



LOG

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

VOL. 42
NO. 5

MAY 1980

Oceanic Independence Crew Train in Piney Point



Pages 19-22



SIU Supports Jimmy Carter for President

Page 7

SIU Crews New Laker American Mariner



4th New G&H Tug In Service

Page 31

Pages 14-15

Navy Should Look to Merchant Marine for Help

Page 17

Ever Feel Like Writing Your Congressman? Here's How to Do It!

Few things are certain in this world, but one of them is this: Congressmen exist to be re-elected. Despite his high-fallutin' appearance, the man who represents you on Capitol Hill is not unlike a salesman in a hardware store. Like the salesman, a Congressman is out to sell you something. Only it's not necessarily something you need, like a screw or a wrench. It's only himself.

Understand that fact and you understand the basis of the American political system. Too many people in this country put their representatives in Congress on pedestals, so much so that they are afraid to write and express their views.

Writing one's Congressman is one of the easiest, and most natural, things in the world. It is also one of the most important. Because Washington D.C. is at the real source of power in this country, and Congress is the real source of power in Washington D.C.

Every day laws are passed that affect even the smallest corner of American life. That includes the maritime industry. What the maritime industry is today is in great part due to what Congress has done, or has failed to do.

Whether or not there will be enough jobs for the members of this union in the upcoming years will depend upon what those high-fallutin', self-glorified salesmen do. And one thing is certain: they will do whatever it is they think will get them re-elected.

Congressmen from Iowa introduce bills about wheat because they know that wheat is the primary source of income for Iowa. Congressmen from Massachusetts oppose de-regulation of oil because if they didn't, their constituents would freeze during the winter months, and would vote them out of office.

Seamen are in many ways unique. They are scattered around the country, unlike farmers who live in the Midwest or auto workers who are concentrated around Detroit. Seamen form a minority in every city and state where they reside.

It is therefore up to us, to make our presence known. One reason why Congressmen have ignored the maritime industry for so long is that they don't know we seamen exist not just in the abstract, but as voters in Congressional Districts. We have to make our presence known. And the easiest and most effective way to do that is by writing a letter.

There is no one way to write a letter to a Congressman. Indeed, a great many interest groups hand our "form" letters to their mem-

bers. But this, ultimately, is not very effective, for Congressional staffs ignore most of the "form" letters that they receive.

Congressmen do, however, give great weight to individual letters that reach their offices. They do so because they make the following assumption: a person who takes time to write a letter will probably take time to vote.

While there is no one way to write a letter, certain procedures should be followed.

A letter to a Congressman should be as neat as possible.

A letter's content is as important as its style. Congressmen will give more consideration to a letter that shows the writer has an understanding of the issues involved, than to a letter that does not.

Congressmen are human. Like you or I they will respond more readily to ideas or letters that show the sender has given the issue some thought, and is not just blowing off steam.

The best way to understand the issues that affect the maritime industry is by reading the *Log*. There are always stories about important bills or issues affecting your job security.

If you feel strongly enough about the issue, write a letter to your Congressman or Senators.

In the body of your letter, make sure that you mention your connection to your Congressman's District. If you are a voting member of your Congressman's District, make that fact known. If you have friends and family who are interested in a particular issue, and they live in that Congressman's District, make sure you mention that fact in your letter.

If you do not know the name of your Congressman (a surprising number of Americans do not) you can call your borough hall. Ask the clerk who answers the phone for the name of your Congressman. The clerk may need to know your address because certain larger cities, such as New York, have more than one Congressional representative. If, for some reason, you experience any difficulty, you can go to your neighborhood library and ask for assistance.

If you do decide to write your Congressman, you can reach him at the following address:

The Honorable
(Congressman's name)
House of Representatives
Washington, D.C. 20515
If you also decide to write your Senator, you should address the envelope like this:
The Honorable
(Senator's name)
U.S. Senate
Washington, D.C. 20510



Frank EVERS

Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Published monthly. Second Class postage paid at Brooklyn, N.Y. Vol. 42, No. 4, No. 5, May (ISSN #0160-2047)

Ocean Mining Bill Making Headway in House

AN Ocean Mining bill which would clear the way for the start of deep seabed mining by U.S. companies and protect the job rights of American workers moved another step closer to reality this month.

In a May 8 voice vote, the House Foreign Affairs Committee, chaired by Rep. Clement Zablocki (D-Wisc.), cleared H.R. 2759 for consideration by the full House. The SIU and other seagoing and shoreside maritime unions have been pressing for passage of the legislation because it includes key "build American, man American" amendments.

A date for House floor debate of the measure has not yet been set. Though support for the bill in the House is reportedly very strong, a floor fight is expected from Rep. Paul McCloskey (R-CA) and Rep. Jonathan Bingham (D-NY). Both Congressmen opposed the legislation when it was last voted by Congress in 1978.

But in spite of some anticipated "nay-saying," H.R. 2759 stands an excellent chance of

House passage this year. Congress appears to be ready to buck both in-House opposition and pressure from the U.N. Law of the Sea Conference which wanted the U.S. to hold off on a national Ocean Mining law until an international accord was reached.

The 140 Law of the Sea conferees have been haggling over deep seabed mining rights for the past seven years and are no closer to agreement today than they were in 1973. Pressure has been steadily mounting for Congress to go ahead with the legislation. Congressional watchdogs are predicting that the President will have an Ocean Mining bill on his desk by Labor Day.

An Ocean Mining bill has already been okayed by the Senate in an overwhelming voice vote last December. The Senate version of the measure is essentially the same as the House bill.

Both would allow U.S. mining consortia to begin retrieving the nickel, copper, cobalt and

manganese, contained in potato-sized nodules, which blanket the deep seabed. The abundance of the seabed's mineral wealth would enable U.S. industry to be entirely self-sufficient in those four crucial elements by the year 2000.

But the key reason the SIU and other unions have thrown strong support behind the legislation is that it contains the three "man American" amendments which mean jobs for U.S. seamen and shoreside workers.

In the House bill the three amendments would:

- require at least one ore carrier used to transport the nodules to processing facilities from each mining site to be U.S.-built, U.S.-owned and U.S.-crewed;
- make U.S.-registered ore carriers used for ocean mining eligible for both construction and operating differential subsidies and;
- require all mining and processing vessels used for ocean mining to be U.S.-registered and U.S.-manned.

In the Senate bill, the amendment on mining and processing vessels would require all such vessels to be U.S.-built, in addition to U.S.-registered and U.S.-manned.

That difference, the primary one between the House and Senate versions of the legislation, is important for U.S. workers.

Under the Senate bill, as many as 20 mining vessels and 60 ore carriers could be built in U.S. shipyards over the next several years. The House bill does not require those vessels to be U.S.-built and that difference could cost U.S. shipyard workers thousands of jobs.

Because of the differences between the House and Senate Ocean Mining bills, the two versions will have to go before a joint House/Senate conference committee where a compromise will be forged.

The SIU will continue to work, as we have over the past several years, for passage of Ocean Mining legislation which ensures the broadest possible job base for American workers.

Senate Unit OK's \$567M for 1981 Maritime Studies

THE Maritime Authorizations Bill for Fiscal Year 1981, which would establish a federal spending level of \$567 million for the maritime industry, has been reported out of the Senate Committee on Commerce, Science and Transportation.

The legislation, S. 2322, was approved along with three amend-

ments which would appropriate an additional \$8 million for educational training expenses in state maritime schools, fuel expenses, and building repairs.

The amendments were introduced by Senator Daniel Inouye (D-Hawaii), a long time advocate of a strong American flag Merchant Marine.

The bill, as reported out of committee, would authorize the following monies:

- \$347 million for the operating differential subsidy program
- \$135 million for the construction differential subsidy program
- \$38.6 million for the Maritime Administration's operating expenses
- \$30.1 million for maritime education and training
- \$18.8 million for maritime research and development

The House of Representatives has already approved its version of the Maritime Authorizations Bill in a lop-sided vote of 320-50.

The Maritime Authorizations Bill comes at a time when attention has focused on the deteriorating condition of the American Merchant Marine. Recent international events, such as the continuing situation in

Iran and the coup d'etat in Liberia, have caused this nation's law makers to reconsider their maritime policies.

Indicative of this feeling are two amendments which were offered by Senator Inouye and adopted by the Senate Committee on Commerce.

The two amendments would require that all vessels receiving ODS and CDS credits must enroll in the Sealift Readiness Program.

A consensus seems to be growing in Congress that the construction and operating subsidy programs of the Maritime Administration are vital to the health of the American flag Merchant Marine.

Filibuster Broken: Lubbers Gets Top NLRB Post

Labor helped break a Senate filibuster in late April, allowing the confirmation of the appointment of William A. Lubbers to a four-year term as general counsel of the National Labor Relations Board.

Lubbers had the backing of organized labor for the immensely important post. The SIU earlier sent letters to each Senate member calling for Lubbers confirmation. The NLRB's general counsel determines which unfair labor practice cases should be heard by the Board.

The filibuster was led by Utah Republican Orrin G. Hatch, who also had led the successful 1978 month-long talkathon which defeated the Labor Law Reform Act by preventing it from coming to a vote.

This time, however, Hatch could not attract and hold sufficient support beyond five days. An end to the "debate" was won the second time it was sought, by a vote of 62 to 34. Three-fifths of the Senate, or 60 votes, were required.

Lubbers then was confirmed, 57 to 39.

Confirmation was welcomed by Labor Secretary Ray Marshall, who said he was "pleased" with the appointment and declared: "It is clear that a majority of the Senate recognized (Lubbers') integrity and ability."

Lubbers had been serving in the post since December 24, when President Carter gave him a recess appointment.



The SIU supported the confirmation of William Lubbers as head of NLRB

PRESIDENT'S PRE-BALLOTING REPORT

The following report was presented by SIU Executive Vice President Frank Drozak at the Headquarters General Membership Meeting on May 5, 1980. The report was also presented at all SIU Constitutional Port Membership Meetings in May, as well as at all SIU Halls holding informational membership meetings in May.

May 5, 1980

Pursuant to Executive Board action authorizing me to discharge the duties of our President Paul Hall during the period of his incapacity, I am submitting the Pre-Balloting Report in accordance with Article X, Section 1 of our Constitution, which provides for the submission of such Report by the President at the regular May membership meeting of this election year.

Balloting for our General Election of Officers for the term 1981-1984 will commence on November 1, and continue through December 31, 1980. The election will be conducted under the provisions of our Constitution, as amended and effective September, 1976, and such other voting procedures as our Secretary-Treasurer may direct.

I have, in consultation with our Executive Board and Port representatives, made a careful appraisal of the needs of our Constitutional Ports: Headquarters-Port of New York, Philadelphia, Baltimore, Detroit, Houston, New Orleans, Mobile, San Francisco and St. Louis. We have carefully considered the changes that have taken place in the deep-sea and inland field, with a view toward meeting the opportunities for expansion through means of organizing.

Since our last General Election of Officers, the memberships of the Seafarers International Union of North-America, Gulf, Lakes and Inland Waters District and the Inland Boatmen's Union of the SIUNA-AGLIWD, voted affirmatively to approve the merger of our former affiliate IBU into the AGLIWD, together with Constitutional amendments. One such amendment provided that St. Louis would be a Constitutional Port of the



SIU Executive Vice President Frank Drozak presents "President's Pre-Balloting Report" at Headquarters membership meeting on May 5, 1980.

Union. Accordingly, in this General Election, provision would be made on the ballot for the election of officers and jobholders for the Port of St. Louis. Also participating in our upcoming election of officers will be those members formerly with our International West Coast affiliate Marine Cooks & Stewards, as well as the members of our International affiliate Atlantic Fishermen's Union, both of whom have merged into and become an integral part of our AGLIWD District since our last General Election of Officers.

It is my recommendation, in accordance with our Constitution, that the following offices be placed on the ballot in the 1980 General Election of Officers for the term 1981 through 1984.



HEADQUARTERS

- 1 President
- 1 Executive Vice President
- 1 Secretary-Treasurer
- 1 Vice President in Charge of Contracts and Contract Enforcement
- 1 Vice President in Charge of the Atlantic Coast
- 1 Vice President in Charge of the Gulf Coast
- 1 Vice President in Charge of the Lakes and Inland Waters
- 4 Headquarters Representatives

NEW YORK

- 1 Agent
- 8 Joint Patrolmen

PHILADELPHIA

- 1 Agent
- 2 Joint Patrolmen

BALTIMORE

- 1 Agent
- 2 Joint Patrolmen

MOBILE

- 1 Agent
- 2 Joint Patrolmen

NEW ORLEANS

- 1 Agent
- 3 Joint Patrolmen

HOUSTON

- 1 Agent
- 3 Joint Patrolmen

SAN FRANCISCO

- 1 Agent
- 2 Joint Patrolmen

DETROIT

- 1 Agent
- 1 Joint Patrolman

ST. LOUIS

- 1 Agent
- 1 Joint Patrolman

Pursuant to the provisions of Article X, Section 1(e) of our Constitution, I recommend the designation of Mr. John J. Scotto, Vice President, Sterling National Bank & Trust Company of New York, 1410 Broadway, New York, New York 10018, as Depository for ballots. It will be the function of the Depository to receive the mailed ballots and other election material as provided by the Constitution, to safeguard them properly in the bank, and to surrender them only to the duly authorized Union Tallying Committee in accordance with Article XIII, Section 4 (c). Proof of authorization shall be a certification by the Secretary-Treasurer. The Depository shall be requested to certify that all of the envelopes received by the Depository have been properly safeguarded, have been surrendered only to the said Tallying Committee, and that no one other than appropriate bank personnel has had access to them.

As provided for in Article XIII, Section 1, nominations open on July 15, 1980 and close August 15, 1980.

The foregoing constitutes your President's Pre-Balloting Report, and I recommend its adoption.

Faternally submitted,
Frank Drozak
Executive Vice President

Drozak: 'Free Trade' Is U.S. Fleet's Albatross

In a hard-hitting statement delivered to representatives of maritime industry, labor and government, SIU Executive Vice President Frank Drozak warned that if the U.S. continues a "free trade" approach to international commerce, the future consequences for the country would be grave.

The concept of free trade "has disappeared from world markets," Drozak told the 31st Annual Tulane University Institute on Foreign Transportation & Port Operations on Apr. 25. Yet, he continued "various Federal agencies behave as if free trade existed throughout the world."

Drozak blasted those agencies for their willingness "to sacrifice any industry, to export almost any technology and to compromise key elements of the security of this nation, all in the name of free trade."

While the U.S. continues to act on the principles of "free trade," Drozak pointed out, the American flag fleet's share of foreign trade has dwindled to less than five percent.

But England, France, Germany, Norway, Japan and the Soviet Union all carry between 20 and 50 percent of their foreign trade in their own vessels, Drozak said. Clearly, these nations "have refused to allow the free trade supporters to distract them from their national needs and their national defense."

Coupled with the U.S. misguided approach to international trade is a lack of government support for our merchant marine.

"While we concentrate on nuclear-tipped missiles and even more advanced military aircraft for our defenses," Drozak said, "we have allowed our naval and merchant fleet to decline almost to the point of no return."

The consequences of such neglect have been pointed out to Congress by one Navy official after another, Drozak noted. "We have neither the naval nor the merchant ships that would be needed to support any kind of serious military action on the part of this country anywhere in the world."

Drozak urged Congress and the Administration to institute immediate policy changes based on the realities of world trade and U.S. security.

"I suggest that the first step in solving these problems is to establish a joint effort combining labor, management and Federal policymakers to treat the broader nature of this problem in a coordinated and practical way," Drozak said.

Drozak made his remarks at a morning panel discussion on "Our Maritime Status-Today and Tomorrow." Chairing the group was Capt. J. W. Clark, retired president of Delta Steamship and a member of the New



SIU Executive Vice President Frank Drozak, third from right, is shown at the luncheon given at the SIU Hall in New Orleans, La. late last month during the 31st annual Institute on Foreign Transportation and Port Operations offered by Tulane University. With him from left are: Gerry Brown, SIU port agent in New Orleans; Lindsey Williams, retired SIU vice president; Fred Heebe, judge of the District court; and Capt. John Leach and Buddy Jordan of G&H Towing, an SIU-contracted company.

Orleans Dock Board. Also on the panel were Gerald Seifert, chief economist of the House Merchant Marine & Fisheries Committee and M. Lee Rice president of Ogden Transportation Corp., and vice president of the National Maritime Council.

During the panel discussion, Drozak's views were echoed by Ogden Transportation Corp. President Rice.

The U.S. merchant marine does not receive adequate support, Rice stated. He said that the maritime industry had "been tarnished by an image created in the media that we are an inefficient industry living on the dole."

Helping to foster the negative image of maritime is Rep. Paul McCloskey (R-CA), who addressed a different session at the week-long Tulane Institute. "We have to face head-on the question of what we can afford," said McCloskey, one of maritime's biggest detractors.

"Clearly if we subsidize U.S. shipyards to the extent the shipyards would want, we could bankrupt this country."

Arguing from the illogical position that any future conflict is "likely to escalate quickly into a nuclear war," McCloskey reached the equally illogical conclusion that the U.S. does not require a large shipbuilding base.

Carter Re-Dedicates Labor Bldg. In Honor of Frances Perkins

WASHINGTON—The Labor Department's headquarters in Washington, D.C., officially became the "Francis Perkins Department of Labor Building" on April 10—the 100th anniversary of the



At ceremonies renaming the U.S. Labor Department headquarters in Washington, D.C. the Frances Perkins Department of Labor Building in honor of the nation's fourth Secretary of Labor and first woman Cabinet officer, President Carter unveils replica and dedication plaque with, from left: Susanna Coggeshall, Perkins' daughter; Senator Carl Levin (D-Mich.), co-author of bill to rename the building; and Secretary of Labor Ray Marshall.

birth of the fourth secretary of labor and first woman Cabinet member.

President Carter, in a dedicatory address, said: "We can be proud to name the Department of Labor building after one of America's most remarkable public servants who was also a strong advocate of social and economic justice."

The President told an estimated 5,000 department employees and others—including leaders of labor, government and industry—at an outdoor ceremony that Perkins was one of those rare individuals who "literally transformed for the better the lives of all Americans."

Referring to President Franklin D. Roosevelt's Depression-era New Deal in which Perkins served as Labor Secretary from 1933 to 1945, President Carter said Perkins "helped to carry out a remarkable revolution—a revolution that did not abolish our institutions or our way of government" but which significantly changed "our habits of thought and our habits of acting."

The President cited Perkins' leading role in bringing about

passage of the Social Security Act and the Fair Labor Standards Act; creation of the federal-state unemployment insurance system, the Works Progress Administration (WPA), Civilian Conservation Corps (CCC), and "the first federal requirements for workplace safety and an end to job discrimination."

Perkins, President Carter pointed out, was "the chief architect and the chief advocate" of Social Security. "Few people," he said, "who have served in this nation have touched our lives more directly."

Many of Perkins' ideas, the President said, "have become part of our basic social fabric. They have become now our ideas."

President Carter called this "a rich legacy of accomplishment, and an obligation to continue the work that was begun five decades ago."

"I am proud to be among the Presidents who have taken this obligation seriously," he added, "and I reconfirm my own commitment to the social and economic justice and the idealism to which Frances Perkins devoted her life."

PRESIDENT'S PRE-BALLOTING REPORT

32 Die As Liberian Flagger Rams Tampa Span

SIU Tug Dixie Progress On Scene for Rescue Aid

At least 32 people plunged 140 feet to their deaths into Tampa Bay in the early morning hours of May 8 when a 606-foot Liberian-registered freighter rammed the Sunshine Skyway bridge, shearing off a 1200 foot section of the span.

A Greyhound bus bound for Miami with 23 people aboard, a pick-up truck and at least three cars disappeared into the squally Bay amid a hail of concrete and steel beams torn from the southbound section of the 15-mile-long bridge.

The Liberian freighter *Summit Venture* was headed into Tampa to pick up a load of phosphate, hampered by a driving rainstorm and high winds, when she rammed into the bridge. The vessel's captain was a native of Hong Kong, her 35 crewmen were all Chinese nationals.

