU is prepared to fight the bill there and right on to the House floor itself if it gets that far.



A united maritime labor front testified against many of the provisions in H.R. 5164. From the left they are: Fred Schamann (MEBA District 1); Chuck Mollard of the SIU; Ed Kelly (MEBA District 2), and Henry Trutneff of MM&P.

UPGRADING



**It builds your future
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LNG—October 15, December 10

Diesels for QMED's—November 26

FOWT—October 25, November 26

Welding—November 12

AB—November 8

Automation—November 12

Quartermaster—October 15

Steward—October 15, November 12, December 10

Chief Cook—October 29, December 10

Cook and Baker—October 29, December 10

Lifeboat—October 15; November 8, 22; December 6, 20

Tankerman—October 15; November 8, 22; December 6, 20

Steward Recertification—November 12

Electronics for QMED's—November 5

To enroll, see your SIU Representative or 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!**

Engine Upgrading Courses: You Name It, He's Taken It

Seafarer Bobby Frank Hedrick has been working on ocean-going vessels in the engine department for the past 13 years. During this time he has taken full advantage of the Lundeberg School.

Seafarer Hedrick took his first course at HLS in 1973. Since that time he has taken the programs for firefighting, lifeboat, welding, refrigerated container mechanic, fundamentals of diesels, automation, marine electrical maintenance and QMED—any rating.

With all this training under his

belt, Brother Hedrick went one step further. He took and passed the Coast Guard licensing exam for Original Second Engineer, Steam.

He said, "I am sincere when I say the school has helped me. Because of the success I had with the programs at the school, I had the confidence to go on and get my engineer's license. The Union has been good to me. I haven't been broke since my first payoff from a ship."

Brother Hedrick did not pass the examination for his engineer's license on the first try, however. "I came back to the school for an upgrading course and received help from instructors Bill Eglinton and Charlie Nalen," he commented.

Seafarer Hedrick recommends the Lundeberg School to any young person who needs a little direction. He said, "I have done many different things during my life including eight years in the Navy and seven years in the Air Force. I have also been a truck driver. It pays to be a seaman. There is no other school that a person could go to that is three months long and gives him a job at the completion of the program. I have never been involved with anything that is such a good opportunity as this is."

Brother Hedrick has taken his own advice about HLS and is currently enrolled in the Pumproom Maintenance and Operations course. He has most recently been working on the liquefied natural gas carrier, the *El Paso Arzew*, as a QMED. "I plan to keep my SIU book active. I have time with the Union and I would be foolish to throw this away."

Seafarer Hedrick has been a member of the SIU for 13 years and resides in Oroville, Calif. with his wife and four stepchildren.



Seafarer Bob Hedrick

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Oct. 9	2:30 p.m.	7:00 p.m.
Philadelphia	Oct. 9	2:30 p.m.	7:00 p.m.
Baltimore	Oct. 10	2:30 p.m.	7:00 p.m.
Norfolk	Oct. 11	9:30 a.m.	7:00 p.m.
Jacksonville	Oct. 11	2:00 p.m.	—
Algonac	Oct. 12	2:30 p.m.	—
Houston	Oct. 15	2:30 p.m.	7:00 p.m.
New Orleans	Oct. 16	2:30 p.m.	7:00 p.m.
Mobile	Oct. 17	2:30 p.m.	—
San Francisco	Oct. 18	2:30 p.m.	—
Wilmington	Oct. 22	2:30 p.m.	—
Seattle	Oct. 26	2:30 p.m.	—
Piney Point	Oct. 13	10:30 a.m.	—
San Juan	Oct. 26	2:30 p.m.	—
Columbus	Oct. 20	—	1:00 p.m.
Chicago	Oct. 16	—	—
Port Arthur	Oct. 16	2:30 p.m.	—
Buffalo	Oct. 17	—	—
St. Louis	Oct. 19	2:30 p.m.	—
Cleveland	Oct. 18	—	—



Headquarters Notes

by SIU Executive Vice President
Frank Drozak

People Take Notice of Job SIU Members Are Doing

SOMETIMES it seems like the harder you work, the less notice people take of what you are doing.

This is a problem the American Merchant Marine has been saddled with for many years. And it's one reason why it's not nearly what it should be today. People simply don't take enough notice, and don't realize how vitally important to our nation's interests the merchant marine is.

In spite of the fact that the SIU has fought long and hard, over the last 40 years, to win improved wages and living conditions for seamen, and to upgrade the profession in general, we've still got to yell as loud as we can to get people to take notice.

How often have you heard a good word, from somebody outside of your own immediate circle, about the good job you are doing?

Not often enough, I'd venture to say. And it's through no fault of your—or our—own that this condition exists.

But despite these things, the SIU has a good reputation. Our members are manning the most sophisticated vessels being built today, as a result of this well-deserved reputation. SIU members are manning LNG's, VLCC's, ULCC's Lash ships, OBO's, RO/RO's, super containerhips and every type of modern tug and towboat in the U.S. fleet. We are doing a tremendous job in the process.

But what about a kind word every now and then? A word of praise that can do wonders for the morale? Unfortunately, they are just too few and far between, to the point where you sometimes wonder: is anyone taking any notice?

Well, brothers, I'm pleased to report that, yes, people *are* taking notice of the job SIU members are doing.

Just recently I attended the launching ceremony of the new ultra large crude carrier, the *UST Pacific*, in Newport News, Va. It was there that some unsolicited words of praise were spoken in reference to the job Seafarers have been doing on the *Pacific's* sistership, the *UST Atlantic*.

The 390,000 dwt. *UST Atlantic*, the biggest ship ever built in the Western Hemisphere—until the *UST Pacific* came along—has been in operation since early this year. So Seafarers have had plenty of opportunity to prove themselves on the big ULCC.

Shell Oil Co., which holds long-term leases on both ships, has been watching how the *UST Atlantic* has been handled over the last several months—closely. Executives from the company were at the recent launching ceremony in Newport News. They went out of their way to say how impressed they were with the job Seafarers have been doing on the ship.

Needless to say, the men on the *UST Atlantic*, as well as the entire SIU membership, should be pleased. And proud.

These words of praise can be accepted at face value: as a compliment for a specific job well done, which it certainly is.

But there's more to it than that.

These words of praise serve to reinforce what we've believed about our Union for a long time: that SIU seamen and boatmen are the most skilled and qualified maritime workers in the world.

Those words of praise also serve to tell us that all the time and effort we've put into the Harry Lundeberg School and its various training programs have been well worth it. It's an investment that's constantly paying off.

Because of the Lundeberg School and its incomparable technical and safety courses, such as LNG Safety, Automation, and Pumphouse Maintenance and Operation, all our companies can rest easier knowing that SIU members are handling pumping operations and other crucial jobs on their vessels.

Every time a Seafarer upgrades, it pays off for him as an individual. It also helps maintain and enhance the SIU's reputation for providing that increasingly important product: skilled manpower.

Yes, brothers, it pays off as sure as anything. And every now and then, such as recently at the launching ceremony of the *UST Pacific*, you find out that somebody is actually taking notice of your skills, and appreciates the job you are doing.

Bilateral Trade Pacts Work: U.S. Needs More of Them

The U.S. Maritime Administration has just published the results of a ten-year study it commissioned on the impact of bilateral shipping agreements on the U.S. liner trades.

The report concludes that bilateralism is "a viable option for U.S. policy-makers."

A bilateral shipping agreement is one in which two countries decide to reserve an agreed upon percentage of ocean-borne trade for vessels documented under their laws.

For example, the agreement reached by the U.S. and Soviet governments concerning the transportation of grain was a bilateral shipping agreement. The American Merchant Marine was guaranteed the right of carrying 33 percent of all grain shipped from the U.S. to Russia, as was the Russian fleet.

The SIU has long been on record as favoring the use of bilateral agreements. Because such agreements limit the per-

centage of cargo that third flag and "flag-of-convenience" vessels are allowed to carry. Bilateral agreements also preserve jobs for American seamen.

The MarAd study is based on the shipping patterns of U.S.-Brazil commerce. Brazil was one of the first countries to actively reserve a percentage of all ocean-borne trade for vessels flying its own flag. The United States does

not normally enter into bilateral agreements. It did, however, enter into one with Brazil in response to that country's unilateral shipping policies.

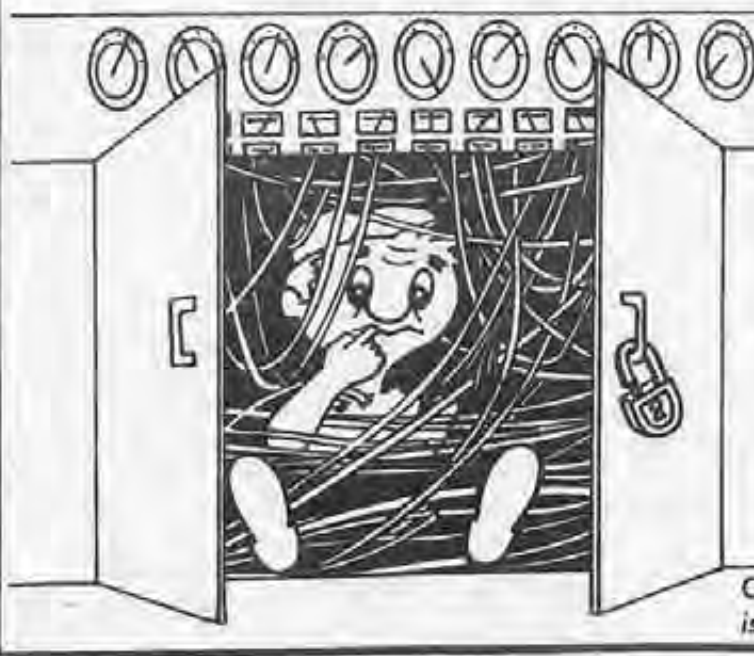
Opponents of bilateralism contend that such a policy automatically leads to higher prices and decreased service.

The MarAd study, however, notes that bilateralism in the U.S.-Brazilian trade "has not

resulted in higher freight rates," as detractors of bilateralism contend. Nor has the service deteriorated: 94% of commercial shippers interviewed report that service on that run has either improved or remained the same during the past ten years.

More importantly, however, bilateralism has increased the American share of the Brazilian trade from 25 to 40%.

Don't Get Trapped in the Electronics Jungle —



EVERY SIU ship has electronic gear that QMED's need to know how to handle —

Now you can learn how!

Take the new "Electronics for QMED's" course at HLS.

In this 6-week course you'll get the skills you need to work on:

- electronic systems in the Engine Room
- winch controls
- anchor windlass controls
- cargo control boards

Sign Up Now! Course Starts November 5.

Contact the Harry Lundeberg School or use the application in this issue of the Log.



A total of 21 SIU Boatmen employed in the ACBL fleet took part in the most recent contract conference for these members. Overall, nearly 75 Boatmen from the fleet participated in the three conferences at the Lundeberg School along with Union officials. Rank-and-file Boatmen pictured above include: Lewis Brumfield, G. Chilton, Phil Chirch, Mark Dougherty, Gary Douglas, Marion Ellis, C. Ferree, James Greenwood, Roy Hale, Chester Hallman, William Hamilton, Hugh Hurley, Shawn Kelly, Jack Lamburth, Earl McKnight, Cliff Shriver, Donny Smith, Roy Stinson, Robert Summers, John Warren and Roy Shreve.

SIU Holds Contract Confabs for ACBL Boatmen

When the third and final Pre-Contract Conference for SIU Boatmen employed at ACBL wrapped up at the Harry Lundeberg School in Piney Point, Md., late this month a lot had been accomplished.

ACBL is the largest barge line in the U.S. and operates throughout the Mississippi River System.

All told, nearly 75 Boatmen served as delegates during one of the three, week-long conferences. They participated in discussion sessions which examined every aspect of their Union contract in great detail.

Over the course of the Conferences, the delegates submitted nearly 1,000 contract suggestions

which will be duly considered when contract proposals for the upcoming contract negotiations at ACBL are formulated. (The collective bargaining agreement at all four ACBL subsidiaries expires Dec. 30, 1979.)

The ACBL Boatmen who served as delegates at the Conferences represented over 500 licensed and unlicensed SIU Boatmen in ACBL's fleet.

But what truly made the series of Conferences a success was the fact that every delegate discovered that the key to successful contract negotiations has to be unity.

Working together towards common goals is what the Conferences were all about. It's also what the SIU

is all about; Union members working side-by-side for better and better contracts and a stronger and stronger Union.

Over and over again throughout the first ACBL conference (Aug. 27-Sept. 1), the second (Sept. 10-15) and the third (Sept. 17-22), the theme of unity kept coming up. And to a man, the delegates agreed: working together for our common good is the only way to move forward.

Before the end of each of the three Conferences, the Boatmen elected at least one licensed and one unlicensed delegate to serve as their representatives on a formal Contract Committee.

The rank-and-file delegates from each Conference, are scheduled to meet with SIU officials at the St. Louis Union hall for another week-long conference starting Oct. 1.

There they will review the contract suggestions submitted during the three pre-Contract Conferences plus any suggestions submitted by mail.

One of the benefits of the St. Louis conference is that when SIU representatives sit down at the bargaining table with ACBL, they'll be armed with solid contract proposals that really reflect the needs and desires of the membership. And they'll have the strength that comes from a united purpose.

At Ripe Old Age of 22, Dan Liddic Will Nail Down Pilot's Job

When Dan Liddic saw an article in the *Baltimore Evening Sun* about the Harry Lundeberg School, he was too young to attend. But since he wanted to make his living off the water, he kept it in mind. And in 1975 he became an entry trainee at the

School in Piney Point, Md.

Now, at the ripe old age of 22, Brother Liddic is a pilot trainee with SIU-contracted Dixie Carriers aboard the *Dixie Traveler*.

Brother Liddic's boat works the Gulf Intracoastal Waterway from the Tenneco Oil Refinery in Chalmette, La. to Pecan Island, La. The trip to Pecan Inland takes 18 hours and the trip back to Chalmette takes 24 hours.

Late last year Brother Liddic graduated from the Transportation Institute (T.I.) Towboat Operator Scholarship Program which is held at HLS. The Scholarship Program, given in cooperation with the SIU, provides \$125 weekly stipend to each winner, as well as free tuition, room and board, and books.

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.

When Boatman Liddic graduated from the third Scholarship class, he was a tankerman with Dixie. Now he'll soon be a pilot when he completes Dixie's 90-day training period.

Talking about the Scholarship Program, Boatman Liddic said the teachers were "good to work with."

A native of Baltimore, Md., Brother Liddic is living there now with his wife.

Tug Mariner Passin' Thru Brooklyn



The SIU-manned tug *Mariner* (IOT) paid a visit to Brooklyn recently pulling in with a load of oil for a local Army Base. Crewmembers, from the left, are Bill Bailey, cook; John Fender, chief engineer; Jeff King, able-seaman; John Blank, captain; Skip Rogers, mate and Tom Brennan, able-seaman. Seated from the left are John McCunney, ordinary seaman, and Ted Nichols, engineer.



SIU Boatman Dan Liddic

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

September 1979

Legislative, Administrative and Regulatory Happenings

On the Agenda in Congress...

Congress ended its August recess on Sept. 5, and came back to a full agenda of legislative matters. Many of them are of special concern to the maritime industry. Following are some of the hearings which are on the schedule in the House and the Senate:

• Thermal Energy Conversion

The Oceanography Subcommittee of the House Merchant Marine and Fisheries Committee will conduct a hearing on ocean thermal energy conversion. Congressman Gerry Studds (D-MA) will chair the hearing.

• Shipping Act Amendments

The Merchant Marine and Tourism Subcommittee of the Senate, Commerce, Science and Transportation Committee will continue hearings on S. 1640, to establish a cooperative shippers' council; S. 1642, maritime agreements in U.S. foreign commerce; and S. 1463, antitrust exemptions. Senator Daniel Inouye (D-HI) will chair the hearing on Sept. 20. Another hearing will be held on Sept. 28.

• Omnibus Maritime Bill

The Merchant Marine Subcommittee of the House Merchant Marine and Fisheries Committee will continue hearings on H.R. 4769, the Omnibus Maritime Bill. Congressman John Murphy (D-NY) will chair the hearings.

• Underutilized Species Development

The Fisheries and Wildlife Conservation and the Environment Subcommittee of the House Merchant Marine and Fisheries

Committee will continue hearings on H.R. 4360, underutilized species development legislation. Congressman John Breaux (D-LA) will chair the hearing.

• Oil Pollution Liability

The Water Resources Subcommittee of the House Public Works and Transportation Committee will hold a hearing on H.R. 85, oil pollution liability legislation. Congressman Ray Roberts (D-TX) will chair.

• Railroad Deregulation

The Transportation Subcommittee of the House Interstate and Foreign Commerce Committee will continue hearings on the deregulation of railroads. Congressman James Florio (D-NJ) will chair the hearing late this month.

• Outer Continental Shelf

The House Select Committee on Outer Continental Shelf is continuing hearings this month and in October on the implementation of offshore oil and gas development on the Outer Continental Shelf. Congressman John Murphy (D-NY) is chairing the hearings.

• Small Vessel Manning

As we go to press, the Coast Guard Subcommittee of the House Merchant Marine and Fisheries Committee is continuing hearings of H.R. 5164 and related bills regarding inspection and manning requirements for "small vessels". SIU Washington Representative Chuck Mollard will present the union's positions on manning, training and safety.

Passenger Ships Bill

Stalled in House; Senate Gives Go-Ahead

While the House Merchant Marine and Fisheries Committee, under the leadership of Chairman John Murphy (D-NY), is dragging anchor on a bill which could revitalize the U.S. passenger ship industry, the Senate has ordered "full speed ahead."

By a voice vote on Sept. 6, the Senate passed S. 1281 which provides for the operation—under U.S. flag—of the S.S. *United States*, the S.S. *Santa Rosa* and the S.S. *Independence*. The Senate initiative to put the American flag on these former U.S.-flag passenger ships is the result of the efforts of Senator Daniel Inouye (D-HI), chairman of the Merchant Marine Committee of the Senate Committee on Commerce, Science and Transportation.

The House Merchant Marine Committee, meanwhile, after full hearings, has yet to call the bill in for a mark-up.

Both the House and Senate bills have received the active support of the Maritime Administration which has called the pending legislation "an important step toward promoting and developing U.S.-flag passenger and cruise service in our domestic trades."

The bill has also been endorsed by Senator Howard Cannon (D-Nevada), chairman of the Senate Committee on Commerce, Science and Transportation, as well as other key members of both the House and Senate.

SIU Boatmen Attending ACBL Contract ConFab At HLSS Visit Washington



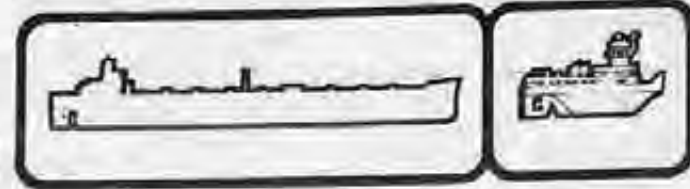
A group of SIU members employed by the American Commercial Barge Lines (ACBL) came to Washington recently for a first-hand look at their Union's political and legislative programs. The Union members were attending a special contract conference at the Harry Lundeberg School in Piney Point, MD.