One man who was driving across the bridge at the time of

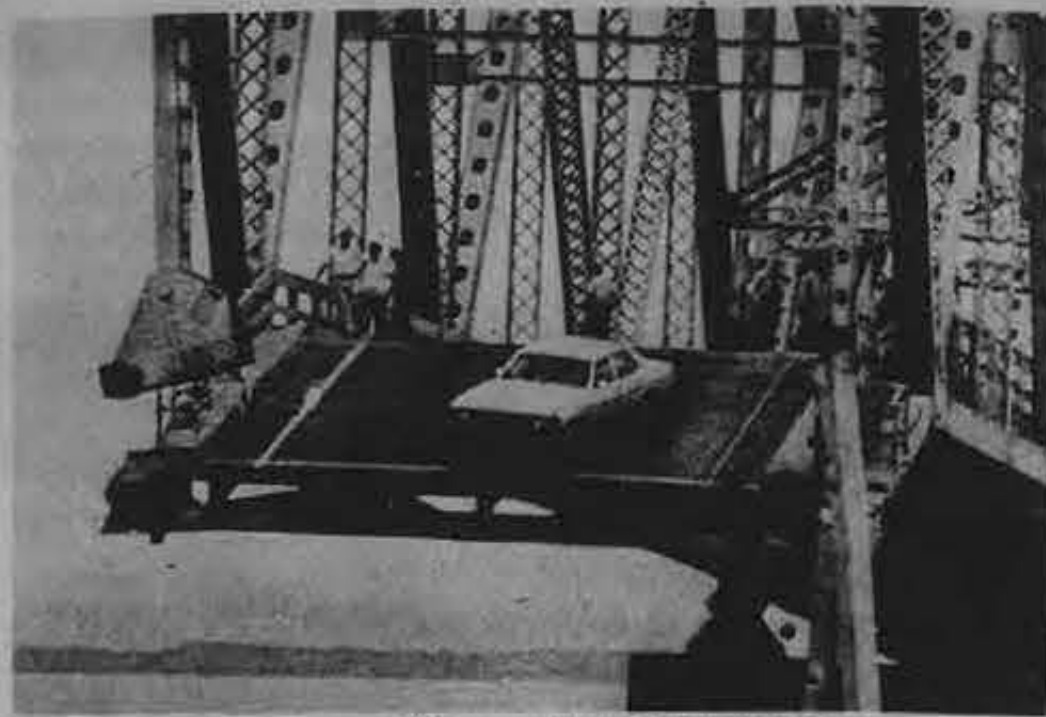
the accident narrowly escaped death when he slammed on his brakes and his car screamed to a stop 10 feet from the sheared off section of the bridge.

Richard Hornbuckle of St. Petersburg, who had three passengers in the car with him said "I was driving on the bridge at about 20-25 miles per hour, when a bus passed me, also going along pretty slow."

He said the Greyhound bus reached the top just as the freighter hit. "There was an impact," Hornbuckle said, "then the girders vibrated and the bridge collapsed. I saw the bus and several cars fall into the water," the shaken man added.

Answered May Day

Immediately after the accident, dozens of small boats rushed to the scene to search for survivors. The SIU contracted tug *Dixie Progress* (Dixie Carriers) responded to a May Day call sent by John Lerro, the harbor pilot who was guiding the *Summit Venture* through the 600 foot ship channel.



A motorist stopped his car within ten feet of disaster.

After anchoring their barge, the *Progress* Capt. Walter H. Williams and the rest of the tug's 10-man SIU crew, rushed to the *Summit Venture*'s assistance.

The Boatmen spent two and a half hours towing the steel and concrete-draped freighter four miles away from the bridge.

The *Dixie Progress* was moving a barge loaded with gas and jet fuel from the Shell Narco Terminal on the Mississippi River to Shell's Dock in Tampa when she received the May Day signal.

Following the accident, the Coast Guard in St. Petersburg named a three-member Board of Inquiry to investigate the cause of the crash.

In a parallel move, Florida's Gov. Bob Graham ordered the secretary of the State Dept. of Professional Regulation to broaden an on-going investigation of Tampa Bay pilots.

Harbor Pilot Lerro, who was piloting the *Summit Venture*, was also at the helm when another Liberian-registered vessel, the *Joanna Dan*, crashed into the bridge May 8. He has

also been involved in at least one other accident during the past five months. Investigations into both incidents are pending.

While the May 8 accident was the worst to date, the Sunshine Skyway Bridge has been rammed at least eight times since the Southbound causeway and bridge opened in 1971. Over the last three months, three accidents have occurred, all of them involving flag-of-convenience vessels.

The port of Tampa is the biggest in Florida and the seventh busiest in the nation. Following the *Summit Venture* accident the bridge wreckage, which extended across the ship channel into Tampa and nearby Port Manatee, brought seagoing traffic to a standstill.

Though a narrow 23-foot ship channel had been cleared by May 13 to allow passage of small vessels, 30 deep draft ships were unable to use it and remained stranded in port.

A Tampa Port Authority spokesman said that those ships, which included the SIU-contracted LASH vessel *Delta Sud*, would not be able to leave the port until May 18, at the earliest.

Quarterly Finance Committee



The Quarterly Financial Committee elected at the May membership meeting at SIU Headquarters is shown here consulting with Assistant Secretary-Treasurer John Fay, fifth from left. The Committee members, clockwise from far left, are: Robert Campbell, steward department; Oscar Smith, steward department; Tom Maley, cook and baker; Chairman William "Flattop" Koflowitch, engine department; Don Presley, bosun; Nick D'Amante, deck department; and Kenneth Bowman, engine department.

SIU Supports Creation of Towing Safety Committee

The Subcommittee on Coast Guard, after weeks of public hearings, has decided to recommend that the House Committee on Merchant Marine report favorably on Rep. Mario Biaggi's bill to establish a Towing Safety Advisory Committee. The Committee would meet with representatives of the Coast Guard to discuss matters of policy and legislation.

Biaggi's bill, H.R. 6242, seeks to establish an important channel of communication between the government and the towing industry. It recognizes that for too long the towing industry and the Federal government have viewed each other

as adversaries, rather than separate entities with a common goal, namely to maximize the effectiveness of the marine transportation industry.

The legislation would establish a Towing Safety Committee. It would be composed of a cross section of industry, environmental and labor representatives. The Committee would meet on a regular basis, and would make non-binding recommendations to the Coast Guard on matters which would affect the towing industry.

A similar committee, the Towing Industry Advisory Committee, had been abolished in 1977 in an effort

by the Federal government to hold down expenses. In addition, it was felt that the old committee was too unwieldy. The proposed committee would be composed of 15 members, half the number of the old committee. The fifteen advisors would be chosen from all segments of the towing industry.

In general, representatives from the maritime industry spoke in favor of Biaggi's bill during the course of the public hearings.

Rick Saul, director of Inland Waters and Great Lakes Activities for the Transportation Institute, expressed support for H.R. 6242 when speaking before the Subcom-

mittee. The following suggestions that he made form the basis of amendments which have been attached to the legislation:

- An advisor from the Maritime Administration will be present at the advisory meetings.
- No travel expenses or per diem allowances will be given to members who serve on the committee.
- The scope of the advisory committee will be expanded to include coastal as well as inland towing.
- A representative of the offshore oil industry will be chosen to sit on the advisory committee.

Report From Headquarters SIU Supports Jimmy Carter

By Frank Drozak
Executive Vice President

WHEN it comes to political races, the SIU has a simple philosophy. Put up or shut up!

This Union doesn't believe in playing waiting games. Jumping on a bandwagon a month before an election doesn't cut it.

We supported Jimmy Carter for President in 1976. We continue to support him today.

Eight months ago, when Carter was so far down in the polls you could hardly see him, the SIU announced support for his re-election.

We were one of the first Unions to do so. In fact, the SIU was the main ingredient in forming the initial Labor for Carter Committee.

Since then, Ted Kennedy has jumped into the race and has mounted a formidable challenge.

On the Republican side, Ronald Reagan chewed up and spit out his rivals in the GOP. And one of his victims, John Anderson, decided to go it alone as an independent candidate.

The SIU has stuck with Carter throughout. We have never changed horses in mid-stream. And we don't intend to now. In '76, Carter told us he believed in a strong U.S. merchant marine.

A number of very important maritime bills have been enacted into law by President Carter.

He signed the Alaska Oil Export bill last year, which bars the export of Alaskan crude. The bill also insures that American tankers will continue to carry the oil.

Carter also supported and signed the Passenger Ship bill



Inouye's Ship Act Breezes in Senate By Voice Vote

WASHINGTON, D.C.—The SIU-supported Ocean Shipping Act of 1980 was passed by the U.S. Senate late last month by a voice vote.

Numbered S. 2585, this significant bill was introduced by Senator Daniel Inouye (D-Hawaii). The legislation, if it finally becomes law, will help clear up a lot of confusion in the maritime industry.

According to a report issued by the Senate Commerce, Science and Transportation Committee, "the Ocean Shipping Act of 1980 is intended to create effective, current and consistent policies and laws to

regulate our international ocean liner trades."

Included in the legislation under Title III of the Act is a provision which clarifies antitrust laws concerning ocean transportation of foreign commerce.

In addition, the very important Title IX of the Act "directs the United States government to negotiate intergovernmental maritime agreements between the U.S. and its trading partners."

According to the Committee report, "maritime agreements between the United States and foreign governments must include provi-

earlier this year. This bill has paved the way for bringing back the American-flag passenger liner industry. The first such ship to come back is the *Oceanic Independence*, which will run in Hawaii. The SIU will crew this ship next month.

President Carter is also supporting Ocean Mining legislation which contains the crucial "man-American, register-American" amendments the SIU is fighting for.

While we have done reasonably well in the past four years, we expect more from the Carter administration in the next four years.

We want Carter's support for meaningful bilateral trade agreements. We want his support for a program giving an increased roll to the private merchant fleet in carrying military cargo. And we want his support for a strong, long-term ship building program for this country. I believe we will get this support.

On general labor-backed legislation, Carter's record has been good.

He signed a new minimum wage law a couple of years ago. He supports Labor Law Reform. He favors the continuation of an effective Occupational Safety and Health act. And, he said he would sign a bill repealing "right-to-work" laws if it got to his desk.

On the other hand, both Reagan and Anderson are opposed to just about everything the labor movement is fighting for these days.

In fact, Reagan favors bringing unions under anti-trust laws. In all fairness to Anderson, he is less vindictive toward labor than Reagan. But it should be remembered that John Anderson was one of the most vocal opponents of the 9.5 Percent Oil Cargo Preference bill back in 1977.

The SIU has worked hard for the Carter campaign in all the crucial primaries and caucuses. We will continue to work hard.

Of course, when you walk into the voting booth in November, who you vote for is entirely up to you. The experts say your choices will be Carter, Reagan or Anderson.

But, it is the SIU's position that Jimmy Carter deserves our support because he has earned it.

Northern Tier Oil Pipeline Gets OK on Right-of-Way

THE U.S. government has granted Federal right-of-way for construction of the 1,491-mile Northern Tier Pipeline.

In January President Carter approved construction of the \$1.23-billion project. But it was necessary to gain Federal right-of-way for the pipeline which will run from Port Angeles, Wash. to Clearbrook, Minn.

However, the project must still obtain private financing and state authorizations before it can

proceed.

The company wishing to build the pipeline, Northern Tier Pipeline Co., is composed of eight firms. Among them are U.S. Steel, Burlington Northern, Westinghouse, and MAPCO.

The SIU fully supports this pipeline project and has vigorously fought for it over competing ones that would bring Alaskan oil through Canada.

Under the Northern Tier Pipeline project, Alaskan oil would be brought down by tanker to the

deepwater terminal at Port Angeles, Wash. The facility could handle two large tankers at a time. The oil would then travel across Washington, Idaho, Montana, North Dakota, and western Minnesota to a distribution center at Clearbrook.

The pipeline will be capable of carrying 933,000 barrels of oil a day. At the start, however, the pipeline will only carry 709,000 barrels a day.

The company says that the 40-42-inch line could be completed

in two or three years. Approximately 5,500 new jobs would be created.

The grant for right-of-way was given by Interior Secretary Cecil D. Andrus. He used a speeded up process in awarding the grant in order to fulfill a promise of action within 90 days instead of the usual six months or more.

That promise was made when President Carter selected the Northern Tier proposal over the competing projects.

Ground Broken on New Lock & Dam 26

SIU Carried Six-Year Fight to Get Crucial Project Underway

AFTER six years of delay, the driving of a steel pile marked the start of construction of one of the most important waterway projects in American history.

Long supported by the SIU, the project is a new Lock and Dam 26 to be built near Alton, Ill. A crowd of 1,500 persons gathered for the groundbreaking ceremony which took place on Apr. 25.

Many United States Congressmen and local government officials spoke at the historic event. Senator Thomas Eagleton (D-Mo.) described the new Lock and Dam as "the most critical navigation facility in the United States."

A consistent fighter to replace the existing Lock and Dam 26, the SIU has worked throughout the years to secure Congressional authorization for the new facility.

The Union has been working

for reconstruction of this important facility since before a 1974 lawsuit successfully delayed the start of this project. That suit was filed by 21 western railroads and two environmental groups.

In conjunction with Transportation Institute, a maritime research and educational organization in Washington, D.C., the SIU joined the National Committee on Lock and Dam 26. The Committee fought the attempts of the railroads and environmentalists to block this crucial navigation facility.

Hard Work Pays Off

After six long years, through the SIU's efforts and those of other strong supporters of the Lock and Dam 26 project, the Court ruled in favor of the reconstruction program and the Congress authorized the building of the new facility.

As many SIU Boatmen know, the area around Alton, Ill. is one of the most heavily traveled parts of the Mississippi River. It is located right at the juncture of the Upper Mississippi, the

Illinois River, and the Lower Mississippi. Huge bottlenecks have occurred at the outdated Lock and Dam and many Boatmen know what it is to wait for hours and even days to lock through.

However, though the future looks bright, there will be no immediate relief. The \$540-million facility has three phases. The Lock will not open until the second phase is completed in September of 1987. The third phase is expected to be finished sometime in 1989.

A strong ray of hope for the start of the project came in October of 1979 when U.S. District Court Judge Charles Richey refused to bar construction of the replacement for Lock and Dam 26. The lawsuit by the railroads and environmentalists had been going on for five years. During that time, opponents to the project claimed that an environmental impact study done by the U.S. Army Corps of Engineers was insufficient. (The Corps will be handling construction.)

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

Following that ruling, the railroads and environmentalists filed briefs appealing that decision. But just this month a judge ruled against them. In his ruling the judge said, "Finally it is settled that the public interest favors the continuing construction of Lock and Dam 26."

Opponents to reconstruction still plan to pursue their case in the courts but their chance for success seems slim.

The history of a new Lock and Dam 26 includes some important legislative action. In October of 1978 President Carter signed H.R. 5833 which became Public Law 95-502. This law authorized money for the construction of a new Lock and Dam. It also imposed a user charge on the inland waterways for the first time in the nation's history.

The SIU over the years had steadfastly opposed the imposition of user charges on the inland waterways. But in the end the Union reluctantly went along with a small tax when it became obvious that a much larger tax might be imposed and that reconstruction of Lock and Dam 26 might never get underway.

SIU Walks the Line For Striking TV Workers

Members of the SIU joined picket lines in San Francisco recently, to show solidarity with unions striking local TV station KRON.

Local unions belonging to the American Federation of Television and Radio Artists (AFTRA) and the International Brotherhood of Electrical Workers (IBEW) have been on strike for nearly three months, seeking improved wages and working conditions.

The management of the TV station had publicly claimed that the striking unions did not have the support of organized labor in San Francisco.

The SIU's response was to publicly demonstrate that the IBEW and AFTRA certainly did have labor's

support by joining the picket line.

More than two dozen officials and rank and file members joined the call for the demonstration. Among the

officials at the picket line were SIU Port Agent Ed Morris, Patrolman Roger Boschetti and representative Don Rotan.



SIU members walk the line in support of IBEW and AFTRA strike in San Francisco.

SIU's Brown Named To La. AFL-CIO Exec. Board

SIU Port Agent Gerry Brown has been appointed to the Executive

Board of the Louisiana State AFL-CIO.



Here's pix of Gerry Brown, left, with Sec. of Labor Ray Marshall at La. State Fed. Convention

The appointment to this important body came after the delegates at the State Federation's 1980 convention authorized their president to appoint to the Executive Board a person representing the maritime unions of Louisiana.

According to a letter written by the State Federation's President Victor Bussie, Brother Brown "will have full voting rights and participation just as any other member of the Board does."

The Louisiana AFL-CIO is quite influential in the state. Brown's appointment to the Board will mean that the needs of seamen will gain a greater voice in Louisiana.

Marin, Puerto Rico's First Governor, Dies

Luis Munoz Marin, a former Governor of Puerto Rico and a good friend of the SIU and all organized labor, passed away Apr. 30.

Mr. Munoz Marin was 82 when he died in a San Juan hospital after suffering several heart attacks.

The first governor of Puerto Rico, Mr. Munoz Marin served out four terms in that post, from 1948 to 1964.

Under his leadership Puerto Rico became a commonwealth of the U.S. in 1952. Also, Munoz Marin started "Operation Bootstrap," a program to lift Puerto Rico from extreme poverty.

In 1936, Munoz Marin had founded the Popular Democratic Party. Their slogan has been "Pan, Tierra y Libertad."

In 1962, Munoz Marin was the recipient of the AFL-CIO's Murray-Green award in recognition of his efforts to strengthen the rights and improve the welfare of the people of Puerto Rico.

Mr. Munoz Marin is survived by his wife, Inez; a son, Luis, and two daughters, Victoria and Viviana. He was buried in the central Puerto Rican mountain town of Barranquitas, the place of his birth.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

May 1980

Legislative, Administrative and Regulatory Happenings

On the Agenda in Congress...

OCEAN MINING

A major Maritime Legislation breakthrough came this month when the House Committee on Foreign Relations finally reported out the Deep Seabed Mining Bill. An equally significant happening was the introduction of an Administration bill on Ocean Mining which includes the U.S.-flag provisions we have been fighting for all these years. This is a major victory.

The Ocean Mining bill had been stalled in the House Foreign Affairs Committee for months, after getting enthusiastic endorsement from other House Committees. Because we—and our supporters would not give up or back down—the hard-liners in the State Department finally gave in. The Administration, which had been taking their cues from the State Department and Special Ambassador Elliot Richardson, came up with their version of the bill with all of our U.S.-flag provisions intact.

What these provisions of the Ocean Mining bill do is to guarantee that all mining and processing ships, and at least one ore carrier at every mining site, be American flag vessels with American crews on board. This bill means jobs and job security for Seafarers.

The bill now goes to the House Rules Committee, and then to the floor of the House for final approval.

MARITIME AUTHORIZATIONS

On April 29, the Senate Committee on Commerce, Science and Transportation gave its final approval to the Maritime Administration's appropriations budget for fiscal 1981—giving another year of life to the vital subsidies programs which are helping America's merchant fleet to compete with the heavily subsidized fleets of the world's maritime nations.

As amended, S. 2322 authorizes: \$135 million for the construction differential subsidy program; \$347.697 million for the operating differential subsidy program; \$18.750 million for research and development; \$30.863 million for maritime education and training expenses; and \$38.864 million for maritime administration operating expenses.

During the markup, the Committee accepted an amendment offered by Senator Robert Packwood (R-OR) which provided for an addition of \$4.1 million in maritime education and training expenses.

Specifically, this amendment provides:

- \$2.1 million for fuel oil for the training vessels of the state marine schools; and
- \$2 million for maintenance and repair of the five training vessels of state marine schools.

Also adopted by the Committees was an amendment offered by Senator Daniel Inouye (D-HI) which prohibits a vessel from receiving construction and operating differential subsidy unless it is offered for enrollment in the government's sea-lift readiness program.

Two weeks earlier, on April 15, the House passed its version of the Maritime Appropriations measure, which is substantially the same as the Senate version.

Meanwhile, a number of hearings are going on or are scheduled in Congress this month. These hearings directly affect the maritime industry, and the job security of American seafarers.

• **Rail Deregulation.** The House Commerce Committee is marking up its final draft of legislation which will take off many of the Federal regulations which have controlled the economy of the railroad industry. This legislation will have a marked effect on the inland towing industry.

• **Refinery Incentive.** The Senate Energy Committee is meeting to put its final approval on the Domestic Refinery Development and Improvement Act. Senator Henry (Scoop) Jackson is chairman of the Senate Energy Committee and is chairing the mark-up of this bill.

• **Alaska Gas.** The Merchant Marine Subcommittee in the House of Representatives will be holding "oversight" hearings on the proposal to transport Alaska natural gas via the Trans-Canada pipeline. This pipeline was given Congressional approval two years ago, but is now running into cost problems which we warned about during the

hearings on various proposals to transport the Alaska gas to the United States. We'll keep you up to date on this situation after the hearings begin.

• **Towing Safety Advisory Committee.** The Subcommittee on Coast Guard and Navigation of the House Merchant Marine and Fisheries Committee will be drafting its final version of a bill to establish an inland waterways Towing Safety Advisory Committee. (For a full story on this important legislation, with an analysis of its impact on the towing industry, see page 6 of this issue of the Log.)

• **Outer Continental Shelf.** The House Select Outer Continental Shelf Committee will be holding a series of hearings this month to take a look at the status and progress of exploration and development under the Outer Continental Lands Act.

• **Fisheries Promotion.** The Fisheries Subcommittee of the House Merchant Marine and Fisheries Committee will hold hearings on H.R. 7039—the American Fisheries Promotion Act. This legislation is designed to provide incentives to encourage the growth of the U.S. fisheries industry which has been declining as European and Asian nations have stepped up their own industries. Congressman John Breaux (D-LA) will be chairing the hearings.

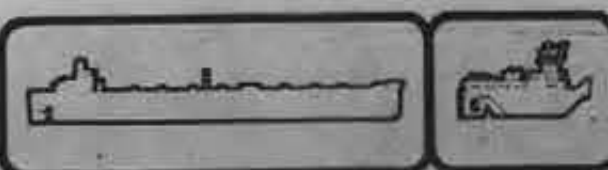
SIU Upgraders View Legislative Programs



Eleven more Seafarers in the SIU's "A" Seniority Upgrading Program were in Washington last month for an on-the-spot look at their Union's political action and legislative programs. During their visit, they met with officials of Transportation Institute, and also with SIU legislative representatives at the AFL-CIO Maritime Trades Department.

During their tour of the Congress, they took time

out for this photo on the steps of the Capitol. Participating in the program were: Dennis Dengate, Nick Celona, Ali Hassan, Thomas Brickley, Albert Jaster, John Mackey, Tom Quattrochi, Kelly Cook, Kevin McCartney, Fred Gomez and Michael Bagley. With the group were SIU Representatives Jake Dusick and Marshall Novack, and Washington Representative Betty Rocker.



Congress Gets Bill To Protect Seafarers Social Security Rights

When American Seafarers went aboard the foreign-flag LNG tankers of El Paso, there was a serious problem affecting their Social Security rights. Under existing laws, only allotments could be deducted from the wages of U.S. seamen serving aboard foreign-flag ships. This meant that Social Security deductions could not be made, and U.S. Seafarers stood to lose a very valuable right.

But, we went to work in Washington, and this month Congressman William Cotter (D-Conn.) introduced a bill which would allow for the Social Security deductions.

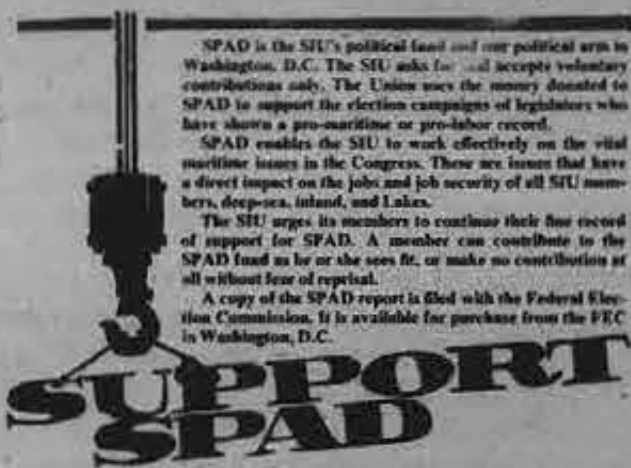
When he introduced his bill, Congressman explained that "The legislation introduced today will allow eligible foreign subsidiaries (of U.S. domestic Corporations) to deduct and withhold from the wages of U.S. seamen the amounts equivalent to the taxes under Social Security."



Scholarship Winning Towboat Operators Come To Wash.

Another class of inland waterways boatmen who are participating in an upgrading scholarship program sponsored by Transportation Institute came to Washington April 30. The purpose of the trip was to take a closer look at their Union's political activities program. During their day-long visit, the Seafarers Union members attended briefings at Transportation Institute, and at the AFL-CIO Maritime Trades Department. After lunch, the SIU boatmen toured the

Capitol where this photo was taken, and then visited with Congressman Nicholas Mavroules (D-Mass.). The group included: Richard Hertach, Pedro Rivera, Pedro Borrego, John Nations, Douglas Carner, Donald Smart, Paul Geist and Larry Evans. With them were SIU Washington Representative Betty Rocker, Lundberg School Instructor Capt. Irwin Gros and Ben Cusic, and Piney Point Port Agent Marshall Novack.



National Maritime Council Opposes Maritime Bill; Cites Many Deficiencies

The Executive Director of the influential National Maritime Council this month expressed that organization's opposition to the Omnibus Maritime Bill which is being promoted by Congressman John Murphy (D-NY) and Paul McCloskey (R-CA).

Explaining the Council's frustration and disappointment, NMC Director William Neuhauser said the bill "has too many negative factors to accept as intelligent maritime legislation which would indeed revitalize the American Merchant Marine."

Neuhauser conceded that the bill does have many worthwhile sections, he stated flatly that: "the National Maritime Council's official position is that we cannot support this bill as it is currently drafted."

The head of the 30-member organization—comprised of maritime labor and industry—made his comments in a talk at the National Press Club in Washington. Asked to name specific provisions that the NMC finds objectionable, Mr. Neuhauser ticked them off:

- Liner operators are opposed to the concept of eliminating essential trade routes;
- Shipbuilders are opposed to the absence of tax breaks on depreciation which would encourage the building of new vessels;
- Maritime labor is opposed to the provision which would give the Secretary of Commerce a mandate to involve himself in

the collective bargaining process.

Summing up the National Maritime Council's feelings about the overall state of the industry, Mr. Neuhauser said: "We are trying to get national maritime policy to

permit the American merchant marine to compete efficiently with the nations which show far more interest in achieving maritime gains. I don't know anyone who believes we have a national maritime policy."

SIU Bosuns of Ships' Committees View Union's Political Action

Twelve more of the SIU's ranking Seafarers came to Washington last month for some in-depth briefings on the SIU's political action and legislation programs. They were another group of Bosuns who are participating in a special training and upgrading program. During their day-long visit to the nation's capital, the Bosuns met with three Congressmen: Rep. Mickey Leland (D-Texas), Rep. Daniel K. Akaka (D-Hawaii), and Rep. Robert Bauman (R-Maryland). They also met and talked with officials of Transportation Institute. Later, they spent time at the AFL-CIO Maritime Trades Department discussing legislation with members of the SIU's Washington political representatives.

During their tour, the Bosuns stopped for this photo on the steps of the Capitol. With them in this photo is Congressman Robert Bauman and SIU Legislative Representative Betty Rocker.

Participating in Washington visit were James Elwell, Richard Bradford, Jack A. Olsen, Ramon Quiles, Fred Spellman, Gary Shanley, William Moore, Albert Wambach, Bernard Saberon, Leon Jekot, Dolph Holm, and Freda Jones.



Ships May Soon Be Running on Coal Again

THE day of the coal burning fireman is long gone at sea. The clang of the shovel against the firedoor and the hiss of water on live coals are sounds that won't be heard again by the men who go to sea.

But coal may become very much a part of the seaman's life once again... in a different form, of course, than it was handled in the days when coal burning ships comprised a major part of the world's merchant marines.

The maritime industry is once again seriously considering coal as a fuel for deep sea ships as well as those on the Great Lakes, the harbors and inland waters. Several recent conferences on the subject of coal fuel have been held for naval architects, marine engineers, and ship operators and have attracted large audiences.

Economists and engineers speaking at these conferences have stressed these unpleasant possibilities:

- The price of oil is going up continually and may reach the point where the shipping companies can no longer afford to use it.
- The time may come within a few years when ships may be unable to obtain oil at all if the oil-producing nations put on the squeeze or if increasing world

demand for oil exceeds supply. • Even at this time diesel ships have been having difficulty in some areas in obtaining good fuel and some ships have ruined their engines with oil containing contaminants.

Coal is being boosted as the alternative to higher oil prices and possible oil scarcity. Coal is in ample supply, is still reasonably priced, and is useable with existing equipment. No new technology must be developed to make it practical for shipboard use under present day conditions. It was pointed out that a large part of the Great Lakes fleet was coal fired, using mechanical stokers, until recent years.

These conferences have discussed various ways of using coal for fuel in the merchant marine. Obviously, no one has suggested going back to hand fired ships, when the fireman and the coal passers did what was probably the world's hardest and dirtiest work in hot, dusty bunkers and firerooms. Such laborious work would be prohibitively costly today even if men were available to do it.

Pulverized Coal
One method of coal firing which is under consideration is the use of pulverized coal, a technique tried out by the old U.S.

Shipping Board in the 1920s and hailed then as very useful. With this method, coal is fed from the bunkers or storage bins into big crushing machines called pulverizers, which reduce the coal to a powdered form, after which it is blown into the boilers through burners with nozzles similar to those used on oil fired ships. One advantage in this is that nozzles can be quickly changed to burn oil when desired.

A major disadvantage with pulverized coal, say some experts, is the possibility of explosion and fire from coal dust but others insist that this danger can be overcome if proper care is taken of the coal in storage.

Another disadvantage is that the pulverizers weigh 20 tons or more, create considerable vibration, and emit a lot of noise.

Automatic stokers are being recommended as the most practical means of coal firing on conversions or in new construction because they have been used extensively on the Great Lakes and on some deep sea ships and do not require any lengthy or extensive development in technology. An oil burning ship, in other words, can be converted to coal with equipment available today.

Use of coal burning ships, it

has been pointed out, will require a world-wide system for coal supply or bunkering. This would probably be solved by having very large barges or fleets of barges tied up in various strategic ports around the world, being replenished by colliers operating from the major sources of coal supply in the United States, South Africa and Australia.

Engineers from various firms report that they are now working on plans for coal fired ships for companies desiring to build them or convert vessels now using oil-steam or diesel.

A number of new methods of using coal have been discussed at these conferences, including what is called the "fluidized bed." This system has been developed to reduce environmental pollution by reducing emissions of sulphur dioxide from the furnaces. In this system the fuel is burned on a bed of sand or limestone and a large supply of these materials must be carried aboard ship along with the coal.

"Coal is here and has a bright future at sea," said one of the conference speakers. "Within a few years we should see a large fleet of coal fired ships back on the seas. It's the only answer we have to the prohibitive cost of fuel oil."

U.S. Coast Guard Has Seized 28 Foreign Ships, Fined 250 in 200-Mile Zone Violations

Over the past three years since the passage with SIU backing of the U.S. Fishery Conservation and Management Act which established a 200-mile offshore zone, the Coast Guard with the National Marine Fisheries Service has seized 28 foreign ships and fined 250 \$2.5 million for illegal fishing violations within the zone. Eight hundred foreign and domestic vessels were warned for overcatching.

After the Soviet invasion of Afghanistan in January, President

Carter ordered the Coast Guard to "severely curtail" the Reds' fishing in the zone. Two cutters were added to the patrol to see that the Soviets caught only the 75,000 tons they paid a fee for and got permits for. They had expected to catch 435,000 tons.

Half of the 6,300 boardings were on foreign ships. One third were aboard Japanese, Russian and Spanish ships which make up the bulk of the Gulf of Alaska fishing

fleet. Moscow had one ship seized, paid 75 fines and had 840 warnings. Ten Tokyo ships were bagged, 42 fined and 134 warned. Madrid had two grabbed, 52 fined and 363 warned. Mexico, Canada, Taiwan, Italy and South Korea also had ships seized for illegal fishing.

Foreign fishing in U.S. waters declined sharply in 1977 and 1978. But leveled off in 1979. U.S. fishermen, including the recently merged SIU-affiliated Atlantic

Fishermen's Union of Gloucester, Mass., will increase their domestic catches as foreign fishing quotas are reduced further.

However, foreign fleets will continue to fish off Alaska where stocks are abundant. The U.S. has about 10 percent of the world's fish.

Under the new law, all fishermen must specify the amount and type of fish they will catch. Fines can be up to \$25,000 for violations. Coast Guard planes report the fishing fleets movements to the cutters.

SIU High Standards Make Smooth Sailing for Cove Leader Capt.

Capt. R. A. McClean, who has been Master of the SS Cove Leader for its past eight voyages, has sailed

with a lot of crews on a lot of ships. But according to Capt. McClean, none have been better than the crew

he has sailed with on the Cove Leader.

He first attributes this to the SIU tradition of supplying vessels with competent and efficient manpower. But the most important factor on the Cove Leader has been cooperation.

Capt. McClean said in a letter to the Log: "Sailing tankers is not the easiest job especially when loading, discharging, and the never ending task of butterworth and cleaning tanks. But in eight voyages, (two to Russia, six through the Panama Canal) we never had any beefs of consequence nor one hour disputed overtime."

From one Captain whose life has



Here's part of the deck gang that has made Capt. McClean's life easier on the Cove Leader. They are, from the left: Rip Jane, chief mate; Jim McNamara, able seaman; H. E. Jones, bosun, and J. Matos, ordinary seaman.



Standing watch on the bridge is Able Seaman Mike Beylotte.

They Know Their Diesels



Piney Point Diesel Course Instructor D. Greig (center) is flanked by graduates (left) W. Burrows and (right) E. Merritt. Both are leaning on diesel engines.

The Harry Lundeborg



School of Seamanship

Four Welding Away



Welding Course Instructor M. Lilley (right) takes time out with four of his student graduates of (l. to r.) G. Blanco, C. Jefferson, M. Oswald and W. Brown.

Cooks and Bakers Three



Showing off their HLS Cook and Baker Course diplomas last month are (l. to r.) T. Lemily, W. Knorr Jr. and J. Hancock.

A Slew of Able-Bodied Seamen



Here's 18 graduates of the Lundeborg School's AB Course. They are (l. to r. front) J. Grenfell, J. Moritz, R. Stearns, J. Artis and G. Khan. In the middle row (l. to r.) are M. Cramer, B. Morron, N. Bull, T. Bechler, G. Mazzola and R. Wyatt. Bringing up the rear row (l. to r.) are L. Vasquez, D. Gilbert, T. Davis, K. R. Hutton, K. Schulz, H. Butler and A. Barry.

Firemen-Watertenders Shippin' Out



Last month these hearty firemen-watertenders graduated from the course at the School. In the front row (l. to r.) are D. Dinan, W. Molter, F. Karlsson, R. Carpenter, A. Hussain, A. Mann, J. Page, A. Wilson, P. Wadkins and S. Sandren. In the back are (l. to r.) S. Harrington, T. Smith, T. Guildersleeve, T. Catania, F. Pasik, S. Feguet, D. Bland, T. Barry, G. Frazier and R. Bradley.

*Why not paint
a better future
for yourself*

Come to HLS.
Upgrade to AB.
Courses start on
June 19 and July 17.



SIU Wants Solution to Ship Commissioner Beef

Representatives from various maritime organizations have appeared before the Subcommittee on Coast Guard and Navigation to express opposition to key provisions of H.R. 5808, a bill which would assign most of the duties that have been performed by the Shipping Commissioner to individual captains on American flag vessels.

The post of Shipping Commissioner had been created in the late nineteenth century in response to widespread abuses that were plaguing the merchant marine. The maritime industry was almost totally unregulated, and because it was, officers were free to mistreat the men that worked under them. It was felt that a neutral observer should be present when a foreign bound ship entered port, to ensure that the unlicensed seamen had not been shanghaied or physically abused.

The role of the Shipping Commissioner changed over the years. Given the rise of strong and unified maritime unions, the Shipping Commissioner did not have to worry about beatings or shanghai-attempts. He became something of an unofficial umpire between the captain and the crew, as well as an advisor to the captain on matters concerning allotments, seamen's wages and seamen's clothing.

SIU Counsel Abarbanel Is a Marathon Man

When the starting gun sounds at the beginning of a grueling 26-mile marathon run, the field of entrants is loaded with people from all walks of life.

Chances are good that a knowledgeable marathon spectator could spot the SIU's best known long-distance runner—who is none other than the legal whiz Arthur Abarbanel.

At the end of April, Abarbanel, half of the Union's legal counsel team of Schulman & Abarbanel, pitted his fleet feet against thousands of other runners to pound out the 26-mile course of the Long Island Marathon.

A veteran of several other

The position of the Shipping Commissioner was effectively eliminated last October when Congress failed to include it in the 1980 Fiscal Budget. The action was typical of the attitude Congress holds towards the Merchant Marine. No effort was made to ensure that the duties performed by the Shipping Commissioner would be assigned elsewhere.

Congressional sources defended their action on the basis that the maritime industry was free of shanghai-attempts and beatings. Overlooked were the important duties that the Shipping Commissioner had come to assume.

H.R. 5808 is a makeshift attempt to deal with the confusion caused by the 1980 Fiscal Budget. The bill's sponsor, Mario Biaggi, Chairman of the Subcommittee, shares the maritime industry's concern over the elimination of the Shipping Commissioner. The bill, Biaggi says, is his way of seeking positive alternatives to a no-win situation.

Criticism of the legislation centers around the role that the captains of American flag vessels would play.

Frank Pecquex, SIU Washington representative, summed up the prevailing mood in the maritime industry when he testified before the Subcommittee on Coast Guard and Navigation. "The Subcommittee,"

marathons, Abarbanel crossed the wire in Long Island in under four hours, shaving minutes off his own previous marathon record.

Abarbanel, 56, says he's a relative newcomer to the marathon circuit. But a rigorous training schedule—"I get up at 4 A.M. every day to run"—keeps him in peak condition and enables him to keep adding to his string of marathon finishes.

When asked what he liked best about marathoning, Abarbanel revealed that there isn't really anything he likes about the sport. "Sometimes in the middle of the winter I say to myself, 'what are you doing out here freezing. Go home to bed!'"

Notice On Shipping Procedures (Deep Sea)

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

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

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

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

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

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

he said, "should be commended for its efforts to update the statute. (However) the SIU is not pleased with the elimination of the Shipping Commissioner."

Pecquex pointed out to the members of the Subcommittee that if H.R. 5808 is enacted without any changes, then the captain would be placed in an extremely difficult position. He would be required to represent the unlicensed members of the crew against *His Own Actions*.

The unlicensed maritime unions are not the only ones to oppose this proposed set-up. Licensed unions that represent the captains oppose it, as do the owners of American flag vessels.

The licensed unions are particularly upset at provisions in H.R. 5808 that would impose stringent civil liabilities if the captain failed to perform his new duties fairly.

especially since the captains of American flag vessels will not be able to rely upon the counsel and advice of the Shipping Commissioners.

American flag operators feel that these added duties will interfere with the captain's productivity.

All segments of the maritime industry are united in their desire to find an equitable solution to this problem. At best, they would like to see the funds for the Shipping Commissioner re-instated. Barring that, they would prefer to see some other compromise worked out, such as assigning representatives of the Coast Guard to act as Shipping Commissioners.

Hearings on H.R. 5808 will continue until such time that the Subcommittee on Coast Guard and Navigation reports its findings to the House Committee on Merchant Marine.

Leo English, Delta Line Official, Dies

Leo English, Jr., a Delta Line official who was liked and respected by SIU members and officers, passed away on Mar. 11 in Hotel Dieu Hospital, New Orleans, La.

Mr. English, who was 53 when he died after a brief illness, began working for Delta in 1951 as a purser aboard the former *Bel Aires* and *Del Sud*. In 1954 he came ashore and was assigned to the Operations Department as assistant port purser. Since 1968 he had headed the port purser's office in New Orleans.

Leo English is survived by his



wife, Dorothy, and five sons: Kenneth; Gary; Donald; Wayne, and Dane.

Bill Jenkins, 70, Dies

Pensioner William M. "Bill" Jenkins, 70, former Headquarters cafeteria manager and chef, passed away on Mar. 28. He had retired in 1976.

Brother Jenkins was Headquarters cafeteria chef for 14 years under longtime manager, Cliff W. Wilson, also recently retired.

Seafarer Jenkins joined the SIU in 1939 in the port of New York when the pay was \$45 a month sailing as a chief cook and chief steward during World War II. He began sailing in 1927 with the ISU. Previously, he had worked as a railroad waiter. After the war, he was chief steward for the Eastern Line sailing from Savannah, Ga. to Boston, Mass.



Bill Jenkins

Cliff Wilson says Bill worked for him and the Union for 16 years. He was a "gentle man who always gave more than he got," Wilson said. "Dedicated, patient, with integrity and understanding," he added.

From 1959 to 1962, he worked with Wilson and Pensioner Pete Loleas in the Union's Food Plan, inspecting SIU ships' galleys and messhalls for cleanliness and showing the stewards and cooks how to better prepare the food. Pete commented that Bill was "an excellent cook and baker" in his own right.

Pensioner Walter Grovener, ex-head waiter on the *SS Atlantic* (American Banner Line) from 1958 on, recalled those inspections of the messhalls. Other steward department shipmates of Jenkins were the late Slim Watson, Pensioner and Chief Steward Alfred Cicero Douglas, 81, and Chief Cook John Clark.

Jenkins took part in all the maritime beefs. In 1967, he was a delegate to the Union's 13th Biennial Conference in Washington, D.C.

Born in Murfreesboro, N.C., he was a resident of Greenspoint, Brooklyn, N.Y.

Surviving is his widow, Pearl.



Looks as though Missed Ali, porter on the *American Mariner* has drawn a little KP—But, he doesn't seem to mind at all.



Second Cook Wayne Conley prepares some chicken for the oven.



Out on the stern deck Bos'n Charles Neigebauer shouts out a few orders to the crew.



Wheelsman Ross Gowans gets the feel of the ship's steering mechanism.

SIU Crew Takes New Lakes Bulker,

WHEREVER she goes on the Great Lakes, American Steamship's brand-new bulk carrier will serve as a floating ambassador, paying tribute to all hardworking U.S. seamen. Because the name painted on her 730-foot hull is "*M/V American Mariner*."

At christening ceremonies, held April 15 at Bay Shipbuilding's Sturgeon Bay, Wisc., yard, the SIU-contracted vessel was dedicated "to the generation of seamen—past and present—who have kept the Lakes as the primary transportation link in North America's heartland."