During their visit to the Capitol, the group took time to pose for this photo. Pictured here are: Clyde Beavers, James Calvert, Ron Campbell, Dale Chester, Steve Fiss, Steve Hall, Kermit Hardwick, Thomas Jones, Dave Kelsner, Michael Kiker and Kenneth Killian.

Also, Charles Koch, Martin Kroen, Jim

Lawson, Philip Macklin, Horace McCormick, Victor Nunez, Lon Ousley, Donald Samples, Bob Sells, Albert Stanley, Timothy Stewart, Ken Thompson, James Torsch and Robert Wallace.

Also on the tour were SIU officials Don Anderson, Gerry Brown, Dean Corgey, Joe Sacco, Mike Sacco and Jack Sheehan.



MARAD and Industry Spokesmen Give Limited Support to House 'Omnibus' Maritime Bill

Both the U.S. Maritime Administration and a spokesman for the maritime industry gave reserved and limited support for the "Omnibus Maritime Bill" as hearings on the legislative package opened this month before the House Committee on Merchant Marine and Fisheries.

On Sept. 5, Assistant Secretary for Maritime Affairs Samuel B. Nemirow, testified before the Merchant Marine Subcommittee of the House Merchant Marine and Fisheries Committee on H.R. 4769, the Omnibus Maritime Bill.

Mr. Nemirow outlined the Maritime Administration's reaction to the Title II provisions of the legislation which comprise a number of proposed revisions to the Merchant Marine Act of 1936. He expressed the Maritime Administration's support of the following:

- Amendments authorizing the permanent renewal of negotiated pricing in CDS contracting;
- A permanent War Risk Insurance Program;
- The standard design ship concept;
- Allowing unrestricted international trading by bulk operators;
- Amending Sections 506 and 605(a) of the Merchant Marine Act to simplify the conditions under which vessels built with CDS and operated with ODS would be permitted, with pro rata payback of CDS funds, and abatement of operating subsidy, to participate in the U.S. domestic trades.

Mr. Nemirow also expressed his reservations in regard to a number of critical "shortcomings" in the bill:

- Allowing ODS for foreign built ships.
- Mr. Nemirow stated that "given the current world overtonnage situation, plus the bill's proposal to make CDS funds available for foreign-built ship acquisition, providing ODS for reflagged ships would kill any incentive for construction of foreign trade ships in the United States."
- Allowing unlimited foreign-to-foreign trading by subsidized liner operators.
 - Providing a CDS penalty for non-series ship construction.

In Mr. Nemirow's opinion, "enactment of this amendment would encourage operators with exceptional needs for one-of-a-kind ships to place their orders in foreign yards."

- Eliminating the requirement for con-

tinuing service of essential trade routes as a condition for the receipt of operating subsidy for liner operators.

* * *

On Sept. 11, 1979, W. James Amos, President of Lykes Brothers, testified on behalf of the National Maritime Council. He characterized Title II of the Omnibus Bill as a "good start" in dealing with the problems facing the U.S.-flag liner industry.

In its testimony, the National Maritime Council endorsed the limited open conference approach of Title II of the legislation, recommending however, that the conference mechanism be strengthened in

order "to achieve stability, predictability and profitability in the U.S. liner trades."

The NMC emphasized that the limited open conference system alone would not alleviate the overtonnage problem and urged that the proposal be coupled with the use of bilateral shipping agreements.

The National Maritime Council also expressed its support of legislation directing the Secretary of Commerce to negotiate, whenever possible, bilateral shipping agreements with U.S. trading partners, and requested that the omnibus bill be amended to set forth the specific mechanics of such a policy.

MARAD Releases Report On Pooling Agreements Between U.S. and Brazil

The Maritime Administration recently released a report which analyzed the effects of pooling agreements entered into by the United States and Brazilian governments. These agreements guarantee equal access to both governments' impelled cargoes and encourage the formation of revenue pools to implement equal access.

According to the report, U.S.-flag carriers have benefited from bilateral agreements since:

- liner capacity and service levels have expanded in order to meet the requirements of the increased U.S.-Brazilian trade;
- the resulting stability in trade shares and revenues have permitted long-term investments in the U.S. Brazilian trade; and

- service levels have improved without incurring increased costs and freight rates.

As a result of the conclusions reached through the analysis of U.S.-Brazil pooling agreements, the Maritime Administration report predicts that similar arrangements with other trading nations would promote beneficial results for both the U.S. and its trading partners. These benefits would include:

- effective responses to unilateral shipping policies instituted by trading partner governments;
- the reduction of overtonnage, price cuttings and malpractices in the U.S. liner trades, and
- stimulation of capital investments and innovation in the less developed liner trades.

Proposed Tank Barges Design Rules

An industry spokesman has called the Coast Guard's proposed regulations on design standards for oil tank barges "economically inefficient" and of little help in preventing oil spills.

Testifying at a hearing on the Coast Guard's planned regulations on design of the tank barges used for the carriage of oil products, Steve Scalzo, port captain for Foss Launch and Tug Company, stated that the proposed regulations which require double hull construction for all new tank barges constructed or converted to carry oil after Dec. 31, 1979, "are economically inefficient because they involve an unreasonably high capital expenditure when compared with the potential reduction of oil pollution."

According to Mr. Scalzo, "the double hulls are not effective in preventing the loss of oil from sinking, capsizing or penetration in high energy collisions." He pointed out that the statistical base used in studies supporting the proposed regulations show "that a large majority of the volume of oil spilled was a result of a minimum number of accidents that involved severe damage to a few vessels."

Mr. Scalzo also noted that "in most cases, the added protection of a second hull would not have prevented the discharge of oil." He concluded, "the primary role of the double hull in spill prevention is in the reduction of large numbers of smaller spills which pose little threat to the environment and are easily cleaned up."

Carter Expected To Name Hidalgo Navy Secretary

President Carter is expected to nominate Edward Hidalgo to become Secretary of the Navy. Mr. Hidalgo, a 66-year-old Mexican-born lawyer, is presently an Assistant Secretary of the Navy.

He will succeed W. Graham Clayton, who recently became Deputy Defense Secretary.

In 1977, Mr. Hidalgo became Assistant Secretary of the Navy in charge of manpower, reserve affairs and logistics. His major accomplishment in that job was to settle complex contract disputes with the Navy's three major shipbuilders, who had filed more than \$2 billion in contract claims against the government.

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**

Boatmen on National Flag Save a Life

SIU Boatman Tony Thompson, relief captain on the *National Flag*, said he "didn't do anything out of the ordinary. I was glad to help."

But if it wasn't for him and the rest of the crew of the SIU-contracted *National Flag* (National Marine Service), a man might be dead today.

[The rest of the crew was: Pilot Roy Benoit; Tankerman Douglas Carrier, and Deckhand Dave Barnett.]

The good training and professionalism of the crew came to an emergency test Aug. 30 when a Peruvian ship in the Mississippi River hit a butane barge that was loading in Good Hope, La. Amidst the chaos that followed, the crew rescued from the water the injured pilot off the ship. The crew then went on to put out the fire on a burning tugboat, the *Capt. Norman*.

Describing the collision and the fires that followed, 33-year-old Brother Thompson said "it's the first time I ever saw anything like it. There was fire shooting everywhere."

Some eyewitnesses said the fire reached a height of at least 1,500 feet.

The Peruvian ship was traveling down the Mississippi when steering control was apparently lost around Good Hope, which is about 30 miles from New Orleans.

At about 7 a.m. on Aug. 30, the ship rammed a butane barge that was loading at Dock 4. The barge had six cylinders, each about the size of a railroad tankcar. The boat, *Capt. Norman*, was also at the dock. The ship, which was loaded with soda ash, ran aground at the dock.

As Brother Thompson told it the following happened:

He and the rest of the *Flag's* crew had dropped a man off at Gatex Dock No. 3 in Good Hope, just above Dock 4. Thompson heard the sounding of the Peruvian ship's danger signals. Then 25 to 30 seconds later the ship hit the barge and exploded one of the cylinders.

The ship, the barge, the tug *Capt. Norman*, and two more of the barge cylinders caught fire. Those two cylinders started drifting into the channel as did the blazing barge and tug.

Thompson told the crew to get the lifesaving gear on deck and then started moving the boat downriver toward the site.

He and the crew spotted a man struggling in the water close to



Water is poured onto the Peruvian cargo ship that rammed a butane barge on the Mississippi River at Good Hope, La. late last month. In the background can be seen the SIU-contracted *National Flag* whose crew rescued the ship's pilot and put out a fire on a burning tug.

the flames. The man was in mid channel and the barge, a cylinder, and the tug were drifting toward mid channel. The crew threw the lifering toward the man and brought him on deck.

The man, who was burned on the face, neck and arms, turned out to be the pilot from the ship.

To get him medical attention as soon as possible, Thompson transferred the pilot to a crew boat to take him to shore. He sent Brother Doug Carrier with the pilot to help take care of him.

Carrier used some of the first aid methods he learned through the tankerman's course he took at

the Harry Lundeberg School.

Thompson and the other two crew members then put out the fire on the *Capt. Norman* and pushed her to the west bank of the river.

Thompson said the firefighting training he received two years ago through the HLS Vessel Operation and Management Course came in handy in fighting the fire.

Boatman Thompson had high praise for the crew. He said they did "exceptionally well and were right on the ball."

Special Notice!

The following SIU members who served aboard the *SS Delta America* are requested to get in touch with the SIU's general counsel Arthur Abarbanel of Schulman & Abarbanel, Empire State Building, 350 Fifth Ave., New York, N.Y. 10001, or phone (212) 279-9200:

Stanley J. Jandora
Victor N. Beata
Peter J. Mistretta
James N. Jenkins
Charles E. Shaw
William Kunak
David Bonfont
Vincent R. Coscarelli
Gerard Rogers
Raphael S. Vargas
Alan P. Greenwood
Stanley P. Gondzar
James K. Oberson
William B. Blanklinship
James W. Parrish
John D. Linton
Radames Vargas
John J. Niemiera
Joseph J. Kundrat
Delos Snead
Hector M. De Jesus
Willie Robertson, Jr.
Melvin R. Knickman
Edward Levy
Nathaniel Richardson
Stephen A. Tomczak
Paul J. Kampa

Why is this FOWT smiling?



Because he's working.

The best bet for wipers who want to improve their job security is getting an FOWT ticket at HLS. Job opportunities for FOWT's have never been better. So, enroll now in the FOWT course at HLS. Courses start October 25 and November 26. To sign up, contact the Harry Lundeberg School, Vocational Education Department, Piney Point, Maryland 20674, (301) 994-0010. Or fill out the application in this issue of the Log.

SIU Rep Saves Boatman Injured on Tow

BROTHERHOOD! A lot of people use the term. But it doesn't mean much until it's put to the test.

Just such a test confronted SIU Special Servicing Representative Dave Carter. And how did he meet it? Well just ask SIU Boatman Myron Bramley. He's recuperating now at a hospital in Uniontown, Ky. thanks to Brother Carter's fast thinking.

It all began earlier this month when the towboat *W.A. Kernan* (American Commercial Barge Line) was at the Overland Coal Dock in Uniontown.

Carter was servicing the boat and was in the lounge talking to a crewmember while four deckhands were making up tow. They were Bramley, who's lead deckhand; Thomas DeSpain, who's the Union delegate on the boat; Jerry Sanders, and Doug Lowe, the other lead deckhand.

Suddenly, Brother Lowe came into the lounge saying that one of the men had gotten hurt and was lying on the barge.

Carter went out to the tow and found Brother Bramley on his back and in deep shock.

Apparently Bramley had been tightening a line to the tow with

the ratchet. He turned around, the line must have slipped, and the ratchet (which can weigh anywhere from 50 to 90 pounds) jumped up and hit him in the back.

Carter treated Bramley for shock. "I knew," he said, "that the main thing was to get him warm." Brother Carter's know-how came about through the first aid course he had taken at the Harry Lundeberg School in Piney Point, Md. He took the course while going through the Transportation Institute Towboat Operator Scholarship Program late last year.

The crew had thrown a blanket loosely over Bramley but Carter tucked it in around him.

Bramley started hyperventilating but Carter stopped him by rubbing his chest and talking to him to calm him down.

Carter also kept Bramley alert so he wouldn't slip into unconsciousness. He gave him a little water to wet his lips and some drags on a cigarette.

Meanwhile, the captain was standing by. But he couldn't help out since he wasn't prepared to meet an emergency such as this.

The ambulance and emergency



Dave Carter, SIU special servicing representative.

squad from Uniontown came quickly and Brother Lowe went with Bramley. Carter followed in his car.

Brother Bramley is still in pain but his condition might have been a lot worse than "fair" if it wasn't for Carter. "Aboard boats and aboard ships, knowledge of first aid is essential," said Carter. "We're relatively isolated compared to land-based workers.

First aid training can mean the difference between life and death for us."

When Carter went through the third class of the Towboat Operator Scholarship Program, he was working for National Marine. After the program he went to work for Crowley Maritime and since March he's had his present job as an SIU Special Servicing Representative.

The SIU and the HLS feel that first aid training is very important for seamen and boatmen. That's why first aid training is offered at the School.

The training is part of many of the courses given at HLS, such as, the Towboat Operator Scholarship Program, the 'A' Seniority Upgrading Program, LNG course, the Able Seaman Tugs and Tows any Waters class. Also, all entry trainees receive basic first aid training. Further, anyone taking an upgrading course can take first aid if he can fit it into his schedule.

It's obvious that the Union is very concerned about basic medical knowledge becoming more available to members. And from the Carter-Bramley incident, it's obvious why.

SIU's Leo Bonser Elected V.P. of Florida AFL-CIO

SIU Jacksonville Port Agent Leo Bonser was unanimously elected vice president of the Florida State AFL-CIO.

Bonser was voted into the two-year office at the State Federation's convention this month in Hollywood, Fla.

At a meeting earlier in the month, the Jacksonville Central Labor Council chose Bonser as their candidate. Bonser is a vice president of that body. He is also secretary-treasurer of the Atlantic Port Council of the AFL-CIO Maritime Trades Department.

At the State Federation Convention, Bonser was nominated as vice president by his predecessor, Jim Deaton.

President of the Jacksonville Central Labor Council, Deaton served 10 years as a vice president of the Florida State AFL-CIO.

Bonser praised Deaton for the "great job he's done."

Brother Bonser also told the *Log* that through his position as State Fed vice president, he could better acquaint others about maritime workers. "I can let other labor representatives know what the problems of Seafarers and Boatmen are and how they can help."

Bonser also pointed out that he'll "be dealing with issues that affect all

workers and their families, such as national health insurance.

Vice President Walter Mondale spoke at the State Federation's convention. He talked to the delegates about the energy crisis and the troubles facing workers because of that crisis.

He also pointed out that in the first two years of the Carter Administration thousands of new jobs were created for American workers.



SIU Jacksonville Agent Leo Bonser.

Fragmented Maritime Policy a Constant Problem to U.S. Fleet

Some good "detective" work by the U.S. Maritime Administration has saved the U.S. fleet from getting beat out of millions of dollars worth of government generated cargoes.

The cargo the U.S. fleet almost lost is \$800 million worth of equipment and supplies destined for Israel. This material is to be used to build two airstrips in Negrev to replace those Israel turned over to Egypt as part of the Camp David treaty. The lost airfields are located in the Sinai Desert.

By law, the U.S. flag fleet is guaranteed carriage of at least 50 percent of all cargoes purchased or sold overseas by the U.S. government. However, in the case of military aid cargoes—such as the equipment for Israel—the U.S. fleet is guaranteed carriage of 100 percent of the cargo.

The only times U.S. ships would not get the cargo are if there are no U.S. flag vessels available, or if a waiver of the law is granted. The problem with the cargoes for Israel concerned a waiver.

On or about June 29, the government of Israel requested a waiver from the Department of Defense which would allow Israeli ships to carry 50 percent of the cargoes for the airfields.

The Maritime Administration

caught wind of the waiver, Marad Chief Samuel Nemirow, on July 10, sent a letter to the Defense Department urging that the waiver be denied because "establishing such a precedent can only work to the detriment of the U.S. merchant marine."

Rep. John Murphy (D-N.Y.), chairman of the House Merchant Marine Committee, also got into the act. He wrote the Defense Department a few days later backing up Marad.

The issue was finally settled last month when the Defense Department denied the waiver. David McGiffert, assistant secretary of Defense for International Affairs, said that "after a thorough review, we concluded that this situation does not lend itself to the granting of such a waiver."

The problem of the Israeli cargoes points out once again something the SIU has been saying for years. There must be created one single agency in Washington, D.C. to deal with maritime matters, enforce maritime laws and to have the final say on such issues.

It's no good to cry over spilled milk. The time is now to correct the situation and bring the job of enforcing maritime policy and law under one roof.

SIU Crews Indiana Harbor, 1,000-Ft. 'Miracle'

THEY call them "miracle ships," the thousand footers that are the largest ships by far plying the Great Lakes. Recently, the SIU-contracted American Steamship Co. christened their brand-new thousand footer, the *M/V Indiana Harbor* in Sturgeon Bay, Wisconsin.

She's as long as three football fields and can do in five hours the job it takes smaller lakers two days to accomplish.

At 1,000 feet, she's too large to fit through the St. Lawrence Seaway and many Great Lakes ports are too shallow to accommodate her. But the \$50 million *Indiana Harbor* can get where she has to go.

Her destination is painted right on her hull. *Indiana Harbor* on Lake Michigan is the site of Inland Steel Co. And the vessel will be making regular runs from Duluth, Minn., to Indiana with cargoes of pelletized ore for Inland.

With her thousand foot length and 105 foot beam, the *Indiana Harbor* can carry 61,000 tons of iron ore pellets which she can unload at the rate of 10,000 tons an hour. She has an operating draft of 27.6 feet and her four diesel engines generate 14,000 shaft hp.

Like the rest of American Steamship's fleet, the 20 unlicensed jobs on the *Indiana Harbor* will be filled by SIU

members. In fact, the first Great Lakes Seafarers boarded the box-like ore carrier for the first time on Aug. 6, almost one year to the day after her keel was laid at Bay Shipbuilding Corp.

The *Indiana Harbor* is part of American Steamship's new vessel construction program, begun in 1973. The company expects two more new vessels—a 730 foot self-unloader and a 635 foot self-unloader—to be delivered in 1980.

American Steamship owns and operates 20 vessels, the largest fleet of self-unloading bulk carriers on the Great Lakes. The *Indiana Harbor* is the company's second thousand footer. The first, *Belle River*, entered service in 1977.