Ablly wielding the inaugural bottle of champagne over American Steamship's tenth new vessel in seven years was Valerie Nemirow, wife of Maritime Administration head Samuel B. Nemirow, who gave the keynote speech of the day.

"American Steamship Company," the MarAd chief said, "in selecting the name of this vessel chose to pay tribute to...the officers and crews who, day and night, in weather fair and foul, maintain the flow of commodities which are vital to American industry and our economy."

Nemirow pointed out that American Steamship's ambitious shipbuilding program, begun in 1973, will total \$250 million in new self-unloaders by the end of 1980 when another bulker will be delivered to the company from Bay Shipbuilding. All American Steamship's vessels are SIU-crewed.

That shipbuilding project, by far the largest such project undertaken by any Great Lakes ship operator—"attests to the confidence that American

Steamship has in the future of Great Lakes shipping," Nemirow said.

Pinpointing the Maritime Administration's Title XI and other funding programs as "major catalysts to fleet-upgrading projects on the Great Lakes," Nemirow said that "during the past decade, Great Lakes yards delivered 25 major

commercial vessels aggregating 850,000 tons to U.S.-flag operators."

The *American Mariner* and her unlicensed SIU crew will not be assigned to a regular run. Instead, the diesel-powered vessel will be carrying ore and other cargoes to destinations on Lakes Superior, Michigan, Huron and Erie. She'll be able to

travel at 15 mph and unload 6,000 long tons of ore per hour. Her midsummer draft is 30'10".

In addition to Mr. and Mrs. Nemirow, participants in the christening ceremonies included many representatives of Great Lakes maritime labor and industry.

SIU Executive Vice President Frank Drozak was to have



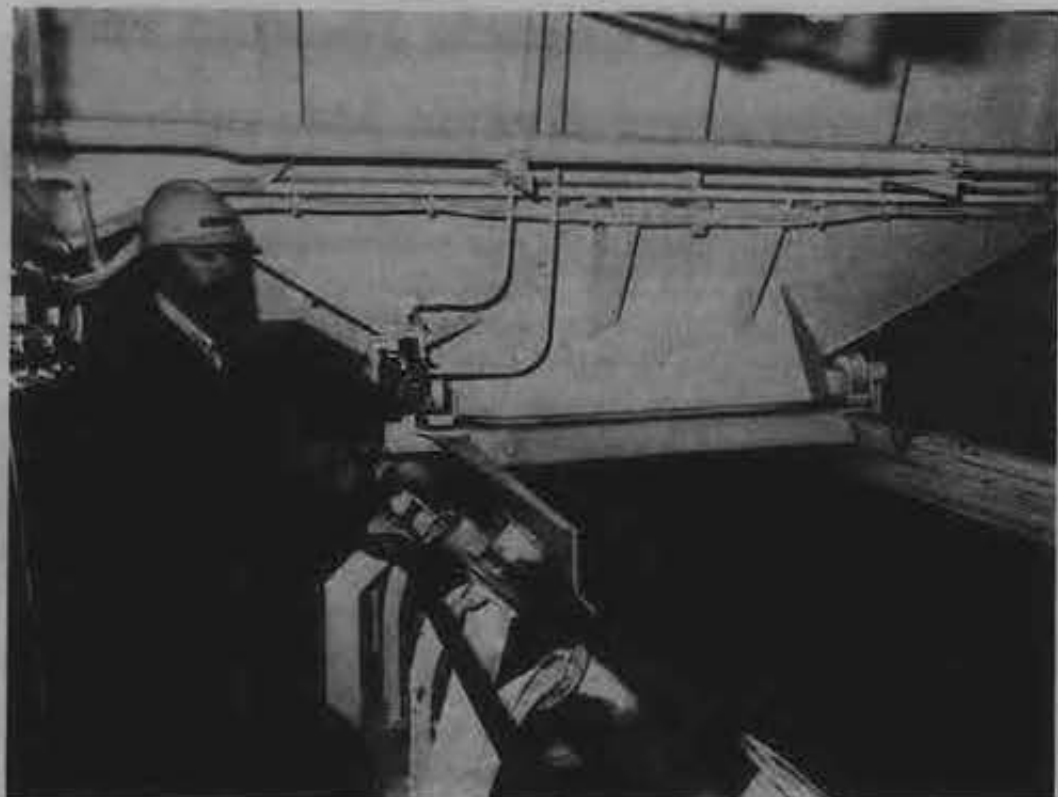
The *M/V American Mariner* is just about fit for duty. Vessel made its first run recently, carrying ore from Escanaba, Michigan to Ashtabula, Ohio.



Wiper Tim Jay (l.) and QMED Richard Waern put some threads on a piece of 1/2" pipe.



Don Borders (l.) looks on as Mike McCormick applies some pressure to the drill bit. Both Don and Mike are QMEDs on the *American Mariner*.



Gateman George Harrison opens the gate at No. 1 hold. As far as we know, George doesn't play the guitar.



The *American Mariner* certainly has a happy deck gang. These smiling guys are from left to right: Terry Partacz, deckhand; Gilberto Garcia, AB/wheelsman; Dan Tauscher, deckhand; Jim Fisher, AB/wheelsman and Charles Neigebauer, Bos'n.

American Mariner, on Maiden Voyage

attended the *American Mariner* christening was asked by President Carter to serve as the labor representative on the U.S. delegation to independence

ceremonies in Zimbabwe. Joe Sigler, SIU port agent in Chicago, attended on behalf of the Union.

Speaking of the Union's long

and successful relationship with American Steamship Drozak said that the association has been "a long and fruitful one for both the Union and the company.

Drozak added that "the good situation that exists between our two organizations is a key factor in the success of American Steamship's aggressive expansion and new building program—a program that has enabled American to develop the largest self-unloading dry bulk fleet on the Great Lakes."

The *American Mariner* made her maiden run on Saturday, April 26 at 12:01 a.m., keeping to the seagoing tradition that it's bad luck to begin a voyage on a Friday!



Standing watch in the elongated tunnel of the mammoth ore carrier is Conveyorman Chester Patton. Chester has the longest walk to work of any of ship's hands.

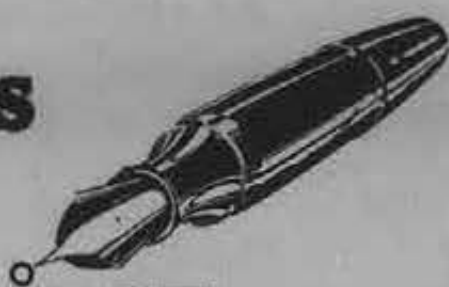


SIU Representative Joe Sigler (standing, r.) gives the crew some last minute details before wishing all a 'Bon Voyage!'



Deckhand Mike Bensman tidies up the passageway on the 2nd deck.

LETTERS TO THE EDITOR



A Vote of Support For Frank Drozak

I have been a union member for 24 years, and I am nearing my 20th year with the SIU and have no regrets.

I have watched our progress—progress that cannot be measured with a yard stick, because we have not finished.

Our Executive Vice President, Frank Drozak, has recently been elected President of the AFL-CIO Maritime Trades Department. And he is presently standing at the helm of the SIU. The highest regard was shown when the President of the AFL-CIO, Lane Kirkland said that, "I vouch for Frank Drozak, he will do the job."

Therefore, we should all give Frank Drozak our full support, because he deserves it.

Fraternally,
Tom Brooks, B-1196
Ship's Chairman
LNG Gemini

Started Sailing in 1911

I want to thank the Union for sending me the *Log* regularly. I enjoy it very much as I retired in 1960.

My first ship was the *Prometheus*. I joined it in Vallejo on its maiden voyage. That was in 1911, the year in which I started my sailing career. I have sailed on many of the old sailing vessels, the four-mast bark *Port Stanley*; the English full rigger, *Milverton*; the Dutch bark, *Nest*; the American bark, *Snowden*; the Norwegian bark, *Earls Court*, and the four-mast schooner, *Rachael Stevens*.

I was on the picket line during the disastrous 1921 ISU strike, and other beefs. I was on the Coal Beef on the *Martha Berry* from April to July in 1957. Tough going then also.

Some of my old shipmates names appear in the *Log* now and then. So please keep sending the *Log*, and my best wishes to all.

Fraternally,
Nicholas Sargent
Long Beach, Calif.

Proud of His Union

I wish to express our sincere thanks to the SIU for all the thoughtfulness in sending the Death Benefit of Adolph DeMarco so promptly.

Adolph was a proud member of the Union for over 20 years. We will always remember the many interesting stories he told about his travels, the ships he sailed on and all the many friends he made in the Union.

Because of his health, he was looking forward to retiring soon. But God called him away, leaving his son, Alan, and me broken hearted, and worried how we would manage without him. The benefits provided by the Union helped us to see the way to get started.

God bless the SIU, and many thanks.

Sincerely,
Mrs. Adolph DeMarco, and son, Alan
Kew Gardens, N.Y.

Colonel Extends Thanks to Overseas Arctic Heroes

I am writing this letter in a spirit of profound respect and appreciation for the seamanship and professional manners of a Master and Crew of the U.S. Ship "*Overseas Arctic*," a vessel belonging to the Maritime Corporation of New York City.

In the early morning hours of February 20, 1980, my small vessel "*Seas Skate*," from Balboa in what was formally the Canal Zone, was caught in a tremendous rip tide near the island of Bona in Panama Bay.

Despite strong winds, the vessel was relentlessly dragged to the rocks and thrown against the vertical cliff of this island. We were totally unable to control the vessel. She was partially protected by a small anchor. We prepared to abandon ship in these rocks with tremendous current and strong winds, and were in exceedingly dangerous waters indeed.

After the initial preparations were completed, a May Day message was sent out over a radio which had previously been in weakened condition. The *Overseas Arctic* travelling nearby heard our call for help and responded instantly answering our call. Within a minute or two after answering the call, a wave rendered the radio totally inoperative.

Captain John Hunt brought his vessel to the island of Bona showing great seamanship and skill in bringing this great oil tanker to lie nearby offshore. Answering our emergency flashing light, he launched a lifeboat under the command of Boatswain Foster who brought that vessel and its eight men to us through the white water, the rocks, the night, the strong winds and current, to pull my family and myself off of the vessel and back through the rocks to the safety of the ship.

When we left we did not know whether the ship would be destroyed or not, but this crew's professional seamanship rescued us from having to abandon ship in those rocks and rough waters in a rubber life raft. I have no doubt that the skill of this Boatswain and his crew prevented possible tragedy with injury and possible loss of life. Following the rescue, the professional work of the crew in retrieving the life boat and us from those conditions, and the kindness of everyone in providing us with hot showers and food will always be appreciated by my family and myself.

These actions reflect the highest skills of seamanship in the finest tradition of the sea, and it is reassuring to know that in a time of great change in the world, that America still produces the finest seamen in the world.

Sincerely,
PAUL D. ANDERSON, M.D.
Colonel, M.C., U.S. Army

Scholarship Winner Gets B.A.

I have received the final installment of the \$10,000 SIU college scholarship.

I would like to take this opportunity to express my deep appreciation for all the assistance which the SIU and its staff, has provided me over the past four years. It has been a great help to me in achieving the first phase of my educational goal. I now hold a Bachelor of Science Degree in Psychology and will begin graduate studies at Texas A&M University next fall, with a Doctorate in Psychology my ultimate goal.

I would also like to emphatically encourage those individuals who are considering entering the competition for the Scholarship to do so—especially those who have previously thought that a college degree is financially unobtainable.

Hoping that the SIU Scholarship Program will continue for a very long time to come in its commendable efforts to come to the aid of those needy and deserving individuals who aspire to obtain a college degree, I remain,

Very sincerely yours,
Sheila R. Skinner
College Station, Texas

Navy Keeps Snubbing U.S. Merchant Fleet

THE pointing finger of a red, white and blue clad Uncle Sam bearing down from a recruiting poster may have caused a flood of able-bodied men to enlist during wartime. But it's no longer wartime. And the Armed Forces, the Navy in particular, are having a tough time recruiting.

In fact, the Navy's personnel shortages have become critical enough to force the recent docking of one ship, a fleet oiler, with the probability of more to come.

Manpower shortages are beginning to cause big problems for the Navy. The problems are dramatically underscored by the fact that over the last four months, three times as many Atlantic fleet warships have been rated unsafe for extended sea use than ever before. The reason: critical shortages of trained men.

"We are approaching the point," Adm. Thomas Hayward, chief of naval operations told Congress recently, —"where we may have no realistic alternative but to consider standing down some ships..."

The way we see it, the Navy can either stand down vessel after vessel, forcing the nation to pay the price of a reduced defense capability. Or they can draw from the pool of skilled, professional seamen of the U.S. merchant marine who are ready and able to take over many military support tasks.

The obvious alternative of using merchant ships and merchant mariners in an active auxiliary role seems to have occurred to everyone but the Navy.

In 1972, a study undertaken by the Maritime Administration proved that the use of modified merchant ships in Atlantic fleet support capacities would reduce costs to the government.

But the issue of cost savings didn't sway the Navy much. In fact, the Navy has continued to include funding requests for such non-combat vessels as fleet oilers, tugs and repair ships in their annual budgets.

For Fiscal Year 1981, they asked for \$273 million to build non-combat ships in spite of the fact that the merchant fleet already has vessels which could easily perform the functions of supplying and fueling, as well as at-sea repairs and rescues.

In 1974, the Maritime Administration reported that:

- the merchant fleet included at least 12 commercial tankers that could perform the tasks of Navy fleet oilers;
- 17 C4 cargo ships which were suitable for use as stores ships or destroyer tenders and repair vessels;
- 12 commercial salvage ships which could easily service the Navy and;
- 25 commercial oceangoing tugs which could be used in lieu of the



Navy's tug fleet.

But the presence of those 67 merchant ships available for military support work—ships which would be manned by trained, professional seamen—didn't convince the Navy to alter their course.

Neither did the urging of the Federal General Accounting Office which, in 1978 said that "the Navy did not give sufficient consideration to the substantial U.S. merchant marine," when mapping out their support needs.

The Navy just continued building more and more tugs, oilers and repair vessels, spreading their dwindling number of trained sailors thinner and thinner.

Today, the Navy's in an uproar over how to get out from under their manpower crisis. We submit that they have only one option.

The Navy's option is to stick to their warships and let the vessels and the men of the U.S. merchant fleet do what they're equipped to do—perform military support functions.

What would be the outcome of such a move? First, the Navy would be relieved of the massive financial burden involved in their support vessel building program. More Federal money would thus be available

for combat shipbuilding.

Second, if the merchant marine trained and operated the crews for military support vessels, it would ease the Navy's overwhelming manpower requirements.

Finally, civilian manning will reduce the pressure on the Navy to recruit and retain personnel and will fulfill the intent of the Merchant Marine Act of 1936 which calls for a strong merchant marine, capable of serving as a military auxiliary in peacetime and in time of national

emergency.

In World War II merchant tankers fueled Navy destroyers and corvettes at sea. We towed barges, carried and issued provisions to naval personnel aboard warships and carried men, ammunition and supplies to the battle zone. We performed the same tasks during the Korean and Vietnam conflicts.

The merchant marine helped keep the Navy afloat during wartime. We're prepared to do the same today.

May 1980

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

Vol. 42, No. 3

<p>Executive Board</p> <p>Paul Hall President</p>		
<p>Frank Drozak Executive Vice President</p> <p>Angus "Red" Campbell Vice President</p>	<p>Joe DiGiorgio Secretary-Treasurer</p> <p>Mike Sacco Vice President</p>	<p>Leon Hall Vice President</p> <p>Joe Sacco Vice President</p>
<p>James Gannon Editor</p>		
<p>Ray Bourdus Assistant Editor</p> <p>Don Rotan West Coast Associate Editor</p>	<p>Edra Ziesk Assistant Editor</p> <p>Marietta Homayonpour Assistant Editor</p>	<p>Mike Gillen Assistant Editor</p> <p>Max Siegel Hall Assistant Editor</p>
<p>Frank Cianciotti Director of Photography</p> <p>Marie Kosciusko Administrative Assistant</p>		<p>Dennis Lundy Photography</p> <p>George J. Vana Production/Art Director</p>

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

At Sea & Ashore

Russia and Indonesia

Starting Oct. 1, the Jimmy Carter Administration will let the Soviets buy 8 million metric tons of U.S. grain if they still want it. Under the four-year-old trade treaty, Russia has to buy 6 million tons of grain a year. A metric ton is 2,204.6 pounds.

Under Public Law 480, Title 2 Food for Peace Program, a third of the cargo must be carried on American ships.

New to the USSR-US grain trade will be the 37,800 dwt *ST Ogden Leader* (Ogden Marine) for a year. She will join 44 other vessels in the trade.

In July 1981, under PL-480, 100,000 metric tons of rice worth \$40 million and 60,000 metric tons of wheat worth \$10 million will be sold to Indonesia.

SS Presidents Cleveland and Wilson

During the first three weeks in June, the *SS President Cleveland* and *SS President Wilson* (American President Lines) will from the West Coast haul 9,000 metric tons of bagged wheat flour to one of the Indonesian ports of Jakarta, Surabaya, Medan or Palembang.

* * *

APL has begun a new, regular container run between Oakland, Calif. and Bangkok, Thailand and the company's ports of call of Singapore in the Indian Ocean, Arabian Gulf and North Asia.

**Earning top pay can be safe and simple
as pushing a button...**



but you've got to know what button to push.

Crew training and advanced technology are the reasons U.S.-flag LNG ships are so safe. These new vessels are so automated they're practically push-button controlled. But you've got to understand LNG and automation before you can work aboard one. The LNG course at HLS qualifies you to work aboard these vessels—so you qualify for the top pay LNG crews earn, too.

**Come to HLS Take the LNG Course
Work aboard a ship of the future—today**

Courses begin on July 21 and August 18.

To enroll, fill out the application in this issue of the Log, or contact:

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

TT Williamsburgh

MARAD early this month gave the green light to the 225,000 dwt supertanker *TT Williamsburgh* (Bay Tankers) chartered by American Petrofina to sail two voyages in the Alaskan oil trade for six months. The tanker was scheduled to set sail this month and in either August or September from Valdez to the Gulf via South America's Cape Horn.

Owners of her sistership, the *TT Bay Ridge* (Richmond Tankers) also now on the North Slope trade run, want to repay the Government construction subsidy of \$24.6 million so she can sail in the domestic trades. Another sistership, the *TT Stuyvesant*-like her lookalike the *TT Brooklyn*—is sailing to Alaska. She had to win her case in the U.S. Supreme Court to sail there.

Northern Tier Oil Pipeline

The U.S. Department of Interior speedily granted Government right-of-way to the Northern Tier Pipeline Co. to build a \$1.23 billion, 1,491 mile Alaska oil line from Port Angeles, Wash. to Clearbrook, Minn.

ST Poet

Also in June, the *ST Poet* (Hawaiian Eugenia Corp.) will sail from the Gulf to Santo Domingo or Rio Haina, Dominican Republic with a cargo of 12,000 metric tons of bulk corn.

Waterman Steamship

Christened was Waterman's new LASH, the \$70 million *SS Edward Rutledge* at Avondale Shipyards, New Orleans.

She carries 80 LASH lighters and 119 containers. His namesake was a South Carolina (governor) signer of the Declaration of Independence.

ST Anchorage

From July 10 to Aug. 5, the *ST Anchorage* (Sea-Land) will from the Gulf voyage to Kingston, Jamaica with 5,366 metric tons of bagged, blended corn meal.

Bergen, Norway

The Norwegians here say they have a better lifeboat. They've developed a new, free-fall rigid life-boat launching system designed, they claim, to safely and quickly aid crews abandoning ship. Bringing them through any burning oil on the sea.

Designed for big ships, the lifeboat can be launched from a height of 65 feet. Tests showed that the lifeboat could not be thrown against the side of the ship during and after launching.

North Atlantic

The U.S. Coast Guard completed testing the National Oceanic and Atmospheric Polar Orbiting Satellite Tracking System late last month so it can enforce and monitor by surveillance foreign fishing operations within the 200-mile Offshore Fisheries Conservation Zone.

If the tests are successful, low cost transmitters could be required aboard every foreign fishing ship with permission to fish in the U.S. zone.

The Coast Guard installed eight special transmitters on foreign vessels fishing in the North Atlantic. The signal to the satellite and a land base pinpoints the ship's location. It also carries fish catch data and the SOS.

Membership Meetings

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

SS Oceanic Independence Crew Gets Ready at HLSS

THE crew of the SS *Oceanic Independence* began training this month at the Harry Lundeberg School of Seamanship at Piney Point. All crewmembers are taking courses designed for the special jobs they will perform on the passenger ship.

Upon arrival at HLSS the new ship's crew was greeted by SIU Executive Vice-President Frank Drozak who welcomed them aboard. Drozak reminded them of the significant role they will play in the future of the U.S.-flag passenger ship trade.

The *Oceanic Independence* is the first "true" passenger ship to fly the U.S. Flag in nearly a decade. However, if all goes according to plan she will not be the last.

In addition to the *Independence*, four other passenger ships were redocumented under the U.S. Flag. Mostly due to the efforts of the SIU, along with the Maritime Trades Dept. and the Transportation Institute, which pushed for the enactment of the Passenger Vessel Bill.

This bill was managed in the House by Rep. Daniel Akaka (D-Hawaii). Rep. Akaka was on hand at HLSS on May 12 to personally congratulate the crew of the newest member of the SIU/U.S. Flag fleet. The bill was sponsored by Sen. Daniel Inouye (D-Hawaii) who worked it in the Senate.

Also visiting the crew members during their training period were representatives of the Transportation Institute and the Maritime Trades Department. T.I. President Herb Brand explained the role his organization plays in maritime.

SIU legislative representatives Frank Pecquex and Fred Sommers explained to the *Independence* crew the importance of keeping up with all legislation introduced in Congress which may have an effect on maritime policy. They particularly reviewed the importance of the Jones Act which comes under seemingly constant attack and yet, stands as the single most important piece of legislation governing U.S. Coastwise shipping. In fact, without the Jones Act there would be no need for a passenger ship like the S.S. *Oceanic Independence*. The Hawaiian Islands route would already belong to some foreign operator.

But, thanks to the Jones Act and the continuous efforts of the SIU, MTD and T.I. no foreign interest will

be able to infringe on the inter-island route followed by the *Oceanic Independence*.

The vessel and her crew will begin full-scale operations on or about June 15. The ship will be run under the guidance of long contracted SIU employer Cove Ship Management.



Congressman Daniel Akaka (D-Hawaii), who sponsored the Passenger Vessel Bill in the House, addresses the crew of the S.S. *Oceanic Independence* at a special afternoon assemblage.



SIU Executive Vice President Frank Drozak (r.) and senior West Coast Representative Ed Turner were on hand at the HLSS to welcome the crew of the first U.S. Flag passenger vessel to operate in almost a decade.



Some of the Steward Dept. personnel from the *Independence* helped out at the HLSS's trainees graduation dinner, waiting on tables as well preparing and serving the evening's fare.



A recent photograph of the refurbished S.S. *Oceanic Independence*. The ship will carry 750 passengers between seven of Hawaii's islands during regularly scheduled one-week voyages. Ports-of-call are Hilo, Kona, Kahuli and Nawiliwili; home port is Honolulu.

Bartender Everett Moss is hard at work at HLSS preparing condiments for an array of exotic drinks.



Waitress Janice Matsushima does some early morning studying for her lifeboat test.



Some of the *Independence* crew's duties included training in the HLSS' motel lobby. Here manning the bellstand are bellman Robert Atiburcio (r) and Larry Cue.

Executive Chef Henri Planel doesn't mind chopping onions...just a basic ingredient for a fine wine sauce he is preparing.



SS Oceanic Independence Crew Train at HLSS for the Big Day



The cocktail crew of the S.S. *Oceanic Independence* had a moment to pose for a group photograph prior to manning the Anchor Room Bar for the evening. Crewmembers took over as bartenders and waitresses as preparation for their seagoing jobs.



The first ship's committee of the S.S. *Oceanic Independence* gets together. From left to right they are: SIU Vice President Mike Sacco, waiter's delegate Ernest Kam, Steward Dept. delegate Ruben Aguilar, engine delegate Steve Baker, SIU West Coast Representative 'Smilin' George McCartney, and the ship's bell. Due to the large Steward Dept. crew the *Independence* carries its own delegate.



With a few of the SIU's more photogenic officials, from left to right they are: SIU Vice President Mike Sacco, waiter's delegate Ernest Kam, Steward Dept. delegate Ruben Aguilar, engine delegate Steve Baker, SIU West Coast Representative 'Smilin' George McCartney, and the ship's bell. Due to the large Steward Dept. crew the *Independence* carries its own delegate.



The crew of the *Independence* was especially appreciative of the support they received from long time HLSS instructor Frank Mongelli. Frank's shown here with the ship's bell they presented him and is flanked by two of the ship's belles.



Frank Pecquet, SIU Washington Representative, came over from the nation's capital to explain the importance of politics in the maritime industry.



Steward Dept. member Dwayne Wong makes things glisten in the hotel lobby.



Cocktail waitress Lynn Brandt garnishes a few pina colodas.



Transportation Institute President Herb Brand makes his point on the importance of politics to seamen with the *Independence* crew.



Bill Kruse (l.) ass't meat cutter on the passenger vessel gets some pointers from Chief Cook upgrader Alexander Reyer as they sharpen up their skills in the HLSS's butcher shop.



Lifeboat Instructor Dale Rausch shouts directions to the boat crews.



In a special ceremony that took place outside the Anchor Dining Room on May 9, 74 members of the Independence who passed their lifeboat tests were presented with their certificates. The vessel is expected to have all of its crewmembers pass the lifeboat test.

Independence Crew Gets Ready at HLSS



Lifeboat? Loveboat! Some guys have all the luck. Aloha!



Land Ho! Land Ho! shouts the Cox'n.



Oars!... We've got plenty of 'em...but, does anybody know where we can find a star to steer by?



Nobody said it would be easy...keep up the good work mates



Dispatchers Report for Deep Sea

APRIL 1-30, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	11	5	2	4	10	6	9	3	2
New York	87	40	11	76	49	8	141	61	13
Philadelphia	17	6	2	7	7	0	24	8	2
Baltimore	16	5	7	15	11	1	27	12	12
Norfolk	13	9	7	26	10	2	36	21	17
Tampa	14	7	4	7	6	1	16	8	5
Mobile	19	4	1	13	10	0	36	6	2
New Orleans	84	19	8	61	25	5	123	27	9
Jacksonville	34	9	3	26	6	4	46	16	5
San Francisco	54	14	8	66	15	5	64	18	8
Wilmington	28	5	19	23	12	6	36	6	20
Seattle	34	15	14	89	44	13	50	21	31
Puerto Rico	10	3	2	18	5	8	13	3	3
Houston	74	29	5	57	57	5	106	28	11
Piney Point	0	1	0	0	4	0	0	0	0
Yokohama	3	0	1	0	1	2	7	0	0
Totals	498	171	94	488	272	66	734	238	140
ENGINE DEPARTMENT									
Boston	1	4	1	4	3	0	1	3	1
New York	66	27	7	61	27	4	130	82	10
Philadelphia	3	4	1	6	1	1	8	6	1
Baltimore	16	5	4	10	7	0	39	12	7
Norfolk	14	5	4	12	4	3	28	10	5
Tampa	3	10	2	3	4	3	5	9	2
Mobile	14	2	0	13	10	0	25	9	0
New Orleans	56	13	1	42	12	0	86	23	1
Jacksonville	17	8	2	19	5	4	31	11	1
San Francisco	44	16	3	42	20	4	61	13	4
Wilmington	18	4	8	13	8	7	24	6	14
Seattle	20	13	5	38	12	8	40	19	7
Puerto Rico	8	0	1	14	4	2	10	1	1
Houston	36	11	3	28	25	3	74	23	8
Piney Point	0	2	0	0	6	0	0	0	0
Yokohama	1	3	0	0	2	1	2	1	0
Totals	317	127	42	305	150	40	564	228	62
STEWART DEPARTMENT									
Boston	1	3	0	1	4	0	1	3	0
New York	38	13	6	31	25	1	69	32	8
Philadelphia	1	2	2	3	5	0	1	3	2
Baltimore	8	4	1	5	4	1	15	6	1
Norfolk	8	4	3	15	9	5	18	7	4
Tampa	2	0	1	3	3	3	3	0	1
Mobile	9	1	0	16	5	0	22	2	0
New Orleans	38	3	1	28	24	3	57	4	5
Jacksonville	17	1	0	22	8	0	20	6	1
San Francisco	19	3	1	20	12	4	29	7	2
Wilmington	11	2	4	3	4	12	16	3	6
Seattle	18	3	8	21	19	2	30	5	16
Puerto Rico	3	3	0	2	3	2	9	4	0
Houston	25	6	1	25	19	3	52	8	4
Piney Point	1	0	0	1	28	0	0	0	0
Yokohama	0	0	0	0	1	1	0	1	0
Totals	199	48	28	196	173	37	342	91	50
ENTRY DEPARTMENT									
Boston	2	8	1	2	3	1	2	3	1
New York	17	106	45	38	233	137	38	233	137
Philadelphia	1	16	3	1	41	6	1	41	6
Baltimore	13	27	8	17	37	15	17	37	15
Norfolk	7	25	10	8	48	22	8	48	22
Tampa	5	9	9	5	20	10	5	20	10
Mobile	4	10	1	12	16	7	12	16	7
New Orleans	21	48	10	39	73	28	39	73	28
Jacksonville	13	31	10	15	48	14	15	48	14
San Francisco	20	19	18	30	36	26	30	36	26
Wilmington	3	29	62	4	39	110	4	39	110
Seattle	11	32	20	12	54	69	12	54	69
Puerto Rico	8	16	8	15	22	10	15	22	10
Houston	17	36	19	26	63	35	26	63	35
Piney Point	0	35	0	0	0	0	0	0	0
Yokohama	0	2	2	1	3	0	1	3	0
Totals	142	449	226	225	736	490	225	736	490
Totals All Departments	1,156	795	390	989	595	143	1,865	1,293	742

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

Shipping in the month of April was good to excellent in all A&G deep sea ports, as it has been for the last several years. A total of 1,727 jobs were shipped last month to SIU-contracted deep sea vessels. Of these, only 989 or slightly more than half, were taken by "A" seniority members. The rest were filled by "B" and "C" seniority people. Shipping is expected to remain good to excellent for the foreseeable future.

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

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

HEADQUARTERS
675 4 Ave., Bklyn. 11232
(212) HY 9-6600
ALGONAC, Mich. 520 St. Clair River Dr. 48001
(313) 794-9375
ALPENA, Mich. 800 N. 2 Ave. 49707
(517) EL 4-3616

BALTIMORE, Md. 1216 E. Baltimore St. 21202
(301) EA 7-4900
BOSTON, Mass. 215 Essex St. 02111
(617) 482-4716
CHICAGO, ILL. 9383 S. Ewing Ave. 60617
(312) SA 1-0733

CLEVELAND, Ohio 1290 Old River Rd. 44113
(216) MA 1-5450
COLUMBUS, Ohio 4937 West Broad St. 43228
(614) 870-6161

DULUTH, Minn. 705 Medical Arts Building 55802
(218) RA 2-4110
FRANKFORT, Mich. P.O. Box D
415 Main St. 49635
(616) 352-4441

GLOUCESTER, Mass. 120 Main St. 01903
(617) 283-2645

HOUSTON, Tex. 1221 Pierce St. 77002
(713) 659-5152
JACKSONVILLE, Fla. 3315 Liberty St. 32206
(904) 353-0987

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

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

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

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

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

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

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

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

SAN FRANCISCO, Calif. 350 Fremont St. 94105
(415) 626-6793

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

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

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

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

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

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

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

West Coast Stewards Halls
HONOLULU, Hawaii 707 Alakea St. 96813
(808) 537-5714

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

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

SIU Celebrates 28th Year of Giving Scholarships

FOUR active seamen and four dependents of members are the recipients of the 28th annual Seafarers Scholarship awards.

Named the Charlie Logan Scholarship Program, the awards are given by the Seafarers Welfare Plan. This year's awards, which were announced by the six-member Scholarship Selection Committee on May 2, amounted to \$65,000.

The four dependents each received a \$10,000 four-year grant. The breakdown among seamen was: a \$10,000 award went to **Michael Bacha**; a \$5,000 two-year award went to **Jerome Jones**, and a \$10,000 four-year award was divided equally between **Gary Hetherington** and **Richard Conley**.

The four dependents who won were: **Elaine C. Czachor**, daughter of Great Lakes Seafarer Louis Czachor; **Linda A. Fay**, daughter of Seafarer Martin V. Fay; **Sunny Peralta**, son of Seafarer Ruperto Peralta, and **Henry B. Reynolds, Jr.**, son of SIU Boatman Henry B. Reynolds.

The alternate chosen in case one of these dependents does not accept the Scholarship, was Linda D. Cocek, daughter of SIU Boatman A. B. Cocek.

This year's awards bring to 43 the number of active seamen and boatmen who have been given Scholarships since the Program began. The number of dependents who have received such awards is now 104.

The Scholarship Program is named for Charlie Logan, a man who was a good friend of the SIU for many years and who had been a consultant to the Union Plans' Board of Trustees. He passed away in 1975.

Applicants for the Scholarships are judged on the basis of scholastic ability and character. High school grades,



Seafarer Michael Bacha

Scholastic Aptitude Tests or American College Test scores, letters of recommendation, and participation in extra-curricular activities are all evaluated by the Selection Committee.

The Committee is made up of an impartial panel of scholars who are well qualified to judge the academic merit of the applicants.

This year's Scholarship Committee consisted of: Dr. Bernard Ireland, a retired official of the College Boards; Dr. Elwood Kastner, retired dean of registration at New York University, New York; Dr. Richard M. Keefe of Lewis and Clark Community College, Godfrey, Ill.; Dr. Charles Lyons, chancellor, Fayetteville State University, Fayetteville, N.C.; Dr. Gayle A. Olson, professor at the University of New Orleans, New Orleans, La., and Dr. Charles D. O'Connell, vice president and dean of students at the University of Chicago, Chicago, Ill.

QMED Wants to be Lawyer

Brother Michael Bacha, a 36-year-old QMED, has already completed college. His \$10,000 award will be used for law school. Bacha, who resides in Youngstown, Ohio, graduated



Seafarer Richard Conley

in 1966 from Case Western Reserve University in Cleveland, Ohio. He then went to work as a high school English teacher and as a copy editor in Ohio for the *Wall Street Journal*.

Bacha could have gone to law school 10 years ago but, in his own words, "in 1970, I resigned my teaching post, cleaned out my desk at the *Wall Street Journal* and packed my seabag... This decision began an odyssey that has spanned ten years."

During his time with the SIU, Brother Bacha has gone through the QMED course at the Harry Lundeberg School in Piney Point, Md. and has graduated from the Union's "A" Seniority Upgrading Program.

Jerome Jones

A two-year \$5,000 award went to 26-year-old Seafarer Jerome "Jerry" Jones who resides in Mobile, Ala.

Brother Jones graduated from the HLS entry program in 1974. He also attended the AB course at the School and graduated from the Union's "A" Seniority Upgrading Program. Seafarer Jones wrote in his Scholarship application, "my career interests lie in architecture and business and the merging of the two into engineering..."

2 AB's Also Winners

The \$10,000 four year Scholarship was divided equally between two seamen who have already completed half of their college careers.

Richard Earl Conley, who resides in New York, sails as AB. Brother Conley, 27 years old, has attended Universities in Arizona and Spain. He would like to complete his college studies in foreign languages at colleges in either Arizona or California.



Seafarer Gary Hetherington



Seafarer Jerome Jones

In a letter of recommendation, the chairman of the Department of Modern Languages at Northern Arizona University writes that "Mr. Conley is an extremely dedicated student who has shown an unusual talent for languages."

Seafarer Conley is a 1975 graduate of the HLS entry program and he completed the AB upgrading course there in 1978.

The other recipient of the split \$10,000 award is 26-year-old Seafarer Gary A. Hetherington of Williamstown, Kan.

Brother Hetherington, who is interested in pursuing a career in political science and business economics, has attended colleges in Kansas and Maryland. He would like to continue his college career in Kansas.

A 1975 entry graduate of the HLS, Brother Hetherington took his AB course at the School in 1979. He graduated from the Union's "A" Seniority Upgrading Program in 1980.

Outstanding Achievers

Following are short biographies of the four dependents who won \$10,000 four year awards:

• **Elaine C. Czachor**, 17, lives in Wilkes Barre, Pa. After



Father of Dependent Winner
Ruperto Peralta



Father of Dependent Winner
Henry B. Reynolds

By Awarding \$65,000 in Grants for College

graduation from Bishop Hoban High School in Wilkes-Barre this June, Ms. Czachor hopes to pursue pre-medical studies at Wilkes College.

In the brief autobiography that accompanies the Scholarship application, Ms. Czachor writes, "It has long been my ambition to become a physician...I would want to set up my practice here in the Wyoming Valley where I grew up."

Ms. Czachor's father, Seafarer Louis J. Czachor, sails on the Great Lakes in the Steward Department. He joined the SIU in 1960 in the port of Detroit. Brother Czachor is an Army veteran of World War II.

• **Linda A. Fay**, 18, lives in Claremont, N.H. Upon graduation in June from Stevens High School in Claremont she hopes to get an education in aerospace engineering, preferably at Brown University in Providence, R.I.

Last summer Ms. Fay attended St. Paul's School Advanced Studies Program. She writes that "St. Paul's is a

private school in Concord, N.H. which provides summer courses for 'talented' public school students. Attending this program is one of the highest honors a New Hampshire student can receive."

Ms. Fay's father, Martin V. Fay, sails deep sea as an AB. Brother Fay joined the SIU in the port of New York in 1957. He is a native of Brooklyn, N.Y.

• **Sunny Peralta**, 17, lives in San Diego, Calif. After graduating in June from Samuel F.B. Morse High School in San Diego, Peralta hopes to attend the University of California at Berkeley. He hopes to major in either psychology or political science.

In a letter of recommendation for Peralta, his high school English Department chairman wrote, "What set him apart from other high-achieving students in the class was his ability to see and think through the less obvious aspects of a question, or, at the very least, ask perceptive questions about it. Other students were often



Seafarer Louis Czachor
Father of Dependent Winner

satisfied with the more obvious."

Peralta's father, Seafarer Ruperto L. Peralta, joined the SIU in 1975 in the port of Yokohama. He sails as a chief cook. Brother Peralta is retired from the U.S. Navy in which he served from 1945 to 1967.

• **Henry B. Reynolds, Jr.**, 17, lives in Port Arthur, Tex. After graduation in June from Port Neches-Groves High School in Port Neches, Tex., he hopes to pursue pre-medical studies at Lamar University in Beaumont, Tex.



Martin Fay
Father of Dependent Winner

In his autobiography, Reynolds writes that he hopes to eventually go to A&M Medical School after completing his college studies. He adds, "after receiving my degree I intend to set up a local practice and thereby serve my community and set an example for others."

Reynolds' father is SIU Boatman Henry B. Reynolds who joined the Union in 1963 in Port Arthur. He works for Sabine Towing. Brother Reynolds, who was born in Niceville, Fla.; served in the U.S. Air Force from 1952 to 1956.



Linda Fay



Sunny Peralta



Elaine Czachor



Shown at their May 2nd meeting in New York are the members of the 1980 Scholarship Selection Committee. Working with the Committee is Margaret Nalen, third from right, who is Director of Academic Education at the Harry Lundeberg School. The Committee members, clockwise from left, are: Dr. Richard M. Keefe, of Lewis and Clark Community College, Godfrey, Ill.; Dr. Charles D. O'Connell, vice president and dean of students at the University of Chicago,

Chicago, Ill.; Dr. Elwood Kastner, retired dean of registration at New York University, New York, N.Y.; Dr. Charles Lyons, chancellor, Fayetteville State University, Fayetteville, N.C.; Dr. Gayle A. Olson, professor at the University of New Orleans, New Orleans, La.; and Dr. Bernard Ireland, a retired official of the College Boards.



Digest of SIU Ships' Meetings

COVE EXPLORER (Cove Shipping), March 9—Chairman J. Bermudez; Educational Director C. Crowder. No disputed OT. Chairman extended congratulations to Brother Frank Drozak on being elected President of the MTD. Also emphasized the importance of donating to SPAD and upgrading at Piney Point. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Jacksonville.

GREAT LAND (Interocean Mgt.), March 3—Chairman, Recertified Bosun Jesse Lewis; Secretary John Darrow; Educational Director Stephen Senteney. No disputed OT. Chairman held a discussion which was centered around what to wear for safety. All should wear safety shoes, gloves, helmets in the deck department when working under and between vans while securing them. The galley floors should be made safe by putting non skid pads on them. Educational Director urged all seamen to improve themselves by upgrading as soon as possible. The ship's fund will be spent on a new library. A vote of thanks to the steward department for the good effort put in their work under the direction of John Darrow, steward. Next port Tacoma.

SEA-LAND EXCHANGE (Sea-Land Service), March 2—Chairman, Recertified Bosun Verner Poulsen; Secretary J. Thrasher; Deck Delegate John McLaughlin; Engine Delegate George Evosevich; Steward Delegate Joseph Smith. \$260 in ship's fund. No disputed OT. Chairman noted that the applications for "A" Seniority upgrading and vacation pay will be posted in the crew messhall. Secretary reported that the steward department had two graduates from the Harry Lundeberg School who were doing an outstanding job because of the training they had received. Compliments to Ms. Deborah A. Mahler and Howard Daniel. A vote of thanks to the steward department for a job well done. Next port Seattle.