The fact that American Steamship keeps adding to their fleet "shows our confidence in the growth of commerce on the Great Lakes," said James J. Glasser, chairman of GATX Corp., American Steamship's parent company.

Congressman John Murphy, (D-N.Y.), chairman of the House Merchant Marine & Fisheries Committee also spoke of the importance of the Great Lakes in his keynote address at the *Indiana Harbor's* July 11 christening.

The Great Lakes has made major contributions, Murphy said, "to the domestic and foreign



Here's a pix looking forward of the 1000 ft. long *Indiana Harbor*.

commerce of our great nation." Murphy went on to praise the *Indiana Harbor* as a "unique and marvelous ship, one of which the entire merchant marine of the United States can be proud."

"Through all of our combined efforts," the Congressman from New York told the crowd, "transportation systems such as this

will benefit the citizens of this great country."

Following Rep. Murphy's remarks, Mrs. Frederick C. Jaicks, wife of the chairman of Inland Steel, broke the traditional bottle of champagne across the *Indiana Harbor's* bow. The ore carrier's maiden voyage began Aug. 21, 1979.

Locks & Dam 26 Trial Begins

The long-awaited trial concerning replacement of Locks & Dam 26 began this month after nearly five years of delay in the U.S. District Court, Washington D.C.

The reason for the Locks issue finally reaching court may or may not be coincidental. Perhaps President Carter was merely feeling out the waters of the campaign trail

After Carter Sees River Jam

when he embarked on his highly publicized jaunt down the Mississippi on the SIU-manned *Delta Queen* last month. But, even though 'Executive Privilege' prevented his entourage from being caught in the snafu, the President could not have helped but notice, the log jam that is a daily occurrence just south of Alton, Illinois.

In any case, now that Carter has seen firsthand the L & D 26 traffic tie-up, things appear to be moving in the right direction.

Actually, according to Capt. C.A. Fehlig, pilot aboard the *Delta Queen* while Carter was a passenger, the President took a very active interest in the problems the towing industry faces at Lock & Dam 26.

Carter spent many hours in the *Queen's* wheelhouse chatting with the pilot and listening to the riverman's account of massive backups of tows, which often wait three days or more to lock through.

Indeed, when the President arrived at the Locks, there were no fewer than 37 tows awaiting their turn to lock up and down river. Each locking takes an average of about an hour-and-a-half. Multiply that by 37 and the problems become obvious:

lost time, lost money, wasted fuel and the end result is unnecessarily higher prices to consumers.

It must be said that the President was somewhat aware of the Locks & Dam 26 situation even before his monumental journey. At the recommendation of the Army Corps of Engineers, he did sign the bill authorizing modernization of the antiquated locks. But, up until now, that legislation was being fought by a coalition of railroads and environmentalists who gained court injunctions to prevent any actual rebuilding from taking place. However, now that the President has seen Locks and Dam 26 for himself, it appears the courts will be ready to take the proper action and let the work begin.

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It's Your Life

Paul Hall Offers Energy Crisis Solutions To

In his capacity as Senior Vice President of the AFL-CIO, and chairman of the AFL-CIO Economic Policy Committee, SIU President Paul Hall delivered a national Labor Day address over the Mutual Radio Network. The text of President Hall's statement, which dealt with the energy crisis and how it can be solved, is as follows:

TODAY, unlike previous Labor Days, many workers did not pack their family into the car and head for the beach or the mountains for one last summer trip. Oh, they wanted to go, but they didn't have or couldn't afford the gas to get to their destination.

The gas lines and the cancelled vacations—even the soaring prices at the pumps—are not America's problem. They are only the symptoms.

There is an energy crisis today in America. There has been one ever since the Arab oil embargo of 1974. It has never been met and it isn't being met today.

It is this crisis, as President Carter correctly pointed out in his address of July 15, that has shaken the confidence of the American people.

This nation has a great and continuing need for energy, especially for petroleum, now being met by imported oil. As that price goes up and up and up, the entire economy suffers.

Soaring prices for oil ripple through the economy, affecting not only gas pump prices, but the costs of plastics, pharmaceuticals, fertilizer and food. The energy crisis has created a lower standard of living for American workers and contributes heavily to both today's double-digit inflation and recession.

President Carter has dramatically and forcefully set the tone for developing sound solutions. He made it clear that the time for debate and political posturing is past. The time for action overdue. And we in the labor movement heartily agree.

The President set forth a six-point program which should command the urgent attention of the Congress. We agree with the thrust of the President's program—especially his call for conservation, a crash program to develop alternate sources of energy, an Energy Mobilization Board, an Energy Security Fund, a limit on oil imports and a windfall profits tax on the oil companies.

In fact, we urge the President to go further, to break the stranglehold of OPEC on the economy. We want a government agency to be the importer of all

oil into the United States. This agency, by determining the amount of oil to be imported, could reduce the U.S. reliance on foreign oil from insecure sources.

If the United States government sat across the bargaining table from the OPEC nations, doing all the purchasing, America could "shop" for the best price, then allocate it to best meet the needs and interests of all segments of society—instead of simply boosting profits of the oil companies.

Conservation Crucial

As important as this step is, no single action will solve the energy crisis. Much more must be done; some things can begin immediately; others will take many years.

Conservation is vital, such as curbing wasteful energy practices—by observing the speed limit, cooling homes only to 78 degrees in summer and heating them only to 65 in winter. Every American can help this way.

But conservation must not be limited to prudent practices. For example, too much heat is lost up smokestacks—and heat is energy. It could be used to create steam to drive turbines to develop more power. Improved insulation of homes and office buildings would greatly reduce energy consumption.

Everyone must change their energy consumption habits. Gasoline rationing, based on equity and recognizing employment needs, would be fair and effective. Rationing by means of price means those who have money can continue to waste, while the rest of us suffer.

Gas and electric utility rates could be restructured to promote savings—lower rates for "off-peak" energy usage, and government loans, loan guarantees and grants to private citizens and businesses would encourage installation of new conservation equipment.

But, as fundamental as conservation is, it cannot do the job alone. Alternate energy sources must be developed and the government should establish goals for each source to replace specific amounts of oil and natural gas. No energy source



SIU President Paul Hall, who is Senior Vice President of the AFL-CIO, delivered a Labor Day address to national radio audiences.

should be developed without companion research into reducing adverse environmental effects.

A very substantial commitment must be made towards advancing solar energy, gasohol and geothermal technology and the nation cannot afford to ignore coal and nuclear energy, despite possible environmental dangers. We believe American technology can reduce hazards, while increasing production.

I want to make a special point about nuclear power and the need to never relax stringent health and safety regulations. Immediate, careful attention must be devoted to solving the problem of nuclear waste disposal, including turning it into reusable fuel. As firm supporters of nuclear power, we recognize that these problems must be resolved before it will have the public support and confidence necessary to becoming a significant energy source.

Let me turn now to what it will cost to develop synthetic fuels. The President has proposed a multi-billion dollar fund and we support that idea. Private capital has failed or refused to risk making loans to develop this technology, so the federal government must do the job.

Oppose Oil Decontrol

We disagree strongly with one of the President's decisions—decontrolling the price of domestic oil. Decontrol will not add one drop of oil to supplies, shorten the gas lines or solve the energy crisis. It just puts the United States even more at the mercy of OPEC, which will now set prices for domestic, as well as foreign oil. Control of energy prices is a legitimate responsibility of government and we believe the

public interest would best be served by a reversal of President Carter's decontrol order.

With or without decontrol, however, there must be a windfall profits tax on the oil companies. In any crisis, no segment of society should be permitted to profit on the misery of others. The gluttony of the oil companies—as each new profit statement proves—has injured the American people. These profits should be put to good use through government programs to develop new sources of energy, provide added mass transit facilities and help lessen the impact of energy costs on low-income Americans who cannot afford higher heating costs. We believe windfall profits should be taxed at 85 percent and we will urge the Senate to defeat any effort to weaken the tax.

We are firmly convinced that the continued callous disregard for the national interest displayed by the oil companies proves they must not be given any federal funds to develop alternative sources of energy. They have abused their monopoly powers and must not be allowed to gain similar monopoly control over all energy sources.

To us, there is little difference between the sheiks of OPEC and the barons of American oil companies. Both have displayed a blatant disregard for anyone but themselves.

The measures we have proposed would make the oil companies more accountable and, if the companies fail to demonstrate some degree of public responsibility, then, as a last resort, the Congress must consider nationalization of the industry.

In addition, the AFL-CIO

National Radio Audience on Labor Day

believes these other steps should be taken:

- An Energy Mobilization Board should be established to expedite construction of energy-producing facilities by eliminating red tape and unnecessary procedural delays, without negating worker-safety, civil rights, labor standards, anti-trust, environmental or health laws.

- Construction should begin as soon as possible on the Northern Tier Pipeline to carry Alaskan oil to refineries in the Midwest. Greater shipment of

domestic and foreign oil in U.S.-flag tankers, which have a proven safety record, would minimize losses due to accidents.

- The loophole in the Jones Act, which allows foreign flag vessels to engage in commerce between the Virgin Islands and the U.S. mainland, should be closed. Most of the shipments from the Islands to the mainland are oil, carried in foreign flag ships, which are floating environmental timebombs.

- Except where the U.S. has a treaty obligation, we flatly op-

pose any sale of Alaskan oil to foreign nations or any barter agreements to exchange Alaskan oil for oil from a third country. Such "swaps" only encourage U.S. oil companies to defer or cancel necessary U.S. refinery expansion and pipeline construction.

If America fails to solve the energy crisis, the cancelled vacations of this Labor Day will seem trivial. For workers, the stakes are enormous: their jobs, their family's standard of living, and the economic survival of their

nation.

But American workers still have tremendous faith in the ingenuity, resourcefulness and creativity of their fellow Americans. They have confidence that if the people accurately perceive the crisis, the solutions will be found.

And, on this Labor Day, I want to assure you that America's union members are anxious to use their talents, as the most skilled and productive workers in the history of the world, to help solve the energy crisis.

Europe, Japan Burn (LNG) as U.S. Fiddles With Policy

BECAUSE of uncertain U.S. government policy, Europe and Japan are gaining the competitive edge over this country on LNG trade.

Government regulatory delays have further jeopardized LNG projects in this country. Already U.S. companies have lost contracts that would have made more LNG available to this country.

Holland and West Germany have made arrangements to receive the gas which would have come to the United States if two of those LNG projects had been approved. The two proposed LNG import projects were rejected by the U.S. Department of Energy.

One was a \$5 billion project by Tenneco to import Algerian gas through Canada to the United States. The other was the El Paso II project to bring Algerian gas to America.

In the first project, eight U.S. LNG tankers would have been needed. They all would have been built in Tenneco's shipyard in Newport News, Va. The El Paso project would have brought at least six more orders to U.S. shipyards.

W. C. Project Delayed, Too

Regulatory problems have delayed an LNG import project on the West Coast for five years. Under the proposal, two utility companies will build a marine

off-loading and LNG regasification facility in California. Liquid natural gas from Alaska and Indonesia will be brought to the facility.

Recently an Administrative Law judge of the Federal Energy Regulatory Commission (FERC) recommended approval of the project. However, the \$1.8 billion project still has to be approved by the full FERC and the U.S. Energy Department.

Rejections and delays like this have allowed European nations to edge ahead of the U.S. in what is quickly becoming a race to tie up future LNG supplies.

Natural gas provides approximately 15 percent of total European energy consumption compared with about 30 percent in the U.S.

Meanwhile, the Japanese government is vigorously expanding the acquisition and use of liquid natural gas. The Japanese believe that LNG is the most important and readily available substitute for oil in the near future.

The Japanese government's plan for LNG includes: special LNG rates for industry; special tax benefits to industries willing to convert from oil to gas, and inducements for potential users to band together and encourage LNG development overseas.

So while Japan prepares to take advantage of an energy source besides oil, America keeps dragging its feet.

Jobs For Americans

Aside from developing another energy source, encouragement of LNG trade will bring other benefits. The LNG trade will bring business and jobs to shipyards as well as to financial, engineering and construction firms that design and build domestic and foreign terminals and vessels and liquefaction plants.

Most importantly for the SIU, greater LNG trade means more jobs for Seafarers. Already SIU Brothers are manning ten U.S.-flag LNG ships. They are proving that the ships can be manned efficiently and safely. And as the price of oil goes higher and higher, the cost factor involved with LNG becomes less and less important.

Further, though U.S. shipbuilding is foundering in some areas, this country has a technological edge right now in LNG construction. In order to keep that edge and in order to enlarge its supplies of energy sources other than oil, the U.S. must do two things. One, conflicting state policies must be coordinated. And, two, uniform federal standards concerning LNG must be established.

Meany: Human Rights Is Basis Of Trade Union Struggles

In his Labor Day message, AFL-CIO President George Meany emphasized human rights as a basis for labor union struggles around the world.

He explained that "unions are formed precisely to give workers their own instrument in the struggle over the distribution of the national income."

Meany added that "if this struggle is to take place on fair terms... there have to be fair ground rules. Such rules can only be guaranteed in a climate of respect for human rights."

Meany said that the AFL-CIO has been very involved in human rights activities. He explained that "we do not care whether the suppressors of human rights are communists or fascists. Both are the enemies of free trade unionism."

The AFL-CIO president referred to the two differing views around the world and in this country concerning the alleged incompatibility of political democracy and economic justice.

"The American labor movement subscribes to neither view," he said. "We consider political democracy is sapped by, not rooted in, social



AFL-CIO President George Meany

inequality." On the other hand, he said "political democracy is not an impediment to economic development."

In closing, Meany pointed to the growing unemployment and inflation in this country. He said that as American workers, their families, and their unions "try to cope with these problems, they will not ignore distant struggles for human rights throughout the world."

American Launches 728 Footer; Will Be Crewed in '80

American Steamship Company recently launched a 728 ft. self-unloading vessel in Sturgeon Bay, Wisconsin. She is the eleventh new vessel that the company has launched since 1970.

The vessel is as yet unnamed. She is presently being referred to as Hull 723.

When completed in April of 1980, Hull 723 will be capable of carrying 30,000 tons of cargo, mostly coal, iron and stone pellets. Self unloading vessels such as this one are expected to play an increasingly important role in the movement of energy resources on the Great Lakes.

American Steamship is the biggest SIU-contracted company on the Great Lakes.



Chief Mate Ray Hurst is chief trouble shooter on vessel



The 281-foot split hull hopper dredge prepares to go into action in the channel

Manhattan Island Dredging Near Manhattan Island

The SIU's self-propelled hopper dredge *Manhattan Island*, one of only two such vessels in existence, will be commencing work on the East Coast not far from the stretch of land it was named after. In fact, as the *Manhattan Island* was at the dock in Bayonne, N.J. taking on bunkers the Island of Manhattan was visible a few short miles from the dredge's stern.

This is probably as close as the 281-foot, split hulled vessel can expect to get to her namesake, however. She will be doing repair work in the Ambrose Channel near the sea buoy, cleaning up and filling in along the way.

The SIU-contracted hopper dredge is expected to remain in the New York area for about six to eight weeks. However, at least two of the *Manhattan Island's* crewmembers would like to see her stay for a longer period; AB's Frank Rediker of Staten Island and Tan Ahjoon of New York City agree they wish "the work could continue for six to eight months." Rediker pointed out that "it would be easy" for him to get home to Staten Island" after his two weeks on the dredge were completed. Crewmembers on the

Manhattan Island work two weeks on and one week off.

Both the *Manhattan Island* and her twin sister the *Sugar Island* were built by North American Trailing Co. in Louisi-

ana. It is the hope of the SIU that they are just the beginning of a privately owned and operated fleet of dredges that can work side-by-side with the Army Corps of Engineers for many years.



Steaks on the fire is what Chief Cook Vincent Young has to say



Here's a bird's eye view in the bottom of the Dredge *Manhattan Island's* split hull.



ABs one and all are (l. to r.) Jack Wolos, Mark Jahn, Harry Daniels, Frank Rediker and Tan Ahjoon on the dredge's stern.

At Sea & Ashore

Jacksonville

Seafarers collected \$230. aboard the *ST Bradford Island* (IOM) last month when they spread the blanket for the widow and family of the late Seafarer J.W. Carr who passed away in Puerto Rico while serving on their ship.

Miami

Coordinated Caribbean Transport (CCT) has on order a new \$19.5 million diesel R/O R/O trailership with delivery expected by August 1980. Two other new articulated (linked) tug-barge vessels are also on order.

She, with four other specialized R/O R/O trailerships now sailing, will sail 13 times a month from here to Central America, Panama and Ecuador.

The new 17-knot trailership will be 554 feet long, 67 feet wide, have a draft of 21 feet and transport 155 highway trailers and 125 autos.

Mobile

Waterman has asked MARAD for mortgage insurance to back the \$8,350,000. purchase of 140 LASH lighters from the Government agency which took them over from the bankrupt Pacific Far East Lines (PFEL).

U.S. Maritime Subsidy Board (MSB) Judge Frank W. Vanderheyden last month recommended that Waterman should be permitted to expand its runs out of the Great Lakes, Atlantic and Gulf to Africa, Mideast and Indian Ocean.

Waterman, which hopes to get four new LASH ships, has been trying to get the MSB okay for this expansion since 1976.

Judge Vanderheyden said Waterman's plans wouldn't overload these routes with U.S.-flag lines.

A new Mediterranean run would "provide for a greater portion of U.S. aid cargoes to Egypt to be carried by U.S.-flag vessels," he added.

Vanderheyden also said added shipping on the Lakes could be expected to boost trade there "because of the introduction of additional service" available to shippers.

New Orleans

Construction which began in May of America's first deepwater super port for supertankers 18 miles in the Gulf off here, the Louisiana Offshore Oil Port (LOOP), is taking shape.

The \$513 million LOOP—owned by Marathon, Texaco, Shell—and two other oil biggies—is expected to begin operations by the end of 1980,

taking on 1.4 million barrels of imported crude daily—a quarter of our oil imports in 1978. It could save us \$1 million a day.

Earlier this month the 350 seamen, technicians and welders welded together and laid on the Gulf bottom 125,000 feet of 56 inch steel pipeline—the biggest undersea line for crude ever built.

Pilots will guide the supertankers to a ring of three sea mooring buoys floating in 110 feet of water to hook up to buoy hoses to pump out their oil to the pipelines running to a central platform two miles away.

From there the crude will be pumped to lines leading to a 5 billion-barrel underground storage cavern near Galliano, La., 40 miles north. It can then be pumped to a new \$100 million pipeline to other lines linked to as far north as Buffalo, N.Y.

Houston

Construction on America's second deepwater oil superport worth \$800 million will begin soon 26 miles south of Freeport, Tex.

Last month, Uncle Sam gave the go ahead to the Texas Deepwater Port Authority (TDPA) project to build and operate and to sign up 42 oil biggies for their financial support. The state has until next May 15 to submit plans.

Start of operations could be in early 1983.

The superport will have two central platforms and four buoys connected to a 22.5 million barrel storage terminal 31 miles away.