OVERSEAS ALASKA (Maritime Overseas), March 16—Chairman, Recertified Bosun W. D. Jefferson; Secretary C. A. Guerra; Educational Director E. D. Colby; Deck Delegate Edward E. Lindbergh. No disputed OT. Chairman held a discussion advising all crewmembers to go to upgrading school and to LNG school at Piney Point. Advised everyone to read the Log to know what is going on in the Union. All communications received have been passed around to all departments. A vote of thanks to all delegates for fine cooperation and keeping all crew areas and quarters clean at all times. An SIU ship is a clean ship. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port in Panama.

SEA-LAND CONSUMER (Sea-Land Service), March 2—Chairman J. Elwell; Secretary L. Webb; Educational Director S. Oberle; Engine Delegate Carl McKinley; Steward Delegate Frank Conforto; Deck Delegate H. Hood. Some disputed OT in engine department. Chairman gave a very good talk about the Union and the benefits and great advancements offered to all seamen. Thanked the crew for making this a good trip. It was noted that the projector has to be repaired. Next port Port Everglades, Fla.

EL PASO HOWARD BOYD (El Paso Marine), March 16—Chairman, Recertified Bosun F. Walker; Secretary Don Collins; Educational Director H. Bennett; Engine Delegate Harry L. Gearhart; Steward Delegate James Morgan. No disputed OT. Chairman gave a list of the exercise equipment that was needed on board to the Captain. It was also suggested that everyone use all the knowledge of safety they possess at all times. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Cove Point, Md.

BANNER (Interocean Mgt.), March 23—Chairman John E. Floyd; Secretary F. Nigro; Educational Director W. J. Beatty Jr.; Deck Delegate Sylvester Surtado; Steward Delegate Joseph Simpson. No disputed OT. \$71 in ship's fund. Chairman reported that all is going along fine and the Captain said this is the best crew he has had in 20 years. A repair list is out for each department to be filled in with the needed repairs and they will be taken care of as soon as possible. Also discussed the importance of donating to SPAD. Next port Norfolk, Va.

AMERICAN HERITAGE (Apex Marine), March 2—Chairman, Recertified Bosun Leo Paradise; Secretary M. Deloatch; Educational Director C. Merritt; Deck Delegate E. Sims. No disputed OT. \$30 in ship's fund. Chairman held a discussion on the young people upgrading themselves at Piney Point and that everyone who is eligible to upgrade should do so. It is an advantage to making a better living. The steward complimented Miss Elizabeth Papciak who is a very good and a very clean worker. He said that she was the best he ever sailed with from Piney Point. A vote of thanks also to the steward, Marvin Deloatch, and the Chief Cook Hazel Johnson for the big spreads they put out. Next port Stapleton.

ZAPATA RANGER (Zapata Steamship), March 1—Chairman J. Mann; Secretary A. Bodin. Some disputed OT in deck department. \$51 in ship's fund. \$38.95 was taken out to send flowers to the Engine Utilityman whose wife had passed away. A vote of thanks to the steward department for a job well done.

EL PASO ARZEW (El Paso Marine), March 23—Chairman Clifford Leahy; Secretary R. Boyd; Deck Delegate Paul Butterworth; Engine Delegate Everette A. Delande; Steward Delegate Kim Dormody. No disputed OT. Chairman thanked the crew for keeping the ship clean. Discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Report to Log: "A good time was had by all at the ship's pool side cookout. There was Bar-B-Q steak, Bar-B-Q chicken, broiled chili dog on bun, potato salad, baked beans, asparagus and assorted desserts. The Third Mate Della gave the cookout a special treat with her ice cream bars. The GSU were also helpful with the service and preparation. Chief Steward Robert M. Boyd."

UST PACIFIC (Interocean Mgt.), March 23—Chairman John Higgins; Secretary S. Kolasa; Educational Director Haywood S. Butler. \$11 in ship's fund. Paid \$25 for a telegram to the Union hall to send a get well wish to Brother Paul Hall. No disputed OT. Chairman advised anyone who wished to upgrade to apply to Piney Point and thanked the whole crew for the good job they were doing. All crewmembers stood and wished President Paul Hall a speedy recovery. A vote of thanks to the steward department for a job well done. Next port Capetown.

GOLDEN DOLPHIN (Apex Marine), March 16—Chairman, Recertified Bosun Orla Ipsen; Secretary W. Wroten; Educational Director E. Nacom; Deck Delegate Wilbert L. Adams; Engine Delegate Jay W. Barnett; Steward Delegate Juan Ramos. No disputed OT. Chairman noted that everyone getting off will receive transportation and that any problems should be brought to his attention before pay off. Educational Director stressed the importance of SPAD. A vote of thanks to the steward department for a job well done. Next port Quebec.

DELTA SUD (Delta Steamship), March 16—Chairman, Recertified Bosun Robert Broadus; Secretary E. Vieira; Educational Director J. C. Dial; Steward Delegate S. Preisinoke. \$71 in ship's fund. Chairman reported that it has been a very good trip with everything going along well and that there were no lost time accidents. Requested those that play the TV Cassette at night to be sure to stay with it as long as it is on and be sure to put it away in the cabinet and the tapes to be brought to the ship's office. A vote of thanks to the steward department for a job well done.

SEA-LAND CHARLESTON (Sea-Land Service), March 3—Chairman, Recertified Bosun Hans S. Lee; Secretary E. Tinsley. No disputed OT. Chairman suggested that new members coming into the Union should take the time and go to Piney Point. Educational Director talked about the info that Seattle Agent Steve Troy gave the new young membership about Union benefits and upgrading. Hans Lee, the bosun made a contribution which was to start a collection for a new telescopic lens for the movie projector. The crew would also like to try and get a new library for their lounge. A vote of thanks to the entire steward department for a job well done. Next port New Jersey.

LNG AQUARIUS (Energy Transport), March 30—Chairman William Babbitt; Secretary F. Paylor, Jr. No disputed OT. Chairman discussed the points of going to school in Piney Point to upgrade and to build a future instead of just doing a job. Secretary noted that further education of all members would help future members of the Union to carry on the tradition of the SIU. A vote of thanks to the steward department for a job well done.

SEA-LAND LEADER (Sea-Land Service), March 2—Chairman Frank White; Secretary Donald GaNung; Deck Delegate Emmett Thompson. \$55 in ship's fund. \$225 in movie fund. No disputed OT. Chairman gave a vote of thanks to the steward department who sailed short-handed and performed so well. Also to the rest of the crew for being so cooperative. Observed one minute of silence in memory of our departed brothers.

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

LNG TAURUS
PANAMA
OVERSEAS VALDEZ
SEATTLE
SANTA MAGDALENA
LNG GEMINI
HOUSTON
NEWARK
OVERSEAS NATALIE
MONTICELLO VICTORY
ALEX STEPHENS
CAROLINA
COVE LEADER
COVE RANGER
MANHATTAN
BROOKLYN
OVERSEAS ARCTIC
OVERSEAS ULLA
WESTWARD VENTURE
SEA-LAND TRADE
SEA-LAND PATRIOT
SEA-LAND FINANCE
THOMPSON PASS
SAN PEDRO
OGDEN WABASH
GOLDEN ENDEAVOR
ALLEGIANCE
ACHILLES
OGDEN LEADER
AGUADILLA
OVERSEAS HARRIETTE
SEA-LAND MC LEAN
MAYAGUEZ
SANTA CRUZ
DEL CAMPO
PHILADELPHIA
ZAPATA ROVER
CAGUAS
SEA-LAND VENTURE
DEL MUNDO
JACKSONVILLE
COVE ENGINEER
SEA-LAND GALLOWAY
EL PASO SOUTHERN
MOUNT WASHINGTON
OGDEN CHALLENGER
MARYLAND
SANTA LUCIA
OGDEN LEADER
OVERSEAS WASHINGTON
DEL ORO
PISCES
ANCHORAGE
SEA-LAND MARKET
SAN JUAN
DELTA BRASIL
SEA-LAND COMMERCE
ARECIBO
BALTIMORE
OVERSEAS ALEUTIAN
SEA-LAND ECONOMY

Cove Navigator AB John Gardner Spots Man in Lifeboat 23 Days!

While on watch on the *ST Cove Navigator* (Cove Tankers) late last month, AB John Gardner spotted an open lifeboat-like object 6 miles to starboard off Louisiana which later turned out to contain a man giving the distress signal with a mirror.

This act of seamanship was to save his life.

The rescued survivor, Kenneth Enoe of the sunken inter-island schooner *SS Marvina* of Grand Cayman Is. registry, "coherently" claimed to have been adrift at sea for 23 days!

It all erupted in early afternoon on Mar. 24 as the tanker plyed the Gulf of Mexico from Yabucoa, Puerto Rico to Baytown, Tex.

After the initial spotting, 2nd Mate Christopher Mantooth notified Capt. Peter Vieira who maneuvered his ship in 4 to 6 foot seas into a calm lee for the rescuing lifeboat. He cast lines to Enoe who caught them making them fast so the tanker boat could be pulled alongside to starboard. The master said the rescuers "displayed expert seamanship" in bringing the beleaguered man safely aboard.

Chief Steward Ray Casanova with his crew helped the weary but happy Enoe aft where he got doctoring, food, drink, new clothes and a hot shower he relished.

Fifty minutes after the dramatic rescue, the ship's entire deck department, with AB Alfred Lewakowski and Chief Mate Harlambos Drakogiannis in the lead, secured

the tanker's lifeboat via shackles and wire to hoist it aboard.

Twenty minutes later the *ST Cove Navigator* was back on course following transmittal to the New Orleans Coast Guard. At the port of Galveston the plucky Enoe was coopted to the USPHS Hospital.

Capt. Vieira wrote that the "... rescue operation was a joint effort

on the part of all hands aboard the *Cove Navigator*. Again...as in the past, the American merchant seaman has displayed the highest degree of (seamanship) professionalism. With pleasure, my personal congratulations for a job well done..."

Long live the brotherhood of the Sea.



Dispatchers Report for Great Lakes

APRIL 1-30, 1980

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqs.)	116	38	10	143	94	4	57	30	16
ENGINE DEPARTMENT									
Algonac (Hdqs.)	67	25	8	69	38	1	52	30	18
STEWARD DEPARTMENT									
Algonac (Hdqs.)	14	10	4	37	24	0	16	9	6
ENTRY DEPARTMENT									
Algonac (Hdqs.)	74	124	38	0	0	0	58	130	77
Totals All Departments	271	197	60	249	156	5	183	199	117

*"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.

Help Your Brother Down the Road to Sobriety

Seeing a blind man walk down a street makes the rest of us thankful for our sight. Perfect strangers, as well as friends, don't hesitate to offer a guiding arm to the blind because we all think it must be a terrible thing to be unable to see where you're going.

An alcoholic can't see where he's going either, only alcoholics don't have friends. Because a friend wouldn't let another man blindly travel a course that has to lead to the destruction of his health, his job and his family. And that's where an alcoholic is headed.

Helping a fellow Seafarer who has a drinking problem is just as easy—and just as important—as steering a blind man across a street. All you have to do is take that Seafarer by the arm and guide him to the Union's Alcoholic Rehabilitation Center in Valley Lee, Md.

Once he's there, an alcoholic SIU member will receive the care and counseling he needs. And he'll get the support of brother SIU members who are fighting the same tough battle. he is back to a healthy, productive alcohol-free life.

The road back to sobriety is a long one for an alcoholic. But because of ARC, an alcoholic SIU member doesn't have to travel the distance alone. And by guiding a brother Seafarer in the direction of the Rehab Center, you'll be showing him that the first step back to recovery is only an arm's length away.

Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the Alcoholic Rehabilitation Center. I understand that all my medical and counseling records will be kept strictly confidential, and that they will not be kept anywhere except at The Center.

Name Book No.

Address
(Street or RFD) (City) (State) (Zip)

Telephone No.

Mail to: **THE CENTER**
Star Route Box 153-A
Valley Lee, Md. 20692

or call, 24 hours-a-day, (301) 994-0010



Legal Aid

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

NEW YORK, N.Y.

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

BALTIMORE, MD.

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

HOUSTON, TEX.

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

TAMPA, FLA.

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

SAN FRANCISCO, CALIF.

John Paul Jennings, Henning
and Wash
100 Bush Street, Suite 1403
San Francisco, California 94104
Tele. (415) 981-4400

PHILADELPHIA, PA.

Philip Welton, Esq.
Welton & Van Dam
No. 1 Ecker Bld.
San Francisco, Calif. 94105
Tele. (415) 777-4500

ST. LOUIS, MO.

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

NEW ORLEANS, LA.

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

LOS ANGELES, CALIF.

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

MOBILE, ALA.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

SEATTLE, WASH.

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

CHICAGO, ILL.

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

Proud of Her Sons on Mother's Day

SO much is happening in the maritime industry, and so quickly, that often the officials of this union begin to wonder: what does it all mean? Are our efforts to preserve the American Merchant Marine having an effect on the personal lives of seamen?

Occasionally we receive an answer to that question.

Shortly before Mother's Day, the Log received a letter from Nancy Griffin, the mother of Jess Radle and Michael Phillips, two SIU members. Her letter helped to put two recent SIU accomplishments, the revitalization of the passenger ship industry, and the crewing of three former Norwegian-crewed LNG's, into perspective.

The El Paso Sonatrach, to which Mrs. Griffin refers in the body of her letter, is one of the former Norwegian-crewed vessels that have been manned by SIU members.

The Oceanic Independence, another ship that Mrs. Griffin mentions, will be the first American flag passenger vessel in ten years to resume operations. Its rebirth is a direct result of legislation that the SIU helped pass during the latter part of 1979.

Here is Mrs. Griffin's letter:

"Just a note of thanks to the Harry Lundeberg School and the SIU...my explanation will be brief. Here it is so close to Mother's Day and naturally I am missing my two sons, both graduates of the HLS. Then I picked up the latest issue of the Log and read Frank Drozak's Report From Headquarters...I realized that not only do both men have exciting careers, but they are actually helping with this major breakthrough!"

"My youngest son, Jess Radle, was a crewmember aboard the El Paso Sonatrach in December (now on the LNG Arles) and his older

brother, Michael Phillips will be a member of the crew on the Oceanic Independence in June. What a thrill to read about these SIU accomplishments and what a perfect Mother's Day gift."

"My buttons are really popping with pride...thanks again."

Notice On Job Call Procedure (Inland)

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

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

Dispatchers Report for Inland Waters

APRIL 1-30, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	1	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	5	2	1	0	0	0	12	0	0
Norfolk	4	0	1	0	0	0	2	1	4
Tampa	3	0	1	1	0	0	6	2	2
Mobile	4	2	1	1	0	0	10	4	9
New Orleans	1	1	0	1	0	0	3	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	6	4	1	1	1	6	11	8
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	0	0	0	0
Houston	1	3	8	0	1	4	8	8	9
Port Arthur	13	11	20	6	7	14	10	18	18
Algonac	4	0	0	0	0	0	6	0	16
St. Louis	15	0	0	15	0	0	1	0	0
Piney Point	11	1	52	1	0	3	19	9	113
Paducah	0	0	0	0	0	0	0	0	0
Totals	62	24	92	44	8	19	93	54	185
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	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	2	1	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	0	1	0	1	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	1	0	0	0	0	0	2	0	2
Totals	1	1	0	0	1	2	6	1	2
STEWARDESS DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	2	0	2	0	1	0	4
Mobile	0	0	0	0	0	0	1	0	1
New Orleans	0	0	0	1	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	0	0	0	1	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	1	5	1	0	0	2	2	17
Totals	3	1	10	2	2	0	7	3	27
Totals All Departments	66	26	102	46	11	21	106	58	214

*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.



Philadelphia

McAllister Brothers and the Independent Towing Co. here merged early this month. But the merger will have no ill effects on the jobs of SIU Boatmen in this port.

New Orleans

A new three-year contract retroactive to Apr. 1, 1980 for Dixie Carriers here was "all wrapped up" late last month as SIU Boatmen voted 136 to 26 in favor of ratification, more than a 5 to 1 margin.

The package hikes wages yearly and includes a Cost of Living Adjustment (COLA) in the second and third years of the agreement.

Also vacation pay goes up in the third year of the pact. Dixie Carriers' Boatmen got a new benefit, Major Medical coverage. Plus a higher death benefit. And increased pension benefits, optical benefit, children's benefits, travel expenses and subsistence.

Norfolk

A Boatman was reported missing and two other crewmembers drowned in the early dawn last month when the 109-foot seagoing tug Sea Eagle (Allied Towing) sank suddenly in the Mississippi River off Baton Rouge, La.

Boatmen Robinson and Powell drowned. Four crewmembers were saved.

An Exxon Oil Co. eyewitness said the tug "started taking on water, listed and sank in a pretty good hurry."

The tug sank about 2 a.m. alongside a barge next to one of the oil company's docks.

Port Arthur, Tex.

Voting a 95 percent new-contract ratification, Boatmen of Sabine Towing last month voted 95 to 6 to accept the agreement for three years.

Breakthroughs in the new pact include no lid on the COLA and sick leave pay. Major Medical, pension benefits and vacation pay were improved.

The two new tugs being built for Sabine will be for shipdocking and canal work. They're getting ready for fitout.

In the port, job hiring was up and employment opportunities increased greatly recently. A good number of Boatmen were shipped in the past month.

High Blood Pressure: It's the Silent Killer

The San Francisco Public Health Hospital has a slogan people should pay attention to. The slogan is, "Down With High Blood Pressure." USPHS has reminded the Log that May is Hypertension Month. Here's some info about hypertension, better known as high blood pressure, courtesy of the San Francisco PHS Hospital.

THE disease is called the "silent killer" because it has no symptoms and is painless. You may have hypertension and feel fine. The only way to know if your blood pressure is high is to have it measured. The only way to treat high blood pressure is to follow treatment every day.

Many people think hypertension—the medical term for high blood pressure—is related to nervous tension. Staying calm and relaxed is no guarantee against having high blood pres-

sure. Patients should take their medication every day, whether they feel nervous or relaxed.

Patients who take their medication and follow their doctor's advice bring their blood pressure back to the normal range. They may think they have been cured. The truth is that the medication acts as a blood pressure control. The medication controls your blood pressure only as long as you continue taking it. If you stop taking your pills, your blood pressure will go up again. As long as a patient remains faithful to the treatment, high blood pressure can be easily controlled.

If your doctor has prescribed medicine for you, he or she may advise other things such as losing weight and/or reducing the amount of salt in your diet to help the medication work better. Sometimes this may reduce the amount of medication you need

and some people can eventually stop taking medicine. The plan your doctor recommends is designed especially for you. Make sure you understand the plan and follow your doctor's advice.

One of the reasons for the large medical drop-out problem among hypertensive patients is the fear of the bad side effects of the medication. Many hyperten-

sives believe that any hypertensive medication will produce a lack of energy and impotence. This is no longer the case. Medication can be changed if you experience such side effects. Inform your doctor and he/she will change your medication.

If you have not had your blood pressure taken in the past year, you should make it a point to do so.

Lakes Seamen Get COLA Increase

Effective May 1, 1980, Great Lakes Seafarers working on Great Lakes Assn. of Marine Operators (GLAMO) and Kinsman vessels will be receiving a 33 cents per hour cost of living add-on.

Coupled with the 21 cents per hour COLA of Feb., 1980, Great Lakes Seafarers straight time hourly wage rates increased by 54 cents so far this year.

Under the Union's collective bargaining agreement with GLAMO and Kinsman, Great Lakes Seafarers receive a one cent hourly cost of living add-on for each .3 point rise in the quarterly Consumer Price Index. The March Index rose 9.9 points, making the COLA adjustment 33 cents per hour.

The next cost of living adjustment date will be Aug. 1, 1980.

Lake Charles, La.

Activity has picked up in this port due to Crowley Maritime coming in with her 13 boats and terminal for her triple deck barges. Sabine has done more shipdocking here and Moran has chipped in, too.

Houston

G&H Towing is getting set to accept delivery of two new tugs next month.

Galveston

G&H got another new boat this month, the 3,000 hp tug Barbara H. Neuhaus, the fourth built in a series of 11 new tugs.

Locks and Dam 26

With Illinois Gov. James R. Thompson, two senators and five area congressmen looking on late last month, a piledriver pounded into place the first pile of Locks and Dam 26 into the Mississippi River to start reconstruction of the facility at Alton, Ill.

Miami Beach

Great Lakes Dredge and Dock Co. submitted last month the low bid for \$10.9 million worth of offshore dredging to put 2.2 million yards of sand onto Miami Beach for erosion control and hurricane protection. The overall project will need 14 million yards of sand.

Tampa

Beside being elected recently to the port MTD council, SIU Agent Ray McDonald, a former inland boatman, journeyed to his old homestead in Revere Beach, Mass. on May 22 to join his distinguished classmate, the state's assistant attorney general Fred Riley at a class reunion. Riley is in charge of corruption investigation.

Our intrepid, seagoing Cook Duncan V. "Pat" Patterson of St. Pete was on the disaster scene in Tampa Bay on May 9 aboard the tug Dixie Progress (Dixie Carriers) when an empty, inbound Chinese-crewed 606-foot Liberian phosphate freighter rammed into a supporting pillar of the Sunshine Skyway Bridge toppling 1,000 feet of the center span with a bus, three cars and a pickup truck's 35 occupants 14 stories to their deaths into 50 feet of water below.

With dozens of boats and another ocean tug, the crew of the Dixie Progress searched for survivors in the swift currents of the 600-foot channel and kept the SS Summit Venture from being swept onto the bridge again while 40 feet of the bridge wreckage dangled above. Later under her own power, the ship sailed to anchor four miles away from the 15-mile long twin span which carries 17,000 cars daily.

The flag-of-convenience freighter slammed into the span at 7:30 a.m. in blinding 40 mph rain squall winds. Tampa Harbor, sheltering 13 ships, was blocked by the bridge debris for five days.



The Lakes Picture

Algonac

The layoffs and production slowdowns in the automobile industry are having a negative impact on many related industries. The suppliers of raw materials and parts have had to cut back because the demand for their products from the auto industry is way down. And, of course, if demand for supplies is down, so is the demand for ships to move those cargoes.

Several SIU-contracted Great Lakes vessels have been forced into layup due to lack of cargoes. American Steamship has laid up the *Sharon* indefinitely for that reason and Kinsman's *Merle M. McCurdy* has been sent to Duluth for an indefinite period.

Erie Sand Steamship's *Niagara*, which has always been crewed up and running by the first week in April didn't even start crewing until May 8 this year. General Motors just doesn't need much sand this year—and that's what the *Niagara* carries.

The *Richard J. Reiss* (American Steamship) will be out of commission for at least four to eight weeks, maybe longer. Her unloading boom snapped in half and she's been sent to the shipyard for repairs.

Chicago

The *Medusa Challenger* (Cement Transit) will be having a harder time than ever shaking her reputation as a "jinx ship." While she made it into Chicago without mishap last month and was the first SIU-contracted vessel to call there, her exit was another story. Three out of six bridges on the Chicago River malfunctioned and a special work crew had to be called in to make repairs. It took the *Medusa Challenger* six hours for a run that normally takes no more than an hour and a half. Better luck next time?

More problems in Chicago stopped traffic last month. Gale force winds tore an empty barge from its moorings and sent it crashing into Chicago's 92nd St. bridge. The bridge had to be closed to all river traffic on Tues., April 15 and didn't re-open until 10 AM the following day, after repairs were made. The SIU-contracted *Detroit Edison* and *John A. Kling* (both American Steamship) were held back from departing Chicago on schedule because of the closing.

Duluth

The *Belle River*, American Steamship's thousand-foot coal carrier, fit out in Duluth on Apr. 29.

Cleveland

American Steamship's brand-new self-unloader, the *M/V American Mariner*, made her maiden run at the end of April. The 730 foot bulk carrier loaded iron ore in Escanaba, Mich. Then, with the 18 SIU members who make up her unlicensed crew, the *American Mariner* headed for Ashtabula, Ohio.

Frankfort

Repairs and renovations are still underway on the carferry *Arthur K. Atkinson* (Michigan Interstate Railway Co.) The *City of Milwaukee* has been tied up indefinitely, leaving the *Viking* the only SIU-contracted carferry still operating here. At one time the *Viking* and the *City of Milwaukee* were both on a 5-and-2 schedule. But freight volume is now way down and the *Viking's* SIU crew is currently on a 20-and-8 schedule.

Corps of Engineers

The N.Y. district Corps of Engineers conducted public information workshops in N.Y.C. and Buffalo last month to inform the public on the status of a study they are doing. That study concerns the feasibility of building a barge or ship canal linking the Great Lakes with the Atlantic Ocean.

Exposure Suits

Thanks, in large part, to pressure from the SIU and other maritime unions, the Coast Guard has added exposure suits to the specifications for Great Lakes vessel lifesaving equipment.

The regulation issued by the Coast Guard last month, also includes requirements on the carriage, use and inspection of exposure suits on the various types of vessels that operate on the Lakes.

"Use of the exposure suit," the Coast Guard said, "would provide protection to the wearer while in cold water for an extended period and would serve as a protective garment if worn in a lifeboat."

It has been estimated that of the 100 or more deaths resulting from Great Lakes vessel accidents over the past 25 years, between 50 and 80 percent of them were due directly to cold water exposure or to the secondary effects of exposure. Had exposure suits been required lifesaving gear aboard these vessels, many of these lives could have been saved.

Issuance of the regulation, while important, will have little direct impact on Great Lakes Seafarers because most collective bargaining agreements with SIU-contracted Great Lakes companies already include a provision that the vessel be equipped with exposure suits.

Fuel For The Future

The word from all over the Great Lakes is the same as the word across the U.S.—the economy is taking its toll on every industry.

A major source of inflation is, of course, skyrocketing oil prices. The costlier fuel becomes, the more everybody looks for viable alternative fuel sources.

One abundant alternative is western coal. Several U.S. power plants are in the process of converting facilities to run on coal—and if the trend continues, the payoff for Great Lakes shipping could be big.

There are vast coal fields in Montana and Wyoming which eastern utilities are beginning to eye seriously. But moving coal solely by rail from Montana to, say Detroit Edison's power plant in St. Clair, Mich. is too costly and time-consuming to be worthwhile. It takes 10 days and costs \$22 a ton for the 1700 mile trip.

However, moving the coal via rail to Superior, Wisc., and then via the Great Lakes to St. Clair would take five days at a cost of \$18.50 per ton.

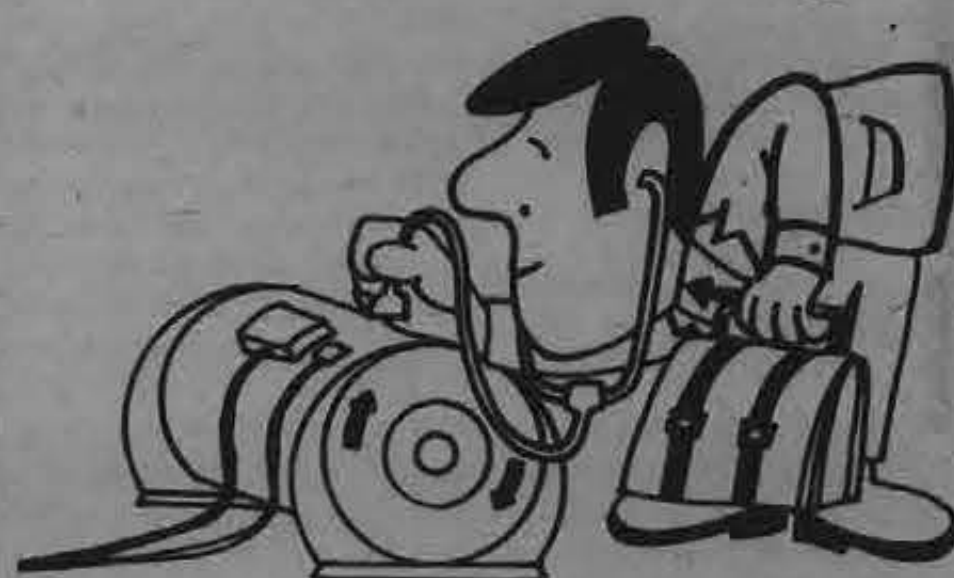
SIU-contracted American Steamship Co. already has a long-term contract with Detroit Edison and will be supplying the utility with about 3.5 million tons of coal in 1980. American Steamship and other Great Lakes shipping companies may soon be moving a lot more western coal.

An upstate New York utility is planning to build an offshore unloading platform near its Lake Erie plant and to put in two coal burning units nearby by the late 1980's.

In addition, there's an effort underway in Buffalo to line up financing for a new coal port in the city.

It's still too early to tell, but if the move to western coal materializes a shipping renaissance on the Great Lakes could materialize as well.

What's Wrong?



If you can find out and fix it, you've got great job security and good pay.

So take the Marine Electrical Maintenance Course at HLS. It starts August 18.

Fill out the application in this issue of the *Log* or contact the Harry Lundeberg School to enroll.

Watch Out Trouble! Here Comes the Judge

SIU Tug, Judge, Squelches Second Big Tanker Fire In Last Six Months In Galveston.

"The firefighting course was a real asset in putting out the blaze," said a 29-year-old SIU Boatman, Capt. John Niday.

He was talking about a recent fire that he and his crew aboard *The Judge* (G&H Towing) helped to extinguish. And the firefighting course he was talking about is the one offered jointly by the Union's Harry Lundeberg School in Piney Point, Md. and the Firefighting School in Earle, N.J. The latter school is run by the Military Sealift Command and the U.S. Maritime Administration.

Capt. Niday went through the firefighting course in 1975 when he took the Master's course at HLS. Two other members of *The Judge's* crew who fought the fire also completed the course. They are SIU Boatmen Harold L. McDaniel, engineer, and Ray "Mugsy" McGuire, deckhand. Brother McDaniel received his engineering license through the HLS in 1977 and McGuire was a 1977 entry graduate of the School.

Also fighting the fire were Mate L. R. Sarvis and Deckhands Leroy Smith and Henry C. Jankowski.

On the day the fire occurred, Apr. 2, *The Judge* sailed the Liberian-flag tanker *Amoco Cremona* from Texas City, Tex. at approximately 4 a.m. One hour and 45 minutes later, *The Judge* got word that the ship was on fire.

The 789-foot tanker and an Amer-

ican-flag breakbulk carrier, *Mason Lykes* (Lykes Bros. Steamship Co.), had collided just past the Galveston, Tex. sea buoy. The tanker had unloaded crude oil and was headed out while the *Mason Lykes* was inbound to Galveston with cargo.

The collision resulted in extensive damage to both vessels but no one was killed or badly injured. Besides being on fire, the *Amoco Cremona* had a 40-foot hole between the No. 1 and No. 2 tanks on the port side, according to Brother Niday.

At about 8 a.m. *The Judge* reached the abandoned tanker—the first boat to get to her, said Capt. Niday. The Coast Guard arrived around 8:25 a.m. and gave *The Judge's* crew the order to put out the fire.

Shortly afterward three other G&H tugs arrived—the *Titan*, *Sturgeon*, and *Laura Haden*. The *Sturgeon* had Coast Guard personnel aboard her and was not actually involved in the firefighting. Because of their firefighting equipment, the *Titan* and *Laura Haden* could only help in cooling down the fire.

But later in the day, another G&H boat, the *C. R. Haden*, came and "got in there with us" to help fight the blaze, Boatman Niday said.

The crew of the *C. R. Haden* included: Capt. G.M. Bartholmey, Chief Engineer Johnny Reed; Oiler Roy McElroy and Deckhands Steve Wilder and Bill Hood. McElroy, Wilder and Hood are Piney Point grads.

During the whole operation there was heavy fog and the "water was a little rough," according to Niday. Because of the conditions, the boat

had to constantly be maneuvered. The ship drifted about five miles before the fire was finally put out at shortly after 2 p.m.

Firefighting apparatus on the ship also helped contain the blaze. Niday said that before the crew abandoned the *Amoco Cremona* they turned on her fire monitors. The ship was equipped with an inert gas system which enabled the crew to flood the tanks with a non-combustible vapor.

The fine work of G&H crews in putting out the *Amoco Cremona* fire comes five months after crews on these tugs helped to fight a bigger and more dangerous blaze. That incident occurred on Nov. 1, 1979

when two Liberian-flag ships collided 4.5 miles off Galveston Bay.

Set ablaze in that collision was the 772-foot tanker *Burmah Agate* loaded with 16.3 million gallons of light crude oil. Of her 36-man crew, only four survived. The other ship, the freighter *Mimosa*, also caught fire but none of her crew was killed.

Along with the *C. R. Haden*, *The Judge* helped put out the fire on the *Mimosa*. Then, with the help of the *Laura Haden*, these three boats stayed with the burning tanker for one week. They provided the primary firefighting effort during that time. (For full details on this incident, see page 8 of the February 1980 *Log*.)



A happy group of firefighters from the G&H Tug *Judge* gather for a photo with SIU rep Dean Corgay, left. The firefighters from the left are: Leroy Smith, deckhand; Johnny Niday, captain; Ray "Mugsy" McGuire, deckhand, and Harold McDaniel, engineer.

* When Stars Come Out at Night, *
* *** Your Pay Goes Up! *** *



* You're skilled in Celestial Navigation. *
* So enroll in the Celestial Navigation course at HLS. It'll help *
* you learn what you need to know to earn the Ocean Opera- *
* tor Over 200 Miles License. And that means a better job and *
* more money! *
* Contact the Lundeberg School or fill out the application in *
* this issue of the *Log*. The course starts August 4. *
* The teachers at HLS give every student all the individual help *
* he needs to succeed. So HLS is the place to learn celestial *
* navigation. The staff is there to help you get ahead. *

G&H Gets Another New Boat, the Barbara Neuhaus



Shown underway is the newest addition to the SIU-contracted fleet of G&H Towing of Galveston, Tex. She's the 3,000 horsepower boat *Barbara H. Neuhaus*.

With her red coat of paint she's a bright new addition to the SIU-contracted fleet of boats.

Her name is the *Barbara H. Neuhaus* and she's the fourth in a series of 11 new tugs being built by G&H Towing of Galveston, Tex.

Like the three boats that preceded her and the one to follow, the *Barbara H. Neuhaus* was constructed at the Diamond Ship-

yard in Savannah, Ga. She's 88 feet long, has a beam of 32 feet, a draft of 16 feet, and a horsepower of 3,000.

She'll be doing shipdocking and other harbor work in the Galveston-Texas City area as are her sister boats *Titan*, *Laura Haden*, and *Denia*.

There is no due date yet on the fifth boat in the series, the *Mark K*.



James Robert Douglas, 61, joined the SIU in the port of Mobile in 1955 sailing as a 2nd cook. Brother Douglas sailed 28 years. He is a wounded veteran of the U.S. Army in World War II. Seafarer Douglas was born in Alabama and is a resident of Andalusia, Ala.



Sigmund Rothschild, 65, joined the SIU in 1944 in the port of New York sailing as a chief steward. Brother Rothschild sailed 36 years. He was born in New York City and is a resident of Houston.



Leroy Maurice "Nick" Nicholas, 62, joined the SIU in 1939 in the port of Mobile sailing as a chief steward. Brother Nicholas sailed 43 years. He is a wounded veteran of the U.S. Marine Corps in World War II. Seafarer Nicholas was born in Mobile and is a resident of New Orleans.



Recertified Bosun Ravaughn Johnson, 59, joined the SIU in 1946 in the port of Mobile. Brother Johnson graduated from the Union's Recertified Bosuns Program in April 1974. He is a veteran of the U.S. Navy in World War II. Seafarer Johnson was born in McKenzie, Ala. and is a resident of Houston.



Leonard O'Hara Kennedy, 63, joined the Union in the port of Houston in 1960 sailing as a deckhand for the Gulf Canal Line in 1960 and for the Mobile Towing Co. from 1965 to 1975. Brother Kennedy also sailed for the Brookley Field Co. in Mobile from 1949 to 1958. He sailed deep sea as an AB from 1936 to 1949 from the port of Mobile. He was a member of the old ISU. Boatman Kennedy was also a rigger and aircraft engines inspector. He attended a Piney Point educational conference. And he is a veteran of the U.S. Army in World War II. Born in Beatrice, Ala., he is a resident of Stapleton, Ala.

Robert Edward Ernest Thomas, 75, joined the Union in the port of Norfolk in 1965 sailing as a chief diesel engineer for Curtis Bay Towing from 1965 to 1972 and for McAllister Brothers. Brother Thomas was a former member of MEBA from 1959 to 1965. He is a veteran of the U.S. Navy in World War II. Boatman Thomas was born in Gloucester County, Va. and is a resident of Chesapeake, Va.

Pensioner's Corner



Primitivo Muse, 65, joined the SIU in the port of New York in 1958 sailing in the steward department. Brother Muse was on the picketlines in the 1961 N.Y. Harbor beef and the 1963 Rotobroil strike. He is a veteran of the U.S. Army in World War II. Seafarer Muse was born in Maricho, P.R. and is a resident of New York City.



Hubert Eugene Mathes, 60, joined the SIU in the port of New York in 1954 sailing as a 2nd cook. Brother Mathes sailed 34 years. He was born in Kanapolis, N.C. and is a resident of New Orleans.



Lewis Clifton Gianville, 59, joined the SIU in 1940 in the port of Baltimore sailing as a wiper. Brother Gianville was born in Virginia and is a resident of Baltimore.



Karl Gustav Hagstrom, 65, joined the SIU in 1943 in the port of New York sailing as an AB. Brother Hagstrom walked the picketlines in the 1961 Greater N.Y. Harbor strike and the 1962 Robin Line beef. He was born in Sweden, is a naturalized U.S. citizen and is a resident of San Francisco.



Johnnie Lee Hodges, 60, joined the SIU in 1948 in the port of New York sailing as a chief steward. Brother Hodges sailed 39 years. He is a veteran of the U.S. Army in World War II. Seafarer Hodges was born in Greenville, N.C. and is a resident of Virginia Beach, Va.



Juan Hopkins, 65, joined the SIU in 1942 in the port of New York sailing as a fireman-watertender. Brother Hopkins sailed 39 years. He worked on the San Francisco Sea-Land Shoregang in 1975. Seafarer Hopkins was on the picketline in the 1965 District Council 37 beef. Born in Puerto Rico, he is a resident of San Francisco.



Hans Edgar Hansen, 66, joined the SIU in 1940 in the port of Miami sailing as a bosun and ship's delegate. Brother Hansen sailed 39 years and for Crowley Marine. He was born in Dania, Fla. and is a resident of Andersonville, Ga.



Augustus Roger Hickey, 68, joined the SIU in the port of New York in 1950 sailing as an AB. Brother Hickey sailed 37 years. He is a veteran of the U.S. Navy in World War II. Seafarer Hickey was born in Massachusetts and is a resident of Wilmington, Mass.



Patrick Gerald Fox, 70, joined the SIU in 1943 in the port of Baltimore sailing as a fireman-watertender. Brother Fox sailed 40 years. He was a former member of the ISU. Seafarer Fox received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the SS City of Alma. He also attended Piney Point Workshop No. 2. Fox is a veteran of the pre-World War II U.S. Navy. Born in New York City, he is a resident of Long Beach, Calif.



William Harold Chadburn, 57, joined the SIU in 1943 in the port of Norfolk sailing as a steward utility. Brother Chadburn was born in Canada and is a resident of Long Beach, Calif.



Darrell Leslie Coleman, 69, joined the SIU in the port of Mobile in 1951 sailing as a 2nd cook. Brother Coleman also sailed as a ship's delegate. He was born in Mississippi and is a resident of Pascagoula, Miss.



Mike Dikun, 60, joined the SIU in 1943 in the port of Norfolk sailing as an oiler. Brother Dikun was born in Pittsburgh, Pa. and is a resident of Los Gatos, Calif.



Robert Donnelly, 58, joined the SIU in the port of New York in 1950 sailing as a chief steward. Brother Donnelly sailed 35 years. He hit the bricks in the 1965 District Council 37 beef. And he is a veteran of the U.S. Army in World War II. Seafarer Donnelly was born in Newark, N.J. and is a resident of Irvington, N.J.

UMW Grateful for SIU Support in St. Louis Strike

THE SIU has always been out front at the head of the pack when it comes to helping a brother union in a tough beef.

The United Mine Workers Union found this out recently in St. Louis where they were involved in a tough strike at American Commercial Terminal, a coal transfer facility.

The strike lasted for three weeks. But it might have gone on longer had not the SIU stood shoulder to shoulder with the Mine Workers.

SIU members and officials stood picket duty with the Mineworkers at the plant's shoreside entrances. The SIU also helped man a picket boat on the Mississippi River to halt or disrupt barge traffic going into the plant.

The SIU and the Mineworkers made a good team. The strike

ended in complete success for the UMW and the workers at the terminal.

One more thing. Let it never be said that the Mine Workers do not appreciate help.

In fact, the UMW appreciated the SIU's help so much, that at their Constitutional Convention in Springfield, Ill. on May 6, UMW International President Sam Church, presented SIU Vice



SIU Vice President Mike Sacco, left, receives award of thanks from UMW President Sam Church at UMW Convention in Illinois on May 6. At right is UMW District 12 President Kenneth Dawes. The award was in appreciation for the SIU's support of the Mine Workers' strike at American Commercial Terminal in St. Louis.

President Mike Sacco with a plaque. In brief, the plaque said: "Thanks SIU, you did a great job."

In accepting the plaque, Vice President Sacco reminded the UMW Convention that the trade union movement lives by unity. He said that in these changing times, where unions are facing new challenges every day, unity must remain the labor movement's number one priority.

Sacco's stirring remarks earned him several standing ovations from the gathering Mine Workers.

But most importantly, the SIU's actions in supporting the UMW has earned the SIU a pledge of support from the Mine Workers in any beef we might have.

That's the way unity works in labor. Brother helping brother.