*

Three were presumed dead, 12 hurt slightly, the Houston Ship Canal blocked and dock and vessels' damage put at \$10 million on Sept. 1 as the *ST Chevron Hawaii* hit by a lightning bolt blew up with 11,000 barrels of crude and distillates in her tanks.

The blast in a heavy thunderstorm may have ignited a nearby onshore ethyl alcohol storage tank and three gasoline and oil barges tied up at the Deer Park Shell Oil Co. Dock No. 1.

One of the tanker's crew was reported missing along with two radar repair technicians working aboard the tanker.

A Coast Guard eyewitness said "The ship was torn in half by the fire and explosion and a couple of hundred feet (of the ship) burned to the waterline."

Norfolk

According to a Virginia (Blackburg) Tech prof, the seemingly indestructible "La Cucaracha" (cockroach) may in the future be able to check in, but not be able to check out of the ships.

The prof says he talked the U.S. Navy here into letting him put sterile male cockroaches aboard their ships to help destroy live cockroach embryos.

The sterile male cockroaches are used to decrease the number of embryos that are hatched, he added. Because of their decreased numbers the embryos are unable to force open the egg sac in which they are encased and they die.

Happy Cucaracha!



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Houston Committee



SIU Patrolman Teddy Babkowski (seated right) writes out dues receipt for Recertified Bosun Julio Delgado (standing right) at a payoff aboard the containership *SS Houston* (Sea-Land) at Port Elizabeth, N.J., on Sept. 11. With them is most of the Ship's Committee of (standing l. to r.) Chief Steward Umberto Ortiz, secretary-reporter; Educational Director J. Salazar; Engine Delegate H. Vasques, and Deck Delegate Ernesto V. Erazo.

LETTERS



TO THE EDITOR

'Some Are Out to Get Unions'

Some people are out to get the Unions.

There are elements in our society who can't stand to see you exercise your right to belong to a Union and to bargain freely and fairly with employers.

They are the growing numbers of management types who carry on about creating a union-free environment.

And you can bet that right behind these loud mouthed Union-haters are plenty of other less brazen employers just waiting for the chance to let the axe fall on their workers too.

It doesn't matter what trade you are in or what job you have. Nobody is exempt anymore. Stories from the dark days of Labor History? No! Examples straight from the 1930's situations that are going on right now.

It's not the bad old days anymore. But the same old Union hating song is still playing in the head of many an employer.

What can you do about it? Don't give them any encouragement. Prove it pays to be Union.

Fraternally,
Bob Sells, Engineer, American
Commercial Barge Lines
St. Louis, Mo.

Quick Payment for Surgery

My husband, Walter Glisson, and I want to thank the Union for the prompt payment of my hospital and doctor bills when I had eye surgery last April. This is the first time that I have had any medical expense. My husband has been a seaman for 12 years. We are very grateful for the benefits provided by the Union.

Sincerely,
Walter & Ruth Glisson
Ocala, Fla.

Worked Hard for Scholarship

Being an active member of the SIU has provided me with a great number of opportunities. Being able to continue my education as an SIU College Scholarship winner is certainly one of the best opportunities I've ever had.

I'm thrilled at the prospect of being able to pursue my educational goals in the secure knowledge that I will be able to concentrate on my studies and not have to worry about meeting the high costs of a college education. I've worked hard, in the classroom and at sea, to gain this opportunity and would like to encourage my Union brothers and sisters to take advantage, of not only the scholarship program but, of every opportunity this union and this sea-going life has to offer. They are great and varied in number.

Regardless of one's age, sex, or interests, this life and this Union has a lot to offer. However, nothing is delivered to your doorstep for the asking. YOU HAVE TO GO FOR IT. I would like to thank the SIU officers, the HLSS Academic Dept., and especially my brothers and sisters who make this Union what it is for this great opportunity.

Fraternally,
Byron U. Jordan

'We Have the Best, the SIU'

I'm in drydock here at the Staten Island USPHS hospital with a broken ankle, but I'm not out of touch. SIU representative John Dwyer brought me the August *Log* the other day, and I like it a lot. I especially like the articles on, the *Mississippi Queen*, *R/V Anton Bruun*, Oldtimer Willey Manthey, the Maritime Authorization Bill and the articles concerning LNG.

Mostly though, I want to truly thank the SIU for the exceptional and efficient way they have helped me while I am disabled and away from home.

I know now that an accident can happen to the best of us and can truly put you out.

As a young seaman with a very good future ahead of me, I sincerely appreciate what this great Union has done for me. And I am very proud to be a part of it. Once again, thanks. We truly have the best, the SIU.

Fraternally,
William Mullins
Dallas, Texas

'Waking up the Public'

Just want to thank the Union for sending me the *Log* each month. It helps me to keep in touch with the water. The *Log* does a great job in reporting what's going on in maritime. And the SIU is doing more to wake up a sleeping U.S. transportation public than any one effort going.

Sincerely,
William L. Boone
Huntsville, Ala.

Labor Day Wishes

I want to wish the SIU and all SIU members lots of luck on this Labor Day. I am a former member of the SIU (1958-1968) and served aboard ships in the Vietnam War Zone. I was awarded the Vietnam Service Bar for active service in that area. I would like someday for Congress to grant us veteran status.

Fraternally,
Maurice Roberts
Ware, Mass.

'A Dedicated Seaman'

It is with great regret I am writing to inform you of the loss of my husband, Leon Jordan, who passed away on March 16, 1979. He was a dedicated seaman.

On behalf of myself and family, I want to thank the Union and the Seafarers Welfare Plan for all the help during Leon's retirement.

Leon went to sea in 1936. He loved the sea and the men with whom he sailed. He was proud to be a member of the Union. Thanks again to the Union for all the help over the years.

Sincerely,
Mrs. Nancy Jordan
Daphne, Ala.

Crew Sent Flowers, Condolences

This letter is to express my appreciation for the thoughtfulness and condolences of Steward/Cook Neville Johnson and the entire crew of the *SS Worth* at the time of my father's death. It was my privilege to have shipped on the SIU-contracted vessel, *SS Worth*.

On July 20, 1979, while we were at sea, I received notice by wire and Mr. Johnson took charge of arranging for a floral wreath to be sent to my family from the crew of the *SS Worth*.

Again, sincerest appreciation from my family and myself to all my fellow shipmates.

Fraternally,
Arturo Aulet
New Orleans, La.

Let's Get Ocean Mining Show on the Road

IT isn't just energy that's in growing demand and shrinking supply these days. A number of raw materials and minerals, crucial to U.S. industry, are becoming harder to locate, more expensive to mine and of poorer quality in land-based reserves.

But just as oil has been discovered beneath the sea, the oceans also harbor trillions of dollars worth of precious minerals.

Those minerals are contained in crumbly, black, potato-shaped nodules, rich in manganese, nickel, copper and cobalt. The vast mineral wealth of the deep seabed is so plentiful, experts estimate deep seabed resources could shave America's current heavy dependence on imported raw materials to next to nothing by the year 2000.

In addition to providing U.S. industry with the essential elements of production, the frontier U.S. ocean mining industry will open tens of thousands of badly-needed jobs for American workers in ship construction, mining, fabrication of materials and seafaring.

Right now, U.S. mining companies possess the technological know-how to mine the ocean depths. But those companies refuse to risk huge investments without a formal green light from the U.S. government allowing them to begin mining the deep seabed and protecting their right to do so. Unless Congress quits stalling on ocean mining legislation, the U.S. could well miss the boat in the ocean mining industry.

Deep seabed mining legislation has actually been introduced during every session of Congress since 1972. Last year, the Deep Seabed Hard Minerals Resources Act was passed overwhelmingly by the House of Representatives. But it never reached the Senate floor.

Ocean mining legislation has again been introduced before both Houses with three important 'Hire American' amendments intact.

Those three amendments, which have the strong backing of the SIU and other maritime and labor groups, would create and protect as many as 50,000 jobs for Americans at sea and ashore in the ocean mining industry.

Though support for ocean mining is stronger today than ever before it is unlikely the measure will make it to the floor of either House for debate this

year. The Senate won't debate ocean mining until they've voted on the Salt II pact, which doesn't look like it will come up before mid-October. And the House calendar is already full until the end of the year.

A major reason the U.S. is reluctant to act on ocean mining is the United Nations Law of the Sea Conference. For more than 20 years, 160 nations have been meeting to develop an international set of laws governing the use of the oceans and what they contain.

The U.S. government has been reluctant to antagonize Conference participants by coming up with our own ocean mining guidelines. But in the 12 years since deep seabed minerals became the hot topic, Law of the Sea conferees have been unable to resolve the question of who's entitled to the minerals and how they should be mined.

While Law of the Sea negotiations drag on, pressure to develop U.S. regulations which would allow American companies to begin deep seabed mining, mounts.

The U.S. Ambassador to the Law of the Sea Conference, Elliot

L. Richardson, pointed out that though the U.S. prefers to undertake ocean mining under an international treaty, further delaying the start of deep seabed mining could have a negative impact on the industry.

"Each year of delay in reaching international agreement on a deep seabed mining regime," Richardson said, "has made it more necessary to find some interior framework that can define the seabed mining industry's legal obligations..."

The SIU agrees that continued stalls to the start of the ocean mining industry could have serious, long-term consequences for the U.S.

At stake are critically important raw materials, necessary for U.S. industry and even more important employment opportunities for U.S. workers. By tapping the mineral wealth of the oceans to fill our needs for manganese, nickel, copper and other elements, the U.S. could supply our industry, cut down our dependence on imported minerals and put many Americans back to work.

But it's up to Congress to get the show on the road.



September, 1979

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

Vol. 41, No. 9

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Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Tel. 499-6606. Second class postage paid at Brooklyn, N.Y. (ISSN #0160-2047)



The skill of typing is an important one for Chief Stewards, so a few typing classes have been incorporated into the Program.



First Aid and training in Cardio Pulmonary Resuscitation are also part of the Steward Recertification Program.



Planning balanced menus for long voyages is part of the Steward Recertification Program as participants learn in this session.



The first class of the Steward Recertification Program shown here in the brand new galley training facilities at the Lundeberg School.

Steward Recertification Program Gets Underway



Darrell G. Chafin



James E. Higgins



Herbert W. Scypes



Alfred J. Bodie

RELECTING the SIU's commitment to education, the new Steward Recertification Program got underway Sept. 4 at the Harry Lundeberg School in Piney Point, Md.

The eight participating stewards in this first class will spend six weeks at HLS and two weeks at Union Headquarters.

The next class will begin Nov. 12. In 1980 there will be a minimum of six classes and there may be as many as eight.

This Program is an indication of the importance that the Union places on the steward department.

Through the HLS, the Union has advanced the level of steward department education to the point where a Recertification Program like this can be offered.

It's the last rung in a ladder of growing educational opportunities for steward department personnel. The Union wants to encourage young people entering the maritime industry to think seriously about a career in the steward department.

But this educational benefit is like any other Union benefit. It's not worth anything to the members unless they take advantage of it.

Whether a Seafarer is a messman or a chief steward, if he or she has enough seetime, there's a course available. All the Seafarer has to do is to write to the Lundeberg School or see an SIU representative.

For chief stewards, the Recertification Program will give them invaluable information. It will update their skills to meet the needs of running a steward department on today's modern ships.

The Program will also give the stewards a greater knowledge of their Union and the state of today's maritime industry.

This is particularly important to stewards in their role as secretary-reporter of the ship's committee. The stewards can help enlighten their fellow Seafarers about the dangers threatening their livelihoods. They can also better explain the many Union benefits available to Seafarers.

The Recertification Program is a step forward. And that's why all stewards who have not already done so should apply for this very worthwhile Program.



Charlie Rice



Jimmy Golder



Tom Ulisse



Paul Franco



Dispatchers Report for Deep Sea

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& Inland Waters
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of North America

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AUG. 1-31, 1979

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
	DECK DEPARTMENT								
Boston	6	1	1	4	4	1	13	6	2
New York	123	32	17	101	67	13	176	42	11
Philadelphia	9	5	0	10	3	0	18	5	0
Baltimore	27	8	3	23	16	0	39	7	5
Norfolk	16	6	12	18	9	7	23	8	14
Tampa	9	4	7	7	7	12	15	6	3
Mobile	17	7	1	26	6	0	25	7	2
New Orleans	58	18	6	59	32	8	117	24	12
Jacksonville	31	12	5	33	17	6	52	12	4
San Francisco	56	7	4	56	31	5	78	7	4
Wilmington	18	5	13	11	8	10	47	15	12
Seattle	50	13	22	48	43	29	78	11	21
Puerto Rico	15	2	1	26	8	5	18	3	0
Houston	56	18	11	51	29	17	86	27	8
Piney Point	14	1	2	18	5	0	0	0	0
Yokohama	3	0	0	1	0	1	3	0	0
Totals	508	139	106	492	285	114	788	180	98
	ENGINE DEPARTMENT								
Boston	1	4	0	0	2	0	4	5	1
New York	110	48	7	84	48	5	157	64	5
Philadelphia	6	2	0	4	5	0	14	3	0
Baltimore	19	16	0	17	11	0	39	23	1
Norfolk	18	5	3	15	9	4	23	5	5
Tampa	5	8	3	5	5	4	10	7	2
Mobile	20	7	1	16	8	1	24	7	1
New Orleans	46	11	0	44	18	1	102	36	0
Jacksonville	25	9	2	26	19	3	40	10	0
San Francisco	37	11	4	34	12	4	62	14	2
Wilmington	16	6	2	8	3	1	26	13	6
Seattle	38	11	5	21	14	3	52	14	4
Puerto Rico	10	3	2	13	4	3	16	4	1
Houston	41	16	8	37	25	14	70	20	7
Piney Point	3	1	0	3	6	1	0	1	0
Yokohama	1	1	0	1	0	0	1	1	1
Totals	396	159	37	328	189	44	640	227	36
	STEWARD DEPARTMENT								
Boston	1	2	1	4	1	0	1	2	2
New York	45	15	5	43	41	4	77	26	7
Philadelphia	3	0	0	1	7	0	6	2	1
Baltimore	14	2	0	17	1	0	20	4	0
Norfolk	10	2	2	16	9	10	14	4	1
Tampa	5	0	3	11	4	10	7	2	2
Mobile	18	4	0	10	8	0	30	5	0
New Orleans	38	2	1	40	19	2	60	1	3
Jacksonville	19	5	0	29	9	7	26	3	1
San Francisco	28	6	4	30	10	13	35	5	4
Wilmington	8	2	6	4	4	5	19	6	11
Seattle	23	6	10	22	12	19	19	5	9
Puerto Rico	6	3	0	11	3	0	11	4	0
Houston	27	2	0	25	25	16	56	4	2
Piney Point	2	4	0	2	16	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	247	55	32	265	169	86	381	73	43
	ENTRY DEPARTMENT								
Boston	4	10	2				5	12	2
New York	31	113	73				34	198	194
Philadelphia	3	23	2				4	41	3
Baltimore	9	17	12				19	41	37
Norfolk	8	16	22				5	28	25
Tampa	4	7	17				2	9	6
Mobile	7	9	2				10	19	4
New Orleans	24	57	11				32	71	46
Jacksonville	7	27	8				11	42	18
San Francisco	24	26	17				39	33	27
Wilmington	6	26	43				10	39	99
Seattle	12	27	27				16	41	38
Puerto Rico	14	16	9				15	28	9
Houston	13	66	36				22	68	48
Piney Point	0	22	0				0	2	0
Yokohama	1	1	0				1	2	0
Totals	167	463	281	0	0	0	225	674	556
Totals All Departments	1,318	816	455	1,085	643	244	2,034	1,154	733

*"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.

As it has been all year, shipping was good to excellent in all deep sea A&G ports in the month of August as a total of 1,972 Seafarers shipped through the Union's network of hiring halls to SIU-contracted deep sea vessels. Of these, only 1,085 were "A" seniority members while 643 getting jobs were "B" seniority men and 244 were "C" seniority. This is a reflection of the good shipping throughout the country for SIU deep sea members.



Lionel Strout

Seafarer



Lionel Strout, 57, started sailing with the SIU in 1967 after seven hitches with the U.S. Air Force. He upgraded to cook and baker at the Harry

Lundeberg School of Seamanship (HLSS) Piney Point, Md. Chief Cook Strout has had many compliments on his cooking aboard various vessels. He has his LNG, firefighting and lifeboat endorsements along with his cardiopulmonary resuscitation (CPR) and first aid tickets. Living in Selma, Ala., he ships out of the port of New York.

Joel W. Spell

Seafarer



Joel W. Spell, 29, graduated from the HLS Entry Trainee Program in 1968. He then shipped out as a fireman - water-tender (FOWT)

in 1968 and 1969 before he joined the U.S. Navy for two hitches. There he was an electronics technician during the Vietnam War. Brother Spell now sails as 2nd electrician but has endorsements to sail any job in the engine department. This year he got at Piney Point his lifeboat, firefighting and CPR training. He lives in Covington, La. and ships out of the port of New Orleans.

Mark H. Pedersen

Seafarer



Mark H. Pedersen, 20, graduated from the HLSS in 1977. He upgraded to FOWT last year. Brother Pedersen has his lifeboat, firefighting and CPR tickets. He was born, raised, lives and ships from the port of Baltimore.

Jorge L. Torres

Seafarer



Jorge L. Torres, 25, graduated in 1975 from the Lundeberg School. He upgraded to Able Seaman there this year. Brother Torres has the

lifeboat, firefighting and cardiopulmonary resuscitation endorsements. Born in New York, he ships out of that port and resides in Puerto Rico.

Alfredo Gonzalez

Seafarer



Alfredo Gonzalez, 25, started sailing with the Union following his graduation from the HLS Entry Program in 1975. He now sails as FOWT

and has his firefighting, lifeboat and CPR tickets. A native of New York City, he lives and ships from that great port city.

Russell Williams

Seafarer



Russell Williams, 22, graduated from the Lundeberg School in 1977. Brother Williams upgraded to Able-Seaman last year. He has

his lifeboat, firefighting and CPR endorsements. He lives near Los Angeles and ships out of West Coast ports.

Jesse Fleming

Seafarer



Jesse Fleming, 22, began sailing with the SIU in 1977 in the deck department after he graduated from Piney Point. He got his AB endorsement last year. Brother Fleming holds lifeboat, firefighting and CPR tickets. He resides in Tafton, Pa. and ships out of the port of New York.

Gerald McEwen

Seafarer



Gerald McEwen, 42, started sailing with the SIU in 1973. Brother McEwen upgraded to cook and baker at Piney Point in 1975. He has the

lifeboat, firefighting and CPR cards. Born in the Virgin Is., he lives with his wife, Carol in the port of New York and ships out from that port.

Albert S. Campbell

Seafarer



Albert S. Campbell, 55, joined the SIU in 1968 in the port of Jacksonville. He has since upgraded to assistant cook and baker. He has

the lifeboat, LNG, CPR and firefighting tickets. Born in Pennsylvania, he ships from Jacksonville.

Andrew Pandolfo

Seafarer



Andrew Pandolfo, 26, is a HLS Trainee Program grad. Last year he upgraded to FOWT. Brother Pandolfo has lifeboat, fire-

fighting and CPR tickets. A native of Manhattan, he lives and ships out of the port of New York.

Dennis Patterson

Seafarer



Dennis Patterson, 25, graduated from the HLS in 1976 and started sailing that year. He first sailed as a messman for six months, but got

his AB ticket last year. Brother Patterson recently earned his CPR endorsement at Piney Point. In 1976, he earned his lifeboat and firefighting tickets. A native and resident of Jersey City, N.J., he has shipped out of the ports of New York, Jacksonville, New Orleans and Houston.

Alcoholism is a disease.

It can be treated.

SECURITY IN UNITY

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."

AUTOMATION



To crew U.S.-flag ships today, you've got to keep up with technology. So keep your job secure. Learn shipboard automation. Take the automation course at HLS. It starts Nov. 12. To enroll, contact your SIU Representative or mail the application in this issue of the Log to HLS.

Adventures of the R/V Anton Bruun, Part II

by 'Saki Jack' Dolan

Following is Chapter II in the saga of the R/V Anton Bruun, one of the more unusual vessels ever crewed by SIU members. She was a research vessel, which participated in a 28-month research cruise in the Indian Ocean in the early '60s. It was quite a trip. Chapter I appeared in the August 1979 issue of the Log.

At the entrance to the Taj Mahal in India, one feels the intensity of much passion and love. On the Indian Ocean, one feels not only passion and love, but much hatred. Thanks to the Almighty, the R/V Anton Bruun was built a fine seaworthy ship. She rode out a storm better than any passenger or cargo vessel I have ridden. And believe me I have been on the best. We were to find this out when we made our cruise to the Arctic Circle and back. (All about this in a future chapter.)

We did 'mucho' fishing in the Indian Ocean, and this kept our ten Hawaiian fishermen very busy, putting out floats with fishing nets attached several miles in length. This was done in the wee-hours and we would come back around Noon and pull the nets in with our special fishing-gear.

The Hawaiians were very adept at this sort of fishing, and in no time at all we had several tons of every kind of fish on the stern you could think of. Sharks by the dozens, and the Scientists would tag them (the sharks) and throw them overboard again. This was all done with scientific-precision by stop-watch.

We caught barrels of shrimp and lobsters off the coast of Arabia, and this was reported to the Arabian Government (they never even knew about it.) Many new fishing-beds were discovered on this cruise, and it was reported to the local Governments as we discovered same.

From the Persian Gulf, all the way to the Arctic Circle, we worked our way, and many new discoveries were made and reported to the National Science Foundation in Washington, D.C., as well as all local countries that could make good use of this information.

This was the first time in World History that the Indian Ocean had ever been surveyed, and the R/V Anton Bruun was the only vessel to completely finish the job. There were many other countries involved in this project, and had vessels out here with us. One by one they fell by the way-side and turned tail and went home. We stayed for the full time (28 months), and were the only ship to complete the project (worth many many millions of dollars to many countries).

Land of The 'Dodo-Bird'

The U.S. National Science Foundation should have given all hands a large cash bonus, not just a piece of paper. We did a job no other country

did, or cared to stay and do, but they all benefitted from it.

Port Louis, Mauritius Islands is the Jewel of the Indian Ocean and the friendliest place on Earth. The natives speak French, English and their own Island dialect. First, they greeted you like a long lost brother, and then took you in as one of the family.

This was the home of the famous or infamous 'Dodo Bird', now extinct, but one time very plentiful here. The Dodo was similar to our American Turkey according to legend, and was hunted by the natives for food until extinct. The shipboard Scientists were given a stuffed Dodo Bird to take back with them.

There is a local Museum ashore and they give all the information you may need to know about the Dodo Bird, and any other subject you may be interested in.

"Mack The Knife"

The Natives were welcome aboard, as we had open ship in all ports. The young native girls were exceptionally friendly, and made themselves at home upon arrival. Our stay here was for ten days, and even then it was hard to get them to leave.

One lovely young thing that carried a stiletto about ten inches long (and was not afraid to use it), was immediately dubbed 'Mack The Knife' by the crew, and the name stuck (I wonder why?).

It seems that 'Mack The Knife' had a thing for the Chief Steward 'Saki Jack', and latched onto him and would not let go. This was OK with Saki Jack, so that was that.

Mack The Knife was a solid nudist at heart, and started to prove same immediately upon entering my foc'sl. She disrobed completely, and was in no way bashful about her nudity.

This had a real crazy affect on the younger generation in the crew, as she insisted on having nothing to do with anyone but ole Saki Jack (which was OK with me).

She loved to run around the ship totally naked, and I or no one else could control her, or for that matter wanted to confront her ten inch stiletto!

She was not only young, but had a build like the old proverbial brick 'Out-House'. I'll tell you something, I was not about to argue with her, and the ship's baker took many photos of her running the length and breadth of the ship in the buff.

She always returned to my foc'sl, and this drew the crew like flies. I had to throw them out bodily to have any peace. Chico, the Chief Cook was so upset he couldn't cook, and had to go ashore to Sharky's (a local Pub) to bring his blood pressure down a bit.

Sharky, was an old Limey ready to retire and wanted to sell the joint (I



A recent pix of SIU Pensioner 'Saki' Jack Dolan.

don't know if he ever did), and he got along swell with seamen. There were a couple of twins that made some kind of remark about 'Mack The Knife' running about the ship in the nude, and this made Mack very mad indeed. She ran them out of Sharky's and down the street.

Well, this upset Sharky a bit, and he would not let Mack back in his Pub, so Mack and I decided to go back to the ship. My foc'sl was like a Pub anyway. In fact, I had more of a variety of the old Bubbly than Sharky did.

Mack kept her stiletto razor sharp, and I was damn glad she liked me (maybe it was my good looks?). Whatever, it made us happy. She stayed aboard until ten minutes before sailing time and did not put on a stitch until she was going down the gangway. I guess you could call this the 'Naked Truth'.

Hawaiian Luau

Our Hawaiian Fishermen decided to have a Luau, and that was OK by all hands. I, as Chief Steward was given a list of what we would need, and went ashore to get same. All Hands were invited, crew, scientists, (we had four lady-scientists aboard this Cruise), everyone.

The Hawaiians made a deal with the local natives, and promptly started to dig a long trough on the beach, and gather Palm-Fronds. Believe me, a real Hawaiian Luau is no easy matter, and it takes a lot of work and cooperation from all hands to make it happen.

Everyone was willing and the very next afternoon the beach was the makings of our own Hawaiian Luau. I was the bartender until I couldn't stand (I got very tired), and there was plenty food, booze, girls with much dancing, drinking, eating, and even a few friendly fights now and then.

I can safely say all hands enjoyed the Luau and thanked the fishermen for it. Everyone liked Port Louis, and could not wait until we were due back again. The baker even married one of the beautiful native girls, and took her home to Philadelphia to live. All hands went to the wedding. I missed it due to an operation I was having at the time.

During our next cruise we had engine trouble, and had to pull into Gann Island. This was a British Nuclear Base, very secretive at the time, and we were lucky they gave us permission to land there.

The Captain talked with the local Commander, and he agreed to let us use all the local buying facilities. This was a tax-free-port, and they had a beautiful canteen—full of goodies, binoculars, cameras, watches, perfume, musical instruments, etc., all tax-free, and very reasonable in price.

Well, I can tell you, some of the crew and Scientists really took advantage of this situation. I did not buy a thing, as I was never a collector of things, and maybe it was because my foc'sl looked like a Pawn-shop as it were.

All in all, Gann Island was a success in everything but Romance. There were no women there except in the military, and they had nothing to do with us. The British are very kind and considerate in treating English speaking folks, and treated we 'Yanks' like brothers. So long Gann Island, and Thanks.

Eddie From Mooseup

When I returned home to New York, I had a full crew list, but misplaced it. And with my poor memory, I cannot name the men and women on our expedition as I would like to.

Our first Bosun, a retired Navy-Chief from Mooseup, Connecticut, was naturally, one of my drinking buddies. (I really cannot remember anyone on board that I was not drinking-buddies with).

Eddie, in the good ole tradition of the Navy, was a swell drinking buddy, we got along quite well. Between his Navy yarns, and my merchant seaman's yarns, we kept the home fires burning very brightly. Eddie had spent his last ten years (or so he told me), in the Navy in Phoenix, Arizona as the Navy Recruiter. Maybe this is what made him so nervous. Arizona is too dry for a Navy sailor.

Anyway, he got himself fired off the Anton Bruun for kicking one of the "Raghead Scientists" out of his foc'sl. It seems one of the scientists went to Eddie's foc'sl about something, and proceeded to give Eddie a hard time. Eddie did not appreciate this at all, and kicked him out (literally), and told him to stay the hell out.

Well, this infuriated the "Raghead", as this made him lose face, and he ran screaming up to the Captain's foc'sl telling him what happened. The Captain being an oldtimer, told the scientist to stay the hell out of the crew's quarters (where he had no business) and he would not get a kick in the ass.

It seems the Scientist had more

Continued on Page 25

Working in Tank or Confined Space Can Be a Killer

When working in a chemical tank or other confined space aboard a ship or a tank barge, always know what you're getting yourself into.

If you're about to enter a chemical tank which has not been certified "safe for men" by a marine inspector, what you could

be getting into is trouble.

A tank or confined space that hasn't been inspected may not contain enough oxygen to sustain life. If you walk into that space without the right safety gear, you may not walk out again. It's that simple.

Prevention of chemical tank

Anton Bruun, Part II

Continued from Page 24

pull than the crew did, and Eddie was fired. The Captain came down to his foe's and told him the scientist was willing to forget the incident, and he could keep his job if he would only apologize to the "Raghead". Eddie would have none of this and told the Captain if that bum comes near me I'll kick him again, only harder. Exit, Eddie from Moosecup, a good Bosun, and greatly missed by all hands.

This brought on board my old poker-playing, horse-playing, and cocktail drinking buddy Hank Muranka. Hank is a good man to ride the river with, Hang in there Hank!

Crew Messman Extraordinaire

Eddie Wong was his name, and the best dang crew messman I ever sailed with. Eddie came from New York City, and was liked by all the crew, and officers as well. He was one of the original crewmembers, and came out with the ship from the States, and was one of the first to sign on. He stayed the full 28 months the ship was out, and never missed serving a meal in the crew messhall.

Besides he had a full flight of stairs to go up and down carrying food (three meals a day), and believe me Eddie did a wonderful job, while he was Crew Messman. Eddie found Wong-relatives in every port we came to, and usually brought them on board. Some of them were the fair haired type, and Eddie was quite a ladies man, and never failed to score.

The last I saw Eddie, was at the Brooklyn SIU Hall, and he was all bandages, having just been mugged in Chinatown, and was not feeling too well. This is called a 'New York Welcome,' and they sure gave poor Eddie a good one. Eddie, like I said, was liked by all hands, and makes a good addition to any crew.

By The Wayside

The R/V *Anton Bruun* stayed for the full length of the Cruise in the Indian Ocean (28 months), and had the distinction of being the only vessel to do so. There were many other countries involved in this Expedition (22, I believe), and one by one they fell by the wayside and went home. But the old *Anton Bruun* stayed on and on and on until the very end of the Cruise. The closest any other country came to staying was for one (1) year, and mostly they did not stay this long. That included the Russkies. They had a converted cargo ship out there and they stayed for about a year. We met the Russians several times in port, and one time they invited us aboard their ship for a Cocktail-Party (I'll tell about this next time), also what we were sent out there to do.

Saki Jack D-124 (Retired)

Chapter 3: 6 weeks in shipyard in Karachi, Pakistan. Ali Khan on the Scale. Camel Races. Horse races. Holy Men with Cobras in basket. Cocktail Party on Russian Ship. Metropole Hotel, Beach Luxury Hotel, Seaman's Club. Our Main Purpose in The Indian Ocean.

fatalities is also pretty simple. Never assume a confined space is safe. Always wear fresh air breathing apparatus in a confined space where you're not sure about the oxygen content.

But lack of oxygen isn't the only kind of trouble you can get into when working in a confined space aboard ship. Seamen and boatmen who are repeatedly exposed to low levels of hazardous substances may be in for trouble in the future.

A worker who is exposed to dangerous chemicals over a long period of time could be slowly poisoning his health.

Chronic exposure to benzene, for example, could result in serious blood diseases. Inhaling vinyl chloride fumes over long periods has been shown to cause cancer.

There are some rough guidelines called threshold limit values (TLV's) which can be followed by seamen who work around dangerous substances. TLV's are published by the Coast Guard in a "Chemical Data Guide for Bulk Shipment by Water."

The threshold limit values, the Coast Guard says, "represent

conditions under which it is believed that the average employee can be safely exposed for a working lifetime without producing chronic health effects."

But the Coast Guard stresses these are only general guidelines. They do not take into account an individual's reaction to particular chemicals or the long-term effects of exposure to two or more chemicals.

So, along with making sure the toxic levels in tanks and confined spaces stay within the TLV guidelines, these are some other steps American seamen and boatmen can take to protect their future health:

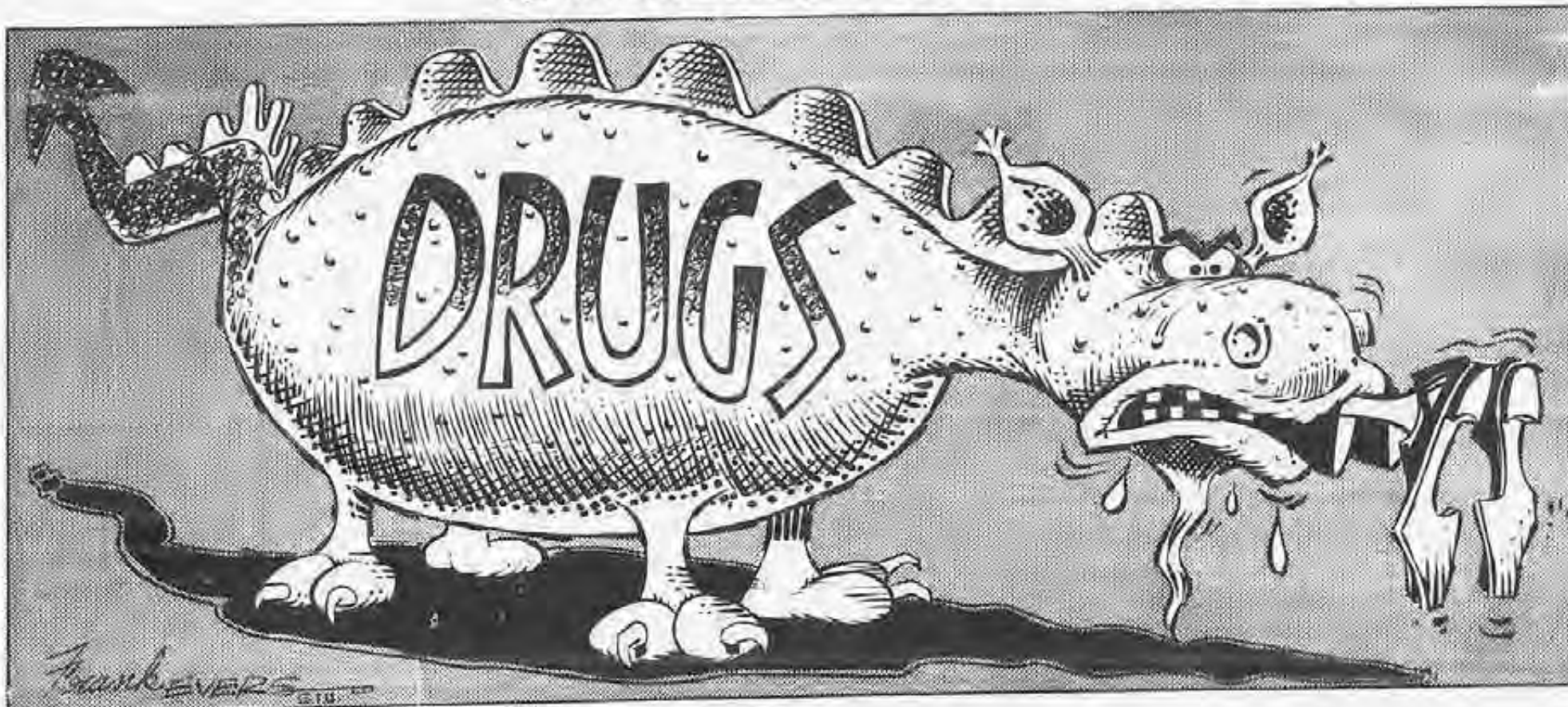
- all shipboard personnel should be aware of whether they are working around substances which could be hazardous to their health;
- entry into chemical tanks and confined spaces should be kept to a minimum and made only when absolutely necessary;
- respirators should be used by all personnel anytime a tank or a confined space is entered;
- any seaman or boatman chronically exposed to hazardous substances should be regularly checked by a doctor.

Delta Africa Committee



On Aug. 27th Recertified Bosun Pete Loik, (4th left) ship's chairman of the SS *Delta Africa* (Delta Lines) is at a payoff in the port of New York. With him are the Ship's Committee of (l. to r.) Steward Delegate James Miller, Chief Steward Bill Wroter, secretary-reporter, Deck Delegate Ed Wilisch and Engine Delegate Hector Duarte.

A MESSAGE FROM YOUR UNION



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



The Lakes Picture

Duluth

The strike by Duluth-Superior grain millers that began in July is continuing. The dispute has brought waterborne grain traffic to a standstill, as other unions are honoring the grain millers picketlines.

Reports from Duluth say that the major issues in the dispute are a cost-of-living contract clause and on-the-job safety. Grain millers are worried about the effects the pesticides and other sprays used on wheat will have on their health.

Observers feel, however, that there are several signs that the end of the strike is in sight. As of Sept. 15 there were a total of 19 deep sea grain ships (including the SIU-contracted *Ogden Columbia*) tied up at the port of Duluth with five more expected during the week.

The increased number of grain vessels in the port coupled with a tentative agreement between striking grain millers and officials of the Farmers Union Grain Terminal Assn., were cited by assistant U.S. Agriculture Secretary P.R. Smith as reasons for optimism that the strike may soon be over. Smith made his remarks at a symposium on Midwest grain transportation problems held Sept. 16 in Minneapolis.

Earlier this month, the Duluth-Superior grain strike was one cause of threats from the Dept. of Agriculture. U.S. Agriculture Secretary Bob Bergland threatened to divert shipments of government PL-480 cargoes from the ports of Duluth-Superior if the strike continued. The twin ports currently handle about 65 million pounds of bagged government cargoes.

* * *

The new SIU hall in Duluth got a good reception during its first month of operation. Great Lakes Seafarers who've visited the new hall located in Duluth's Medical Arts Building, reportedly are favorably impressed.

Frankfort

The SIU-contracted *Medusa Challenger* (Cement Transit Co.) was one of the exhibits of Maritime Week, held at Manitowoc, Wisc., last month. The 73-year old cement carrier was open to the public for tours.

* * *

The carferry *City of Milwaukee* (Michigan Interstate Railway Co.) was forced into the seawall in the Frankfort harbor when a small boat crossed her bow last month. An inspection by the Coast Guard determined the carferry sustained no damage and she was allowed to resume her run.

* * *

The two SIU-contracted car ferries, the *Viking* and the *City of Milwaukee*, hauled a record number of box cars across Lake Michigan over the past two months. The 2,061 cars loaded by the two vessels marked a six year high.

Cleveland

The Great Lakes Regional office of the U.S. Maritime Administration plans a seminar Oct. 9 in Cleveland to discuss problems and issues confronting the merchant marine.

Algonac

The last hand-bomber on the Great Lakes, SIU-contracted *Chief Wawatam*, may soon be converted to oil. The Michigan Transportation Commission voted unanimously to study the costs of the conversion. If adopted, the conversion could be completed by this winter.

* * *

David Buchanan, vice president of the Lake Carriers Assn., has warned that the shortage of diesel fuel on the Lakes is going to get worse. Fuel shortages "could disrupt the movement of raw materials to major industries," Buchanan said.

Chicago

Chicago's East Side Chamber of Commerce sponsored its 39th Annual Waterways Cruise on the Calumet River this month. The cruise is intended to attract new business to the riverbanks and to point out that water transport of raw materials and finished products is highly efficient. SIU-contracted ore and coal carriers are frequent callers at docks along the Calumet River.

* * *

Chicago's new Iroquois Landing Lakefront Terminal was formally dedicated on Sept. 8. The facility is open for business even though construction on the cargo-handling dock and two new warehouses is still underway.

St. Lawrence Seaway

U.S. and Canadian officials held a joint ceremony to mark the 20th anniversary of the opening of the St. Lawrence Seaway and the Welland Canal's 150th birthday on Sept. 7. One ceremony was held at the Seaway's Eisenhower Lock, one of the two locks on the American side of the waterway. A second ceremony was held at the Welland Canal.

Navigation Aids

The first of three automated buoys planned for the Great Lakes region has been installed in Lake Superior near Manitou Island, Mich. The 20-foot, 20-ton buoys are made of aluminum and will be used as weather forecast aids. The buoys have sensors attached to their 18-foot masts which measure air temperature, surface water temperature, wind speed and direction and transmits the information via satellite to weather stations in the U.S. and Canada.

Clean Waters

Pollution in the Great Lakes reached its worst level several years ago and is now improving, according to a report presented to the International Joint Commission (IJC) recently. The main reason for the improvement is that industries have greatly reduced phosphate discharges into the Lakes.

* * *

Though the Lakes themselves are cleaner, another report delivered at the IJC annual meeting said that inland waters and aquatic life within the Great Lakes basin may be in trouble. The reason is that the area is subject to rain and snow with up to 40 times more acid in it than normal. The "acid rain" is the result of water vapor mixing with emissions from coal-fired power plants, cars and factories. Scientists are worried the poison rain may kill off fish and harm soil and plants.

Tonnage Figures

Cargo moving through the Port of Cleveland during the month of August was up 219 percent over tonnage figures for Aug., 1978. Tonnage figures for this year to date are up 120 percent over last year's totals.

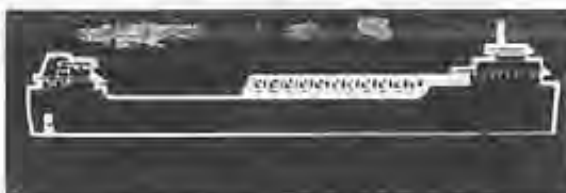
The increase is attributed mainly to the movement of iron-ore pellets, a new commodity at the port. Steel and general bulk tonnage also showed gains.

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



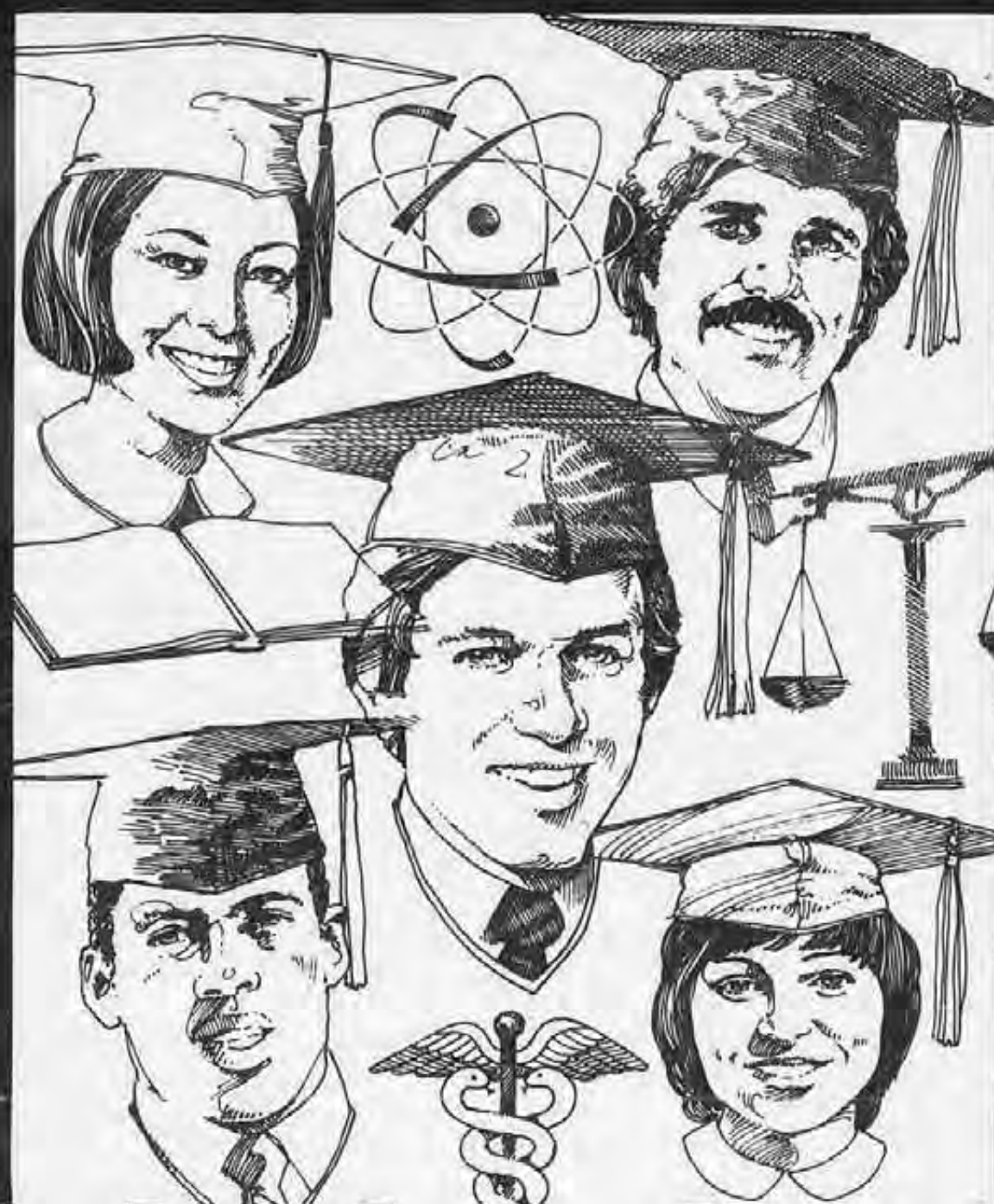
AUG. 1-31, 1979

	*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
Algonac (Hdqs.)	61	27	7	69	105	10	27	13	7
Algonac (Hdqs.)	36	28	4	48	52	7	21	12	11
Algonac (Hdqs.)	12	5	0	30	20	0	9	1	5
Algonac (Hdqs.)	47	113	34	0	0	0	25	47	93
Totals All Departments	156	173	45	147	177	17	82	73	116

*"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.

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.

Legal Aid

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

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

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

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

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

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

SAN FRANCISCO, CALIF.
John Paul Jennings, Henning
and Walsh
100 Bush Street, Suite 1403
San Francisco, California 94104
Tele. #(415) 981-4400

ST. LOUIS, MO.
Gruenberg & Saunders
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

Steward Department Members!

Apply Now for the Steward Recertification Program

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

Learn how to:

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

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

AND—you get 110 dollars a week—you can't afford not to attend!

Contact your **Seafarers Appeals Board** to enroll.

Sign up now! Program begins November 12.



Dispatchers Report for Inland Waters

AUG. 1-31, 1979

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	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	1	0	0	1	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	2	7	2	1	0	0	7	27	3
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	2	1	1	1	0	0	2	3	4
Mobile	3	2	0	0	0	0	9	3	0
New Orleans	0	4	11	0	2	10	1	5	15
Jacksonville	1	3	1	0	1	1	1	7	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	3	1	0	0	0	3	8	14
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	6	0	0	2	0	0	9
Houston	1	8	8	5	12	5	3	11	9
Port Arthur	1	0	2	0	0	1	5	2	8
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	9	36	17	7	27	12	6	33	25
Piney Point	0	37	2	0	41	1	0	1	0
Paducah	0	16	47	1	16	41	1	9	124
Totals	20	118	98	15	100	73	38	109	213
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	2	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	0	0	0	0	2	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	1	0	0	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	2	2	0	2	1	2	3	2
Port Arthur	0	0	0	0	0	0	1	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	1	0	0	0	0	1	1	0
Piney Point	0	2	0	0	1	0	0	0	0
Paducah	2	0	1	0	0	1	2	1	3
Totals	5	5	4	0	3	3	8	7	12
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	0	1	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	1	0	0	0	2	0	2
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	1	0	0	1	0	0	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	2	0	1	4	1	0	1
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	1	3	1	2	3	1	3	5
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	1	3	8	0	2	6	1	4	21
Totals	4	4	15	2	5	14	6	7	34
Totals All Departments	29	127	117	17	108	90	52	123	259

*"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.



Norfolk

The Cape Fear Towing Co. (Wilmington, N.C.) contract has been ratified and is in the drawing up stage for signing.

Also in Wilmington, Boatmen at the Stone Towing Co. are on strike and the Union has filed unfair labor practice charges against the company for failure to bargain in good faith.

At the newly-organized Swann Launch Co. here, the Union is awaiting a date from the company to start contract negotiations this month.

Piney Point

Contract negotiations at the Stuart Petroleum Co. are in their final stage this month.

Port Arthur, Tex.

A new tug, the *K.C. Smith* (Sabine Towing) is expected to go into service here by the end of November.

St. Louis

The 5,600 hp *Towboat Bill Carneal* (ACBL) was christened on Sept. 22 at the Jeffboat Yard, Owensboro, Ky. She will join the SIU-manned ACBL fleet.

Jacksonville

MARAD has okayed Title XI guarantees for construction of a triple deck trailer barge and 650 trailers for Trailer Marine Transport (Crowley).

The 580 foot long, 105 foot wide barge with a draft of 11 feet 4 inches will be built at the FMC Yard, Portland, Ore.

Great Lakes

The largest dredging and marine construction company in the Western Hemisphere is the SIU-contracted Great Lakes Dredge and Dock Co. of Oak Brook, Ill. It builds subaqueous pipelines, docks, breakwaters and bridges in the U.S., Mideast, Caribbean and South America.

GLD also began dredging of the Matagorda Ship Channel in the port of Galveston last month under a \$2.44 million contract by the city's Engineer District.

Almost 20 miles of the channel will be dredged to a depth of 36 feet and width of 200 feet. The job is slated to be finished by late March 1980.

Galveston

Production delays and the wrath of Hurricane Frederick are holding up the construction of the nine tugboats at a shipyard here under order for G & H Towing, Houston. The tugs *Titan* and *Laura Hayden* (G & H) were built and launched at the yard and are now in service.

Philadelphia

The rebuilt 126-foot tug *Diplomat* (IOT) is with the barge Interstate 138 lightering VLCC tankers in Gulf and East Coast ports.

The 4,000 hp tug now has a second high pilothouse to let the pilot see over the barges up to 50 feet high. Also a new elevator goes up to the pilothouse and the tug has increased firefighting capability, another towing capstan, special rubber fenders plus a general overhaul of all equipment.

Locks and Dam 26

After five years of bickering, the trial of the Alton, Ill. Locks and Dam 26 reconstruction issue began in the middle of this month.

Cairo, Ill.

Next month a flotilla of Ohio River steamers will sail the length of the river from Pittsburgh to here to mark the 50th birthday of the completion of a year-round 9-foot navigation channel along the route.

Jobless Rate Climbs to 6%

WASHINGTON, D.C.—The country's unemployment rate in August surged to 6 percent from July's 5.7 percent. This is the highest level reached in a year. The average rate is about 5.8 percent.

Many of the 310,000 newly unemployed of the total U.S. jobless 6,149,000 were adult white males laid off due to economic cutbacks in transportation, utilities, manufacturing and construction.

However, 96.9 million persons (88.8 million non-farm) are gainfully employed out of a 103-million workforce. There were gains in the service-producing sector (as in trade, state and local government, finance, insurance and real estate) and in mining.

AFL-CIO Research Director Rudy Oswald observes that "the increase in unemployment in August may augur further jumps over the next few months as the recession worsens. The effects of the recession on employment show up for the first time this month. There is every indication that it will worsen over the next six months."

The jobless rate for adult women rose from July's 5.5 percent to August's 5.9 percent. Teenagers' rate increased from 15.3 to 16.5 percent! Blacks remained at 11 percent (black teenagers 30 percent!) and whites went up from 4.9 percent to 5.3 percent.

Usually the jobless were out of work for about five weeks with 15 weeks being a high.

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 HLS or your SIU Representative

Apply Now! New Course Starting Soon!

Apply Now for an HLSS Upgrading Course!

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

A Big Fireman-Watertenders Class



Almost two baker's dozen is the size of the FOWT graduating class of (front l. to r.) E.J. Dandy, V. Sanderson, J. Robertson, J. Lacaze, T. Stenson, S. Giacalone, F. Landron and F. Garvey. In the middle row (l. to r.) are S. Campbell, T. Horger, M. Collins, E. Zigich, C. Dunn, D. Whittle, S. Hargrove, D. Jackson and D. Christian. In the rear (l. to r.) are D. Dunklin, T. Richerson, P. Ferguson, S. Migliara, C. Jefferson, L. Kearney, W. Evans and D. Goldbecker.



Tankerman Is He

Tankerman grad is David Goyette.

The Harry Lundeberg School of Seamanship

"For a better job today, and job security tomorrow."

New Diesel Engineers



With Diesel Course Instructor D. Greg (standing r.) are grads D. Eddings and L. Ousley (front l. to r.) and P. Booker, P. Macklin and J. Del Rio (back row l. to r.)

They're Coolin' LNG Now



Coolin' the LNG by now are graduates of that course of (front l. to r.) F. Wachter, J. Furr, S. Lupo, and J. Darda. Center row (l. to r.) are D. Allen, H. Whitman, R. Nurmi, B. Wheeler, C. Smith and J. Gavelek. Back row (l. to r.) has B. Travis, A. More, M. Freeman, D. Gifford and P. Donovan.

WANTED



Steward Department Upgraders

Enroll now!

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EL PASO HOWARD BOYD (El Paso), July 15—Chairman, Recertified Bosun David La France; Secretary Don Collins; Educational Director Leroy Tanner; Deck Delegate Harold Whitman; Engine Delegate W. O. Barrineau; Steward Delegate James Morgan. No disputed OT. Chairman reported that everything is going great. Captain requested no smoking and no radios on open decks. Secretary noted that everyone must observe the safety rules of these type ships. Educational Director stressed the importance on these ships of safety and wants everyone to put every effort forward to obey all safety rules. Also that upgrading is very important to you and to the Union. So use the Harry Lundeberg School of Seamanship and make yourself some money. A vote of thanks was given to the steward department. Only four hours after takeover of ship, a hot meal was served. Chairman expressed how working together has helped to achieve what we have in this Union. Report to Log: "Cape Charles, Va., SS EL PASO HOWARD BOYD was taken over by her crew around 1630-1700 on the 29th of June. Steak dinner was served by 2100, while all hands turned to on steward stores. We send our thanks to the men of the ship's crew for helping to make the impossible, possible." Chief Steward, Don Collins—Next port Cove Point.

JEFF DAVIS (Waterman Steamship), July 20—Chairman, Recertified Bosun George E. Annis; Secretary R. Collier; Deck Delegate L. A. Jordan; Steward Delegate Anthony Zouca. No disputed OT. Chairman received a letter from Headquarters in regards to the steward recertification program and explained the importance of all members of the steward department with the eligibility requirements to apply to attend one of the classes. Also discussed the importance of SPAD. It was noted that there are about 150 movies on board and that the Chairman has spent a lot of his own money for a new machine and movies. A vote of thanks was given to the ship's chairman and a vote of thanks to the steward department. Next port Port Said.

SEA-LAND LEADER (Sea-Land Service), July 8—Chairman, Recertified Bosun A. Ringuette; Secretary A. Reasko; Educational Director B. Jones. No disputed OT. \$50 in ship's fund. Chairman held a discussion on upgrading and the importance of SPAD. Educational Director will try to keep up on the latest date movies for the crew. Observed one minute of silence in memory of our departed brothers.

SEA-LAND CONSUMER (Sea-Land Service), July 22—Chairman, Recertified Bosun A. Lasnansky; Secretary P. Stubblefield; Educational Director L. Hart. Some disputed OT. Letter received concerning the recertification of Chief Stewards read and posted. Educational Director reported on the ladders between the hatches not being wide enough for the safety of personnel using same. Also cat walks are not maintained as they should be. Reefer boxes should not be placed on sides where there are no cat walks. Existing ladders are also crooked. Members were also reminded that there is no smoking on deck while in shipyard. Next port Rotterdam.



SEA-LAND COMMERCE (Sea-Land Service), July 8—Chairman, Recertified Bosun Lothar Reck; Secretary J. Smith; Deck Delegate Arlo Klein; Engine Delegate Joseph Graves Jr.; Steward Delegate Walter Stewart. \$190 in ship's and movie fund. No disputed OT. Chairman discussed the pros and cons of some of our maritime activities in reference to some of the articles received. Also the importance of SPAD. Members were encouraged to upgrade as soon as they can in Piney Point. There will be another safety meeting this week and the door is open for new and good ideas. Check in with the patrolman about immigration and customs as soon as possible in order to have a quick payoff. Report to Log: "Radio Cadet—or better, apprentice—Charles Bullen, took his time out to fix all room antennas and speakers of the ship's intercom system. Thanks for the upkeep and we hope that he will have many followers on other vessels." Observed one minute of silence in memory of our departed brothers. Next port Seattle.

DELTA SUD (Delta Steamship), July 1—Chairman, Recertified Bosun R. Lambert; Secretary E. Vieira; Educational Director J. C. Dial. No disputed OT. Chairman reported that Brother Angelo Ali died of a heart attack while in the port of Santos Brazil on June 26th. His body was flown to his next of kin the next day. In true traditional SIU fashion, condolences and flowers were sent on behalf of the crewmembers. We are still keeping up with our accident free safety record. Also requested those members who use the T.V. tape recorder to be sure to rewind the tapes when the picture is over. A vote of thanks to the steward department for a job well done.

OGDEN WABASH (Ogden Marine), July 22—Chairman, Recertified Bosun E. Dakin; Secretary P. L. Shauger; Educational Director Anton Ratkovich; Deck Delegate J. Wilson; Engine Delegate E. Sierra; Steward Delegate P. Charley Jr. \$10.55 in ship's fund. \$175 in movie fund. Gave \$60 to radio officer to purchase new rotor for antenna. Some disputed OT in deck department. Chairman reported that a letter had been received from Executive Vice President, Frank Drozak regarding the Stewards Recertification Program. It will be posted on the bulletin board for a few days and then put in the ship's file. The Log also carries an article on same with full details. Chairman also noted that he has applications for the "A" Seniority upgrading and Steward Recertification and anyone who wants same to see him at anytime during working hours. There are also plenty of overtime sheets and some benefit applications. A vote of thanks to the steward department. Next port Philadelphia.

OGDEN CHARGER (Ogden Steamship), July 22—Chairman, Recertified Bosun M. Beeching; Secretary B. Guarino; Educational Director D. Guajardo; Engine Delegate Charles S. Hampson. Chairman gave a talk on the importance of everyone who has the time to take advantage of the school at Piney Point and the importance of donating to SPAD. A telegram was received from Headquarters on the new raise and was read and posted. Observed one minute of silence in memory of our departed brothers.

ALEX STEPHENS (Waterman Steamship) July 8—Chairman, Recertified Bosun Alfonso Armada; Secretary Charles Corrent. Some disputed OT in deck department. Secretary reported that Brother Ferris J. Antone Jr., died of a heart attack and a radiogram was sent to Executive Vice President, Frank Drozak, to notify his mother in Florida. ITT returned message confirmed by Brother Frank Drozak to Ship's Chairman. \$60.16 in ship's fund. A vote of thanks to the steward department.

NEWARK (Sea-Land Service), July 15—Chairman, Recertified Bosun Denis Manning; Secretary C. M. Modellas; Educational Director H. W. Hill. Chairman gave a talk on the courses that are now open for upgrading at Piney Point. Urged all members to take advantage of it especially the steward department personnel. Also discussed the importance of SPAD. Secretary advised all crewmembers to report all hazard conditions while working on board ship. Reminded all cooks to report immediately in case of fire and accident while working in the galley. Good housekeeping and alertness is the best policy to prevent fire and serious accident. No disputed OT. All communications received were posted on the bulletin board. Next port Seattle.

SEA-LAND ECONOMY (Sea-Land Service), July 15—Chairman, Recertified Bosun A. McGinnis; Secretary Thomas T. Kirby; Educational Director D. Peterson. Chairman gave a talk on the Bosun Recertification program that has started at Piney Point and all members who are qualified should attend. Also discussed the importance of donating to SPAD. \$86 in movie fund. No disputed OT. Received the Log and it was distributed.

ST. LOUIS (Sea-Land Service), July 1—Chairman, Recertified Bosun Thomas H. Holt; Secretary O. Smith; Deck Delegate Bill Lynn; Steward Delegate John Kastos. Some disputed OT in deck and engine departments. Secretary requested all entry rated men to apply for upgrading and attend the classes in their respective department at Piney Point as soon as possible. Also discussed the importance of donating to SPAD. The Log was received and distributed. Observed one minute of silence in memory of our departed brothers.

LNG GEMINI (Energy Transportation) July 29—Chairman, Recertified Bosun K. Gahagan; Secretary R. I. Fagan; Educational Director R. Goodrum; Deck Delegate G. Lopez; Steward Delegate T. R. Clark. No disputed OT. Chairman reported that there are no problems just some question about the deck crew being relieved on the right date and time. SIU Representative Frank Boyne came down to the ship in Osaka, Japan and did a fine job of explaining to the crew that the SIU is in the process of squaring away the problem. All Brothers agreed to wait and gave Frank Boyne a vote of thanks. The Chief Steward R. I. Fagan says he has a fine young steward department from Piney Point and they are doing a great job for the ship and the entire crew. Another vote of thanks was sent from the Captain, officers and crew for the good and tasty food and work being done by the young and faithful SIU Steward Department, R. I. Fagan, chief steward, Steven Wagner, Chief Cook, Terrill R. Clark, Jeff Hess, general steward utility. Report to Log: "A special vote of thanks to all of the people who taught these good SIU men, the true meaning of Brotherhood, the Harry Lundeberg School."

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

SEA-LAND VENTURE	BROOKLYN	OGDEN WILLAMETTE
DELTA AFRICA	COVE TRADER	DELTA URUGUAY
MERRIMAC	CONNECTICUT	COVE RANGER
MOUNT WASHINGTON	CANTIGNY	BROOKS RANGE
SEATTLE	HUMACAO	SEA-LAND PACER
FLOR	ZAPATA ROVER	POET
WALTER RICE	HOUSTON	GOLDEN ENDEAVOR
SEA-LAND MARKET	TEX	OGDEN CHAMPION
OVERSEAS WASHINGTON	DELTA COLOMBIA	PISCES
BALTIMORE	CHARLESTON	MAYAGUEZ
POTOMAC	GREAT LAND	EL PASO ARZEW
SAN JUAN	DEL SOL	EL PASO SOUTHERN
SAM HOUSTON	DELTA MAR	HUDSON
JACKSONVILLE	GEORGE WALTON	SEA-LAND FINANCE
ZAPATA RANGER	ULTRAMAR	THOMAS JEFFERSON
WESTWARD VENTURE	OVERSEAS JOYCE	MARYLAND
SEA-LAND EXCHANGE	DELTA MEXICO	PITTSBURGH
SEA-LAND RESOURCE	PUERTO RICO	JOHN B. WATERMAN
OVERSEAS NEW YORK	PORTLAND	COVE LEADER
SEA-LAND GALLOWAY	BEAVER STATE	GOLDEN MONARCH
COVE COMMUNICATOR	TAMPA	JOHN TYLER
SEA-LAND MC LEAN	BANNER	POINT JULIE

Pensioner's Corner



Burl Edward Evans, 65, joined the Union in the port of Mobile in 1958 sailing as an engineer for Radcliff Materials and Bay Towing. Brother Evans was also a welder in the Boilermakers Union. He was born in Freeport, Fla. and is a resident there.



Calvin Curtis Harris, 61, joined the Union in the port of Mobile in 1956 sailing as an oiler and engineer for Radcliff Materials in 1951. Brother Harris was born in Uriah, Ala. and is a resident of Bay Minette, Ala.



John Marvin Keech, 62, joined the Union in the port of Norfolk in 1961 sailing as a chief engineer for McAllister Brothers from 1955 to 1961. Brother Keech also worked for the Belhaven (N.C) Fish and Oyster Co. He was also a member of the SIU Fisherman and Seafood Workers of the Atlantic Coast Union and UMW Marine Workers Union Local. A native of Belhaven, he is a resident there.



Frank John Smagalla, 62, joined the Union in the port of Philadelphia in 1961 sailing as a cook for Curtis Bay Towing Co. Brother Smagalla is also a retired chef of the Bellevue Stratford Hotel, Philadelphia from 1946 to 1957. He was a member of the Hotel Employees Union, Local 568, Philadelphia. Boatman Smagalla is a veteran of the U.S. Navy in World War II. Born in Chester, Pa., he is a resident of Claymont, Del.



Thomas Pradere "Holy" Toledo, 68, joined the SIU in the port of New York in 1955 sailing as a QMED, second assistant engineer and bosun. Brother Toledo sailed 31 years. He is also a machinist and mechanic. Seafarer Toledo walked the picket-line in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. He attended the SIU-MEBA School of Marine Engineering, Brooklyn, N.Y. in 1968. Born in Pinar del Rio, Cuba, he is a naturalized U.S. citizen and a resident of Hiquey, Dominican Republic.



Wilbert E. Hughes, 60, joined the SIU in the port of Baltimore in 1955 sailing as a third cook. Brother Hughes sailed 33 years. He is a veteran of the U.S. Army in World War II. A native of North Carolina, he is a resident of Baltimore.



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



Bevelon Devan Locke, 52, joined the SIU in 1945 in the port of Mobile sailing as a chief electrician. Brother Locke is a veteran of the U.S. Army during the Korean War. He was born in Alabama and is a resident of Bay Minette, Ala.



Louis Egbert Lowe, 65, joined the SIU in 1938 in the port of Baltimore sailing as a chief steward. From 1966 to 1979, he worked on the Sea-Land shoregang. Brother Lowe hit the bricks in the 1962 Robin Line beef. He is a veteran of the U.S. Army in World War II. Born in Florida, he is a resident of New York City.



Luis Danito Martinez, 65, joined the SIU in the port of New Orleans in 1961 sailing as a fireman-watertender and utility messman for 20 years. Brother Martinez was born in San Pedro, Sula, Honduras, Central America. He is a naturalized U.S. citizen. Seafarer Martinez is a resident of New Orleans.



Henry J. Styron, 66, joined the Union in the deep sea fleet in 1947 and then sailed in the inland fleet in the port of Norfolk in 1962. Brother Styron sailed as an AB. Boatman Styron is a veteran of the U.S. Army in World War II. He was born and is a resident of Cedar Is., N.C.



Francis Pastrano, 63, joined the SIU in 1948 in the port of New York sailing as a chief steward. Brother Pastrano was aboard the SS *Mayaguez* (Sea-Land) when she was captured by the Cambodians in May 1975. He is also the father of ex-light heavyweight boxing champ, Willie Pastrano. Seafarer Pastrano was born in Reserve, La. and is a resident of Poperville, Miss.



Paul T. Stein, 65, joined the SIU in the port of Philadelphia in 1960 sailing as a cook. Brother Stein is also a butcher. He is a veteran of the U.S. Navy in World War II. Born in Philadelphia, he is a resident there.



John Harold Sauerheber, 60, joined the Union in 1946 in the port of Boston sailing as a bosun. Brother Sauerheber sailed 36 years. He is a veteran of the pre-World War II U.S. Navy and Canadian Army in World War II. Born in Illinois, he is a resident of Croydon, Ind.



Hjalmar Richard Horsma, 65, joined the Union in the port of Duluth in 1969 sailing as an AB. Brother Horsma sailed 35 years. He was born in Minneapolis, Minn. and is a resident of Fairfield, Calif.



Robert Henry Tyndall, 65, joined the SIU in the port of Norfolk in 1959 sailing as a chief steward. Brother Tyndall sailed 29 years. He also attended the U.S. Army Cook and Bakers School in the pre-World War II period. He was born in Kinston, N.C. where he is a resident.



Hezzie Burns Pittman, 65, joined the SIU in the port of Mobile in 1956 sailing as a chief pumpman. Brother Pittman was an LST engineroom operator in 1954 and a coppersmith machinist at the Ingalls Shipyard, Pascagoula, Miss. on C4 Mariner trial runs in 1953. He was born in Foxworth, Miss. and is a resident of Mobile.

Mount Washington Committee



Here's part of the Ship's Committee of the *ST Mount Washington* (Mount Shipping) and a crewmember at a payoff on Sept. 18 at Stapleton Anchorage, S.I., N.Y. They are (l. to r.) Engine Delegate Noe Oreallana; Educational Director Tim Teague; Deck Delegate Red Chapman; Steward Delegate Alton Pollock and Messman Eduardo Gonzalez.

Ogden Potomac Committee



On Aug. 30 a crewmember and part of the Ship's Committee of the *ST Ogden Potomac* (Ogden Marine) were paid off at Pier 19, Staten Is. in the port of New York. They were (l. to r.) FOWT Joe Robertson, AB Joe Murphy, deck delegate; Recertified Bosun Lester R. Smith, ship's chairman; Oiler Winfield Downs, educational director and Chief Cook R.D. Bright, steward delegate.

There is a ritual that most Seafarers observe, or at least the older members do. The ritual consists of checking out the page in the *Log* which lists the "Final Departures."

You know that you're on your way to becoming an old-timer when you ignore the headlines and turn to the obituary page first.

After the death of Al Bernstein a great many people started to turn to the Final Departures page first. Not because they were old, but because they knew the man and he was special. If he could die, well then, who couldn't?

Al Bernstein! He has been dead for almost a year now. But his presence fills this particular moment. If he were alive he'd probably be standing in the courtyard of the Union Hall in Brooklyn, smoking his foul-smelling Dutch cigars and wearing his favorite beret. He was a character. He was a seaman. He was, in the words of his good friend Lindsey Williams, a prince.

Last things first. He was indeed a prince, a son of Israel. He used to tell his closest friends that he was a Coe-Hayne, a descendant of the holiest of the holy twelve tribes. And in the tradition of the people of Israel, he wandered the four corners of the earth—as a sailor.

He was as proud of his seaman's papers as he was of his heritage. Indeed, shipping was his heritage, his life. He sailed in all three departments. And when he stopped shipping he worked for the Union, first in the great beefs of the '40's and '50's, and then as Director of the Seafarers Welfare Plan. His presence is still felt.

Adjectives are the things that people use to describe Bernstein. "Compassionate." "Curious." "Solid." "Well-rounded." But adjectives don't do the man justice. Only stories do, tales of the sea which were the bread and butter of his daily existence.

If a cat is something that has nine lives, then Al Bernstein was three cats. He did just about everything.



With cigar in left hand, here's a characteristic photo of Al Bernstein, (1969) right, presenting a first pension check to retiring Seafarer Alex Anagnostou.

Al Bernstein: a Seaman, a



Al Bernstein, second from left, was at the forefront of the fight to keep Sailor's Snug Harbor from being moved out of New York. Here, in 1972 photo, he talks with a group of "Snuggies" at the Harbor.

He hoboed. He sailed. He wrote. He wrestled professionally. He travelled: here, there, everywhere.

He joined the SIU in 1940. Like many sailors he had his favorite sea-stories. None, however, was as exciting as the one about the 'Road' to Murmansk.

Sailed in PQ 17

During World War II Bernstein was onboard the *SS Scholharie*, which was part of the famous PQ 17 convoy to Murmansk. Out of 37 convoy ships which set out to bring food and aid to Russia, 24 were destroyed by the Germans. The uncertainty, or rather the certainty of uncertainty, was the most difficult thing Bernstein was to have faced in his life, except for his last illness.

Poets like to recount that the furies of hell are the things that test a man's soul. The experience on the *SS Scholharie* was an earthly hell, and Bernstein proved that his soul was a match for any fire. Ironically, years later when his brownstone in Brooklyn Heights went up in flames, the book Bernstein wrote about the convoy was destroyed.

While Bernstein's soul could withstand flames, his book could not. Words, flesh are less than the whole.

Everyone who knew Al Bernstein simply called him Bernie.

Bernie Bernstein was a character. He fancied himself an intelligent man. The books he read were mysteries: his life a stage for intrigue.

In 1949 Al Bernstein went undercover.

It was in 1949 that there was a clash between the Seafarers International Union of Canada and the Canadian Seamans Union over the manning of several ships. Ideology played a part in the conflict: the CSU was reportedly Communist infiltrated. It hardly seems to matter any more, the ideology that is: but it did matter then.

All a man has are his beliefs. They may be changed or modified, but they must exist or else a man is nothing.

Al Bernstein believed. In jobs. In justice. In survival.

Several weeks before the Canadian Seamans Strike began, Bernie went up to Canada. Not as a representative of the union, but in disguise. For those several weeks he was a rich N.Y. businessman out to enjoy a fishing trip.

Bernstein checked into the hotel where the leaders of the opposition were staying. And then he did his legwork. He followed the opposition leaders and found out where they hung out.

The stools, the dark lights, the lingering smell of gin and dank perfume were constants one could find in any seaman's bar from Hong Kong to Freeport.

Bernie began to go to the bar every night. He slowly gained the confidence and the ears of the opposition leaders. He joked with them. He listened to their stories. He even agreed with their positions.

In the end Bernie found out all that he wanted to know. The opposition's strategies. Its strengths. Its weaknesses. And the SIU won the beef.

Story After Story

Anecdotes: one blurs into another. Tell one and five immediately

come to mind. Mention the Canadian Seamans Strike of 1949 and what do you get? More memories. More adjectives. Like fearless. Or imaginative. Just ask Ralph Quinnonez or Johnny Dwyer, two old-timers who were friends of Bernie.

Ralph Quinnonez (Regional Director of SIU-affiliated United Industrial Workers): "I worked with Al on the Marine Allied Workers District campaign. The MAWD? It was the forerunner of the UIW. Oh yeah, Al was instrumental in that case. Anything he was told to do he did. He led. He co-ordinated. What do I remember about Bernie in that beef? Well, if I had to pinpoint any one thing, I'd say that he'd walk anywhere, any place, at any time."

Johnny Dwyer (SIU Representative—Headquarters): "Yeah, he had a lot of guts. He was a good skate. Stories? Do I remember any stories about Bernstein? Just one about the Sanitation Department Strike. We helped the Teamsters organize in that one. But the thing was that people were afraid of joining the strike. So Bernstein had the picketers march in black hoods so that their faces wouldn't be visible. Crazy, but it worked."

Ralph Quinnonez: "He loved to eat. He and I would go to this Mexican food restaurant on Montague Street and eat like there was no tomorrow. What was the name of the place..."

Johnny Dwyer: "Food? Bernstein fancied himself a great chef. He had this bottomless stew. Bottomless? No, never-ending stew. He'd keep on adding new ingredients to a basic stock. A lot of people loved it. I ate it and couldn't go near food for four days. Thought I was going to die."

He Was Colorful

Colorful. The adjective is over-used nowadays. People think that Cher is colorful. The Osmond Brothers. Dolly Parton. Well, maybe Dolly Parton. But the others: not in the same league as Bernstein.

Bernie was colorful. And never so much as when he was with his beloved friend Marguerite Boden, for many years the telephone operator at the Brooklyn Union Hall. The two played well off each other. Perhaps it was the way they looked together. Bernstein was as roly-poly as Marguerite is short. She is as proper as Bernstein was casual. She played mother-confessor to thousands of seamen. He played the sinner.

Marguerite Boden: "There is one thing about Bernie you must remember. He was salty."

There is much to say about Al Bernstein, and so little space to do so. He collected coins and ivory. He worked as a screen-writer in Hollywood. He wrote children's books and operettas. The house he lived in could only be described in one word: Xanadu.

Character, a Prince

There were Turkish swords on display. Baskets of fruits hung from the ceiling. Minah birds flew about.

There is no doubt about it, Al Bernstein was an original. That is not to say, however, that he couldn't drive you crazy on occasion. He could: that was part of his charm.

During the troubled times of the Dock Wars, Bernstein was at peak form. He volunteered to patrol the West Side piers. It was an assignment which required him to take pictures of all suspicious looking people. To Bernie that meant everyone and everything in sight. There was only one catch. When the pictures were developed, they showed arms, legs, sidewalks. Everything, in fact, except faces.

Yes, Bernstein was colorful. And funny. But he was more.

Al Bernstein played a crucial role in the history of this union, first as a participant in the great organizational drives and then as the author of the "Tanker's Organizer Handbook," a book which some people accurately dubbed the SIU's bible.

He was in the Wall Street Strike, the Cities Service campaign, the MAWD drive and other beefs too numerous to mention. He was the Director of the Welfare Department. He provided the Seafarers with their first contacts in politics.

But he was more.

Al Bernstein's friends all have different memories of him. Some remember his quick wit, others his fearless nature. But there is one quality all of them mention when talking of him and they use practically the same words to describe it: "You must remember one thing about Bernie," they'll say. "Whatever else he did or did not do, he cared for the membership."

Al Bernstein cared about the membership. He gave homeless sailors a place to sleep for the night. He wrote personal notes to people applying for benefits. He continued fighting to keep Sailor's Snug Harbor in New York, an old age home for seaman, long after it became obvious that the City was going to close the facility and move it south.

Al Bernstein cared.

Norman Tober, the night doorman at the Union Hall in Brooklyn and a good friend of Al Bernstein, summed up what Bernie meant to those who knew him: "He could be a pain in the ass sometimes, but he was a hell of a guy. If a person were in trouble, he couldn't ask for a better friend. You know something? It's been almost a year since Bernstein died and I still haven't taken his telephone number out of my address book. It's still there. Do you want to take a look?"



Above drawing was done by SIU Member Norman Maffie, an oldtimer and an old friend of the late Al Bernstein.

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.

Final Departures



Pensioner Robert Allen Klemm, 56, died of a heart attack in the Roger City (Mich.) Memorial Hospital on May 23. Brother Klemm joined the Union in the port of Detroit in 1960 sailing as a fireman-watertender for the Boland Steamship Co. from 1955 to 1960. He sailed 29 years. And he was a machinist. A native of Manitowoc, Wisc., he was a resident of Posen, Mich. Burial was in Oakridge Cemetery, Bay City, Mich. Surviving are four sons, Robert Jr., Louis Walter and William and four daughters, Ann, Nancy, Mary and Camille.



Louis Flavel "Frenchy" Greaux, 52, died in New Orleans on July 13. Brother Greaux joined the SIU in the port of New York in 1954 sailing as fireman-watertender and engine and ship's delegate. He sailed 34 years. Seafarer Greaux was born in St. Thomas, V.I. and was a resident of Texas City, Tex. Interment was in Mt. Olivet Cemetery, Texas City. Surviving are his widow, Beverly; a son, Louis and seven daughters, Mrs. Lousie G. Benavidez of Texas City, Angela, Stella, Patricia, Anna, Carlotta and Flora.



Valeriano Guerra, 55, died of a heart attack on board the *SS Santa Magdalena* (Delta Line) on June 15 off La Guaira, Venezuela. Brother Guerra joined the SIU in the port of New York in 1966 sailing as an AB. He upgraded at Piney Point in 1975. Seafarer Guerra was born in Cuba and was a resident of Glendale, Calif. Burial was in Hollywood (Calif.) Cemetery. Surviving are his widow, Maria of Los Angeles, Calif.; a daughter, Magda of Glendale; a stepdaughter, Vivian Liu and a sister, Lopoldina of San Fernando, P.R.



Pensioner Patrick J. Mullen, 71, passed away on May 1. Brother Mullen joined the Union in the port of Cleveland in 1961 sailing as a tug deckhand and fireman for the L.A. Wells Construction Co. from 1941 to 1961 and for the Dredge and Fill Corp. from 1961 to 1970. He was a veteran of the U.S. Army in World War II. Laker Mullen was born in Ohio and was a resident of Fairview Park, Ohio. Surviving is a sister, Mrs. Agnes R. O'Brien of Fairview Park.



Pensioner Robert Alvarado, 57, succumbed to arteriosclerosis in Galveston on July 3. Brother Alvarado joined the SIU in 1947 in the port of Galveston sailing as an AB. He sailed on the *SS Tamara Guilden* (Transport Commercial) from 1970 to 1972. Seafarer Alvarado was also a photographer and railroad worker. He was a veteran of the U.S. Army in World War II. A native of Galveston, he was a resident there. Burial was in Lakeview Cemetery, Galveston. Surviving are his mother, Juana; a sister, Mrs. Beatrice A. Diaz, both of Galveston and a brother, William.



Riley Donald Carey, 51, died of a liver ailment in the North Hanover Memorial Hospital, Wilmington, N.C. on June 29. Brother Carey joined the SIU in 1944 in the port of New Orleans sailing as a bosun. He upgraded at Piney Point. Seafarer Carey was born in Lynn, Mass. and was a resident there and in San Francisco. Interment was in Pine Grove Cemetery, Lynn. Surviving are a sister, Mrs. Theresa Fuller of Lynn and two stepdaughters, Linda and Jane Londino.



Carlos C. Cid, 57, died of a ruptured blood vessel in St. Anne's Hospital, Chicago on July 9. Brother Cid joined the SIU in the port of New York in 1964 sailing as 3rd cook for the Delta Line. He hit the bricks in the 1965 District Council 37 beef. Seafarer Cid was a wounded veteran of the U.S. Army in World War II. And he was also a waterfront worker. Born in San Juan, P.R., he was a resident of Jersey City, N.J. Burial was in Wood National Cemetery, Milwaukee, Wisc. Surviving are his widow, Crucita; two sons, James and Alexander; two daughters, Yolanda and Letecia and a sister, Maria.



William James Brown Jr., 49, died in Wyandotte (Mich.) General Hospital on May 2. Brother Brown joined the Union in the port of Detroit in 1967 sailing as a deckhand, engineer and lineman for Dunbar and Sullivan from 1967 to 1979. He also worked for the Bulk Navigation and Towing Co. in 1967. Laker Brown was also a boiler operator. And he was a member of the Wine and Distillery Workers Union. He was a veteran of the U.S. Air Forces during the Korean War. Born in Trenton, Mich., he was a resident there. Cremation took place in the Michigan Memorial Park Crematory, Flat Rock, Mich. Surviving are his widow, Christine; a son, Victor; a daughter, Alecia and a brother, Victor of Trenton.



Pensioner Ellis Boyd Gaines, 65, died of heart failure in the Providence Hospital, Mobile on June 13. Brother Gaines joined the SIU in 1943 in the port of New York sailing as a chief steward. He was born in Alabama and was a resident of Mobile. Seafarer Gaines was buried in Oaklawn Cemetery, Mobile. Surviving are four sons, Lawrence of Mobile, Michael, Maurice and Ellis Jr.; a daughter, Renay of Mobile and two sisters, Mrs. Kathryn Blackmon and Mrs. Vivian Bell, both of Mobile.



Pensioner Juan Hernandez, 63, died on July 9. Brother Hernandez joined the SIU in 1944 in the port of New York sailing in the steward department. He was born in San Juan, P.R. and was a resident of Puerta de Tierra, P.R. Surviving are his widow, Carmen; a son Juan; four daughters, Elvira of New York City, Sandra, Antonio and Yvonne and a sister, Elvira of New York City.



Pensioner Robert Bruce "Bob" Hunt, 67, died of heart-lung failure in the Woodruff Community Hospital, Lakewood, Calif. on May 25. Brother Hunt joined the SIU in 1947 in the port of Galveston sailing as a chief steward. He sailed 30 years and received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Young America*. Seafarer Hunt was born in Oklahoma and was a resident of San Gabriel, Calif. Burial was in Forest Lawn Memorial Park Cemetery, Glendale, Calif. Surviving are his widow, Millie and a sister, Mrs. Lillian Mae Henry of Muskogee, Okla.



Stephen "Corby" Korbek, 54, died on the *SS Robert E. Lee* (Waterman) on July 16 off Haldia, India near Calcutta. Brother Korbek joined the SIU in the port of New York in 1962 sailing as a bosun and deck delegate. He sailed 28 years. And he sailed with the MSTs from 1951 to 1954. Seafarer Korbek was a veteran of the U.S. Navy in World War II sailing as a bosun/mate 2nd class on the *U.S.S. Sangamon* and landing craft coxswain. He was awarded the Asiatic-Pacific Campaign medal and the ETO Campaign medal with two battle stars. Korbek was past post commander of American Legion Post 1386, Brooklyn from 1960 to 1961. He was an AB grad of the U.S. Merchant Service School, Sheepshead Bay, Brooklyn, N.Y., an aircraft machinist and a member of ILA Local 127. Born in Brooklyn, he was a resident there. Burial was at sea off the port of Mobile. Surviving is his mother, Helen of Brooklyn, N.Y.



Lyle D. Clevenger, 64, died from injuries sustained when a storm wave hit him on the deck of the *SS Joseph Hewes* (Waterman) on Mar. 6 on the high seas between Japan and Korea. Brother Clevenger joined the SIU in 1947 in the port of New York sailing as a chief electrician. He was born in Iowa and was a resident of Galveston. Surviving are his widow, Nela and his father, Charles of Moberg, S.D.



Pensioner Robert Francis "Frenchy" D' Ferrafiet, 52, died on July 20. Brother D' Ferrafiet joined the SIU in 1949 in the port of Tampa sailing as an AB and deck delegate. He sailed 33 years. Seafarer D'Ferrafiet walked the picketline in the 1961 Greater N.Y. Harbor strike. A native of Pennsylvania, he was a resident of Chalmette, La. Surviving are his widow, Frances of Crosby, Tex.; two stepdaughters, Melanie and Dorothy and his father, Louis.



Pensioner John Joseph Devine, 70, passed away on July 30. Brother Devine joined the SIU in 1943 in the port of New York sailing as a deck engineer. He was born in New York City and was a resident of Brooklyn, N.Y. Surviving is a brother, Leo of Long Beach, L.I., N.Y.



Pensioner William Earl Evitt, 72, died of heart disease at home in New Orleans on June 18. Brother Evitt joined the SIU in the port of New Orleans in 1951 sailing as a chief engineer and chief electrician. He sailed for 44 years. Seafarer Evitt was born in Kensington, Ga. Cremation took place in St. John Crematory, New Orleans.



Pensioner James Henry Hayes, 84 died of a heart attack in the U.S. Veterans Administration Medical Center, Durham, N.C. on June 6. Brother Hayes joined the SIU in 1945 in the port of Baltimore sailing as a quartermaster. He sailed 32 years and during World War II. Seafarer Hayes was an infantry veteran of the U.S. Army in World War I. Born in Wilkes County, N.C., he was a resident of North Wilkesboro, N.C. Interment was in Mountainlawn Memorial Park Cemetery, Wilkes County. Surviving are his widow, Esther; three daughters, Mrs. Rex Whittington of Miller's Creek, N.C., Mrs. Carl Wood of Maryland, Md. and Mrs. Ray McNeil of Reno, Nev.; nine grandchildren and three great-grandchildren.

390,000 DWT UST Pacific Christened: Will Crew in Nov.

THE title, "biggest ship ever built in the Western Hemisphere," now has to be shared. Move over, *UST Atlantic*, your younger sister *UST Pacific* has just been launched at the Newport News Shipyard in Virginia!

The SIU will crew the vessel in November.

In christening ceremonies held at the shipyard on Sept. 8, the traditional champagne bottle was aptly wielded by Mrs. Frances Mein De Bretteville, officially welcoming the *UST Pacific* into the small family of Ultra Large Crude Carriers (ULCC's).

The SIU was represented at the christening by Executive Vice President Frank Drozak.

Shell Oil will be the long-term charterer of the *Pacific*, as well as the *Atlantic*.

Both ships are owned by United States Trust (whence comes the "UST" in the name), and both are operated by Inter-ocean Management Corp.

Having an overall length of 1,187 feet, a beam of 228 feet, and

measuring 95 feet from keel to main deck, the *UST Pacific*, like her sistership, will have a hauling capacity of 390,000 deadweight tons, 20 times that of a T-2 tanker.

The launching of the *UST Pacific* is a bright spot in an otherwise dismal merchant marine picture. Congressman Paul S. Tribble, Jr. (R.-Va.), a friend of maritime, emphasized this fact in his remarks at the launching ceremony.

"Not only are we today forced to rely on foreign sources for our critical and strategic raw materials," said Tribble, "but we're also forced to rely on foreign ships to bring them to our shores."

Speaking of the erosion of the U.S. shipping industry, of the forecasted closure of several more U.S. shipyards in the next few years, and the diminishing strength of the U.S. Navy, Tribble called for a "comprehensive maritime policy that will contribute to a healthy economy and a strong America."



The 390,000 dwt *UST Pacific* will be taking on her SIU crew sometime in November. The *UST Pacific* shares the honor of being the largest vessel ever built in the Western Hemisphere with her sistership, the *UST Atlantic*, also manned by SIU members.

"The centerpiece of any policy to revitalize America's merchant marine and shipbuilding industries," suggested Tribble, "must be legislation to encourage and facilitate bilateral ocean cargo sharing agreements."

The launching of the *UST Pacific*, for the sheer size of the ship alone, was an impressive event. It serves also as a positive commentary on the potential of the U.S. maritime industry. But, as far as the overall picture goes, the real significance stops there—as mere potential.

Yes, the *UST Pacific* will provide more jobs for SIU members (when she crews up in November), but neither she nor her sister will advance the U.S. in the standings of the major maritime nations. Nor will it affect, much, our actual participation in hauling our own ocean-borne commerce.

Not much will actually change, as far as the U.S. maritime industry is concerned, until the U.S. gets it together to launch a new policy that does a lot more than those we've seen so far.

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Contact HLS or your SIU Representative.

SIU Sees Big Need for Improved Medical Care At Sea

Recent data has been gathered showing the cost to the U.S. merchant marine of repatriating ill or injured seamen. This information adds weight to the SIU's argument that maritime workers need better at-sea medical care.

In data provided to the Union by numerous U.S.-flag shipping companies, transportation and medical costs for the ill or injured seaman were taken into account as well as costs for his replacement.

The SIU asked the companies for this information as the result of Congressional hearings held in June. The hearings concerned the Public Health Service system. They were held before the House Merchant Marine and Fisheries Committee.

Speaking before the Committee, SIU Washington Representative Chuck Mollard praised the PHS system.

He also pointed out the Union's successful fight to keep it operating. He then said, "We can now turn to the more constructive issue of health care and the health needs of U.S. maritime workers."

Mollard made a number of

suggestions. He also promised to supply the Committee with data on repatriation costs of ill and injured seamen.

In sending that information last month to the Committee Chairman John Murphy (D-N.Y.), Mollard wrote, "This data points up the costs incurred by the United States Merchant Marine due to inadequate shipboard medical care."

He added, "As we noted in our testimony, we believe the Coast Guard's poor record of promulgating occupational safety and health regulations in the maritime industry contributes directly to these costs."

In the letter, Mollard said that the repatriation figures showed that Congress should take the following "preventative action":

1. Improve shipboard medical care through better medical training of certain shipboard personnel.

2. Establish an improved system of communication between ships at sea and the PHS.

3. Authorize a Committee request to the Coast Guard that it end its delays in promulgating occupational safety and health rules for United States shipping.

He's an Ambassador of Good Will on LNG Run

THE U.S. merchant fleet's two-year-plus involvement in the transportation of liquid natural gas from Indonesia to Japan has meant a lot of things to a lot of people.

To Indonesia, it has meant a much needed boost to the country's economy as well as creation of jobs for some of its unemployed.

To thousands and thousands of people in Japan, it means the assurance of ample supplies of clean energy for industry and homes.

To the American merchant marine, it is a tremendous breakthrough in a new concept in marine transportation. Already, 10 LNG carriers, built in American yards, are in service under the U.S. flag. This makes the U.S. LNG fleet the largest such fleet in the world—with more to come.

Since all of these LNG's are crewed by SIU members, LNG transportation means jobs and job security for the SIU membership.

But to at least one seaman who makes his living in the LNG run from Indonesia to Japan, it is



A local inhabitant of Bontang.

much, much more than just a job. It is an opportunity to meet and mingle with new people. It is a chance to visit and learn about other cultures. To SIU member Bill Mullins, the LNG business is an adventure.

Bill Mullins, 24, in so many ways is a typical seaman. He doesn't like to be in any one place for too long a time. He has the wanderlust in him and is just as happy leaving a port as he is coming into one.

But Bill makes the absolute most of his time ashore. He loves people and tries to get to know them, their language and their lifestyles.

With this desire in him, the Indonesia to Japan run, especially the Indonesia half, is a bonanza.

Bill was part of the original crew of the *LNG Gemini*. The regular run of the vessel is from Bontang or Sumatra, Indonesia to one of four unloading sites in Japan.

The run is usually five days to Japan, one day in port, then five days back to Indonesia and one day in port there.

Bill makes the most of his shore time, especially in Bontang. He says, "the people are beautiful. They're friendly and they do their best to treat you nice and make you feel wanted."

The *LNG Gemini* is a particularly fond sight to the people of Bontang, a smallish village in jungle-like surroundings. Homes and shops are for the most part built on stilts to keep above water during the rainy season.

Bill says that the *Gemini* crew did their best to return the good feelings to the people of Bontang.

Many crewmembers have been invited to dinner at the homes of townspeople as a gesture of friendship.

Last Thanksgiving was celebrated ashore with a baseball

game between our guys and an Indonesian team. We lost. Bill offers no excuses.

To his credit, Bill has a pocket English-Indonesian dictionary. His efforts to speak the native language have helped to break down barriers of fear or mistrust of Americans.

Bill is very conscious of the customs and ways of other people. He also realizes that the people of other countries, especially developing nations, have a basic fear and—in many cases—dislike of America.

In this regard, Bill also realizes that the actions of an American seaman in a foreign nation reflects back on all Americans and the United States as a nation.

In many ways, Bill Mullins feels that the role of an American seaman overseas is that of an ambassador of good will. And he tries his best, because of his basic love for his fellow man, to fulfill this role.

So far, Bill Mullins, a young



Just a short distance from Bontang is the loading site for the LNGs. Note the ice on the lines as the 287 degree below zero liquefied gas is loaded into the *LNG Gemini's* tanks.

able seaman from Dallas, Texas, has done a fine job.

[Photos taken by Seafarer Bill Mullins in Bontang, Indonesia.]



Kids are kids no matter where they are. And this group of Bontang youngsters don't seem camera shy either.



Bill Mullins, left, with a shipmate are shown on the deck of *LNG Gemini*.



Homes aren't the only things on stilts in Bontang, Indonesia. So are kids as shown by this smiling youngster. Note stilts are made of two sticks and coconuts.

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