Oldtimer Donates \$10,000 to HLSS To Help Young People

A retired member of the former Marine Cooks and Stewards Union has donated \$10,000 to the Harry

Lundeberg School, in appreciation for the good work the school does for young people entering the industry.

S. J. "Barney" Masters, 79, recently told a Log representative that he wanted to do something good for the younger men and women entering the industry and decided that the best instrument for his purpose was the Harry Lundeberg School.

"Even though I retired before the MCS-SIU merger," Masters said, "I have been reading the Log regularly, and I have been impressed with what the SIU has been doing at Piney Point."

Masters, a widower since 1970, is terminally ill with cancer. He said he wanted to make his donation to HLS while he was still alive, because he wanted the school to get the full amount and not have the money

eaten up by legal costs which might happen if he waited and made it a bequest in his will.

He first went to sea in 1940 as a Cook and Baker on the SS Corneliuss Gilliam. He retired in 1964. Before going to sea, he had been a

cook in various logging camps in Oregon for a number of years.

Portland was his home port for most of his seagoing years. He has lived, since his retirement, in Junction City, Oregon, south of Portland.

That Cargo Has Gotta Move!

...And you're the one who makes it happen

Responsibility. Respect. And more money, too.

These are the things you can earn when you are so good at what you do that you're really the best.

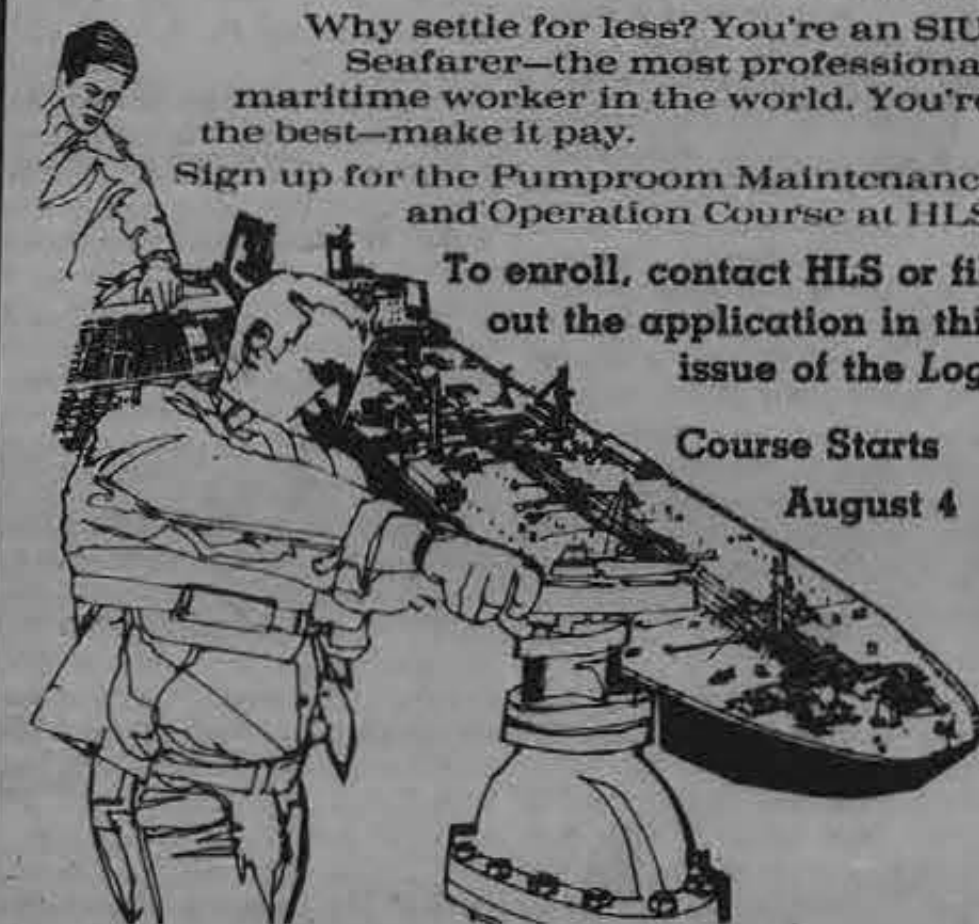
THEY'RE THE THINGS YOU EARN WHEN YOU'RE THE CHIEF PUMPMAN.

Why settle for less? You're an SIU Seafarer—the most professional maritime worker in the world. You're the best—make it pay.

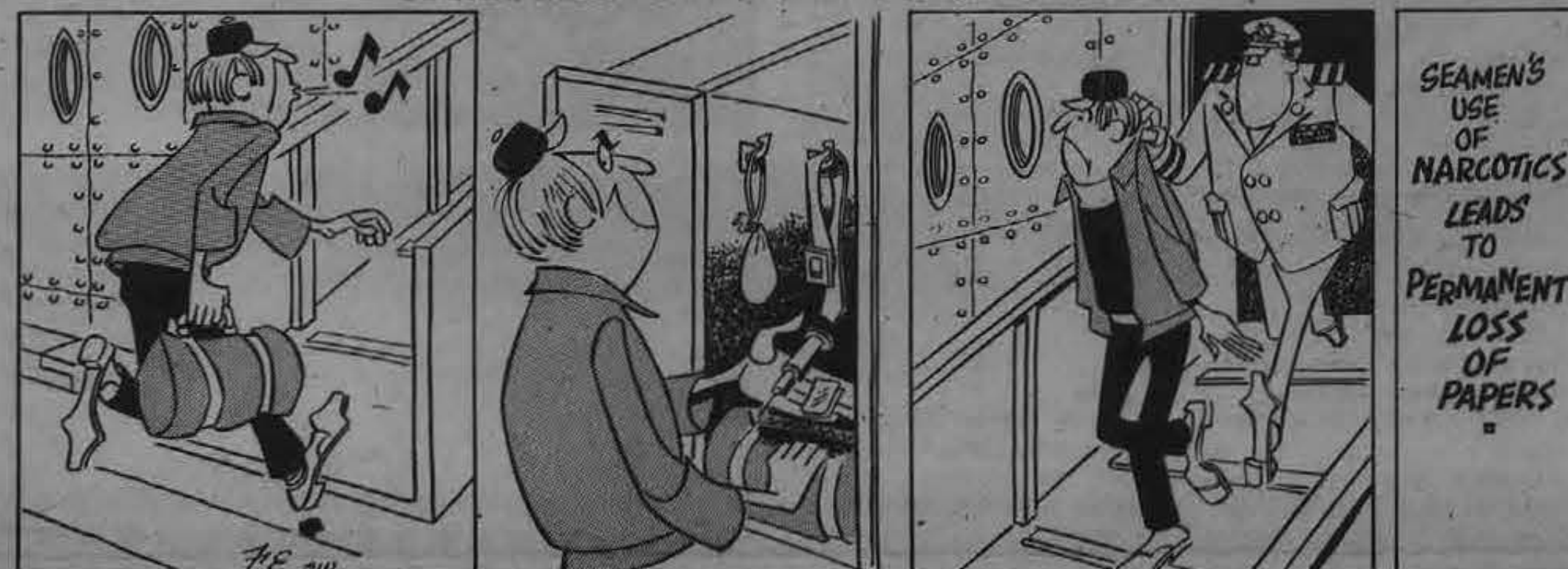
Sign up for the Pumproom Maintenance and Operation Course at HLS.

To enroll, contact HLS or fill out the application in this issue of the Log.

Course Starts August 4



A MESSAGE FROM YOUR UNION



U.S. Jobless Rate Jumps to 7%

The country's jobless rate last month jumped sharply to 7 percent of the workforce from March's 6.2 percent, the sharpest rise since January 1975. The unemployment rate had remained stable at about 6 percent for the last two years.

April's 7 percent jobless rate is the highest rate recorded since June 1977, (7.2 percent). Last month 7,256,000 workers were unemployed, with 97,154,000 working out of a workforce of 104.4 million.

Roughly 825,000 U.S. workers got pink slips in April principally in the auto, home construction, tire, steel and timber industries.

According to the Labor Department's Commissioner of Statistics, Dr. Janet Norwood, over the past four months, the number of unemployed rose by some 1.2

million. Auto workers joblessness hit 21.5 percent. Construction workers rate hiked to 15.1 percent. Factory workers had their rate hiked to 7.9 percent. Wholesale and retail trade workers have been hit, too.

Hardest hit were adult men whose jobless rate climbed to 5.9 percent from 4.9 percent, the biggest jump since 1949.

The adult women's rate rose to 6.3 percent from 5.7 percent in March. The teenage rate swelled to 16.2 percent from 15.9 percent.

Blacks' joblessness increased to 12.6 percent last month from 11.8 percent.

But a happy note was struck when the rate for minority teenagers went down to 29.8 percent from 33 percent. In February, their rate was 37.9 percent.



Pensioner Clinton Jack Murray Jr., 71, died of heart failure at home in Seattle on Dec. 2. Brother Murray joined the SIU in the port of Seattle in 1956 sailing as a bosun. He sailed 34 years. Seafarer Murray was born in San Francisco. Cremation took place in Seattle.



Pensioner Esen Alfonso Johnson, 78, died in New Orleans on Dec. 12. Brother Johnson joined the SIU in 1938 in the port of Philadelphia sailing as a bosun. He sailed 46 years. Seafarer Johnson was born in Skaret, Sweden and was a naturalized U.S. citizen. He was a resident of New Orleans. Cremation took place in St. John's Cemetery, New Orleans. Surviving is a brother, C. Johnson of Cambria Heights, L.I., N.Y.



Pensioner John Thomas "Jack" Morton, 78, succumbed to a heart attack on Dec. 22. Brother Morton joined the SIU in 1945 in the port of Norfolk sailing as an AB. He was a veteran of the U.S. Navy in World War I. Seafarer Morton was born in North Carolina and was a resident of Roxboro, N.C. Interment was in Shiloh Primary Baptist Church Cemetery, Roxboro. Surviving is a sister, Lorene of Roxboro.



Pensioner Steven Joseph Knapp, 76, passed away from a heart attack in Community Hospital, New Port Richey, Fla. on Oct. 3. Brother Knapp joined the SIU in 1940 in the port of New York sailing as a 2nd cook. He was a veteran of the U.S. Army in World War II. Seafarer Knapp was born in Czechoslovakia and was a resident of New Port Richey. Interment was in the Meadowlawn Memorial Gardens Cemetery, Elfers, Fla. Surviving are his widow, Evelyn; a brother, Andrew of Passaic, N.J. and an uncle, John Knapp of East Rutherford, N.J.

Leroy Davis III, 38, died of heart failure on Mar. 28. Brother Davis joined the SIU in the port of Jacksonville in 1970 sailing as an OS and assistant 3rd cook. He sailed in the Vietnam War. Seafarer Davis was born in Jacksonville and was a resident there. Surviving are his widow, Carolyn; two sons, Leroy Jr. IV and Ronald and two daughters, Pamela and Mashauna.



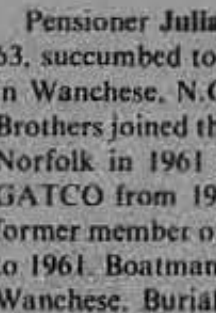
Roy Junior Lightner, 54, died of heart-lung failure in the Nassau Bay (Tex.) USPHS Hospital on Oct. 9, 1979. Brother Lightner joined the SIU in the port of Wilmington, Calif. in 1956 sailing as an OS. And he was aboard the sunken SS *Yellowstone* (Ogden Marine) on June 13, 1978. He was a veteran of the U.S. Marine Corps in World War II. Seafarer Lightner was born in York, Pa. and was a resident of Pasadena, Tex. His remains were given to the University of Texas Medical Bureau Medical School, Galveston. Surviving are his widow, Georgia and his father, Roy Lightner Sr. of York.



Pensioner John Russell Michaelis Jr., 72, died of lung failure in Union Hospital, New Bedford, Mass. on Feb. 10. Brother Michaelis joined the SIU in 1938 in the port of New York sailings as a fireman-watertender. He hit the bricks in both the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. Seafarer Michaelis was born in New York and was a resident of New Bedford. Cremation took place in the Swan Pt. Crematory, Providence, R.I. Surviving is his widow, Anne.



Pensioner William Henry Millison, 76, passed away from a heart attack on Feb. 27. Brother Millison joined the SIU in 1947 in the port of Philadelphia sailing as a bosun. He sailed 29 years. Seafarer Millison attended the 1970 Piney Point Crews Conference No. 4. Born in Philadelphia, he was a resident of Gloucester, N.J. Cremation took place in the Harleigh Crematory, Camden, N.J. Surviving are his widow, Gladys; two daughters, Mrs. Madeline C. Choate of Cape May Court House, N.J. and Mrs. Barbara Hasson of Camden and a sister, Mrs. Mildred Bradway of Carney Pt., N.J.



Pensioner Julian Davis Brothers Jr., 63, succumbed to heart failure at home in Wanchese, N.C. on Mar. 1. Brother Brothers joined the Union in the port of Norfolk in 1961 sailing as captain for GATCO from 1950 to 1972. He was a former member of the UMW from 1951 to 1961. Boatman Brothers was born in Wanchese. Burial was in Tillet Cemetery, Wanchese. Surviving are his widow, Shawnee and three daughters, Gail, Linda and Mona.

Pensioner Lara Malvin Gower Sr., 82, passed away from a heart attack in Maryview Hospital, Portsmouth, Va. on Apr. 2. Brother Gower joined the Union in the port of Norfolk in 1960 sailing as a cook for GATCO from 1946 to 1963. He was a former member of the UMW from 1953 to 1960. Boatman Gower was born in Florence, N.C. and was a resident of Portsmouth. Interment was in Greenlawn Memorial Gardens Cemetery, Chesapeake, Va. Surviving are his widow, Ruth and a daughter, Mrs. Erma G. Mason of Portsmouth.



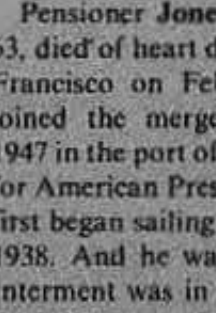
Jules Henri Mones, 62, died of heart-lung failure in the New Orleans USPHS Hospital on Jan. 8. Brother Mones joined the SIU in the port of New Orleans in 1955 sailing in the steward department. He sailed 38 years. Seafarer Mones was born in New Orleans and was a resident there. Burial was in Cypress Grove Cemetery, New Orleans. Surviving are a sister, Mrs. Juanita Howard of New Orleans and a niece, Dolores Dee Bates of Chalmette, La.



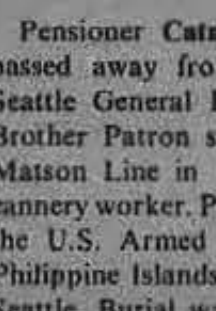
Arthur "Artie" Moore Jr., 51, died in the USAF Wilford Hall Medical Center, Lackland (Tex.) AFB of heart-lung failure on Feb. 12. Brother Moore joined the SIU in the port of New York in 1966. He sailed last as chief electrician and QMED. He was a retired staff sergeant of the U.S. Air Force (USAF) in World War II. Seafarer Moore was born in Booneville, Ark. and was a resident of Universal City, Tex. Interment was in Beaton Cemetery, Hot Springs County, Ark. Surviving are two sons, Patrick and Michael and his mother, Mrs. George (Eula) H. Follensbee of Hot Springs.



Pensioner James Lionel Morrison, 83, passed away from Hodgkins disease in the New Orleans U.S. Veterans Administration Medical Center on Feb. 26. Brother Morrison joined the SIU in 1938 in the port of Boston sailing as chief steward. He sailed 45 years and for Seatrain. Seafarer Morrison was also a member of the ISU. He was a veteran of the U.S. Army in World War I. Born in Kingston, Jamaica, B.W.I., he was a resident of Westwego, La. He was a naturalized U.S. citizen. Burial was in Providence Memorial Park Cemetery, Kenner, La. Surviving are a son, James Jr. of New Orleans; three daughters, Mrs. Lucy M. Bagnierise, also of New Orleans, Joyce and Debra and a grandson, Carl Davis of New York City.



Pensioner Jone F. Aka Chan Chun, 63, died of heart disease at home in San Francisco on Feb. 15. Brother Chun joined the merged MC&S Union in 1947 in the port of San Francisco sailing for American President Line (APL). He first began sailing on the West Coast in 1938. And he was born in California. Interment was in Greenlawn Memorial Park Cemetery, Colma, Calif. Surviving is a brother, Sill Chan of San Francisco.



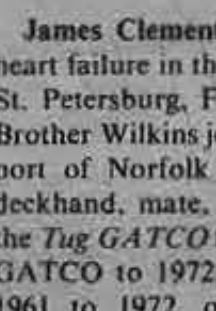
Pensioner Catalino M. Patron, 72, passed away from peritonitis in the Seattle General Hospital on Jan. 15. Brother Patron started sailing on the Matson Line in 1956. He was also a cannery worker. Patron was a veteran of the U.S. Armed Forces. Born in the Philippine Islands, he was a resident of Seattle. Burial was in Washelli Cemetery, Seattle. Surviving are his widow, Ella and a daughter, Catalina of Seattle.



Rex Jorge O'Connor, 56, died of natural causes in the Kings County Hospital Center, Brooklyn, N.Y. on Feb. 11. Brother O'Connor joined the SIU in 1941 in the port of New York sailing as a chief steward. He sailed 39 years and attended the Piney Point Crews Conference in 1970. Seafarer O'Connor was born in Spanish Honduras and was a resident of Hoboken, N.J. He was a naturalized U.S. citizen. Interment was in the Silver Mountain Cemetery, Staten Island, N.Y. Surviving are his widow, Edith; a son, Dorian; a daughter, Usha of Hoboken; his mother, Adeline of the Bronx, N.Y. and a sister, Gunda of Brooklyn, N.Y.



Robert John Penry Jr., 29, died in Bangkok, Thailand on Jan. 31. Brother Penry joined the SIU in the port of New York in 1975 sailing as a fireman-watertender and in the steward department. He was born in Irvington, N.J. and was a resident of Berwyn, Pa. Cremation took place in Bangkok. Surviving are his parents, Mr. and Mrs. John and Olga Penry of Berwyn.



James Clement Wilkins, 67, died of heart failure in the Children's Hospital, St. Petersburg, Fla. on Aug. 12, 1979. Brother Wilkins joined the Union in the port of Norfolk in 1961 sailing as a deckhand, mate, pilot and captain on the *Tug GATCO* from 1943 to 1945 and *GATCO* to 1972. Allied Towing from 1961 to 1972, on the *Tug Venture* (IOT) from 1972 to 1979. Mariner Towing from 1945 to 1961 and for IBC. He was a former member of the ILA and UMW District 50. Boatman Wilkins was born in Belhaven, N.C. and was a resident of Chesapeake, Va. Burial was in Riverside Memorial Park Cemetery, Norfolk. Surviving are his widow, Martha; two sons, Frederick and Donald Finley and three daughters, Martha, Cynthia and Mrs. Margaret Finley.

Pensioner Sam Tung Fat, 54, died of a heart attack in St. Francis Hospital, San Francisco on June 28, 1979. Brother Fat joined the Union in the port of San Francisco in 1955 sailing as a cook and baker. He was born in Toishan, Kwangtung Province, China and was a resident of San Francisco. Fat was president of the Kay Wah Bakery, San Francisco. Burial was in the Ning Yung Cemetery, Colma, Calif. Surviving are his widow, Lee Yun Lai; a son, Man Sat Sam of San Francisco and three daughters, Sam Pung Ying, Sam Hang and Sam Ghi Ying.

Pensioner Valois Howell Hobart Hughes, 77, passed away in Tuality Hospital, Hillsboro, Ore. on Jan. 11. Brother Hughes started sailing on the West Coast in 1943 as a steward utility. He was born in San Diego, Calif. and was a resident of Hillsboro. Interment was in Pioneer Cemetery, Hillsboro. Surviving are a brother, Adrian of Hillsboro; a sister, Mrs. Shirley Schendel of Forest Grove, Ore. and two nieces, Mrs. Verna Richards of Hillsboro and Verna Modrell of Cornelius, Ore.

Summary Annual Report for Seafarers Vacation Plan

This is a summary of the annual report of Seafarers Vacation Plan, 13-5602047, for January 1, 1978 to December 31, 1978. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$5,110,173 as of December 31, 1978, compared to \$3,118,190 as of December 31, 1977. During the plan

year the plan experienced an increase in its new assets of \$1,991,983. This included unrealized appreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had total income of \$21,656,691 including employer contributions of \$21,137,809, earnings from investments of \$517,279, and other income of \$1,603.

Plan expenses were \$19,690,313. These expenses included \$16,915,037 in benefit payments to participants and their beneficiaries, \$1,580,070 in administrative expenses and \$1,195,204 for payroll taxes on vacation benefits.



George Frederick Llanos

Please contact, Mrs. William A. Llanos, Bonnie in Tulsa, Oklahoma. Very Urgent!! Tel. (918) 587-7008.

Gary E. Smith

Please contact, David M. Foley, 5006B 22nd St. W., Bradenton, Fla. 33507.

Frank Donovan

Please contact, Walter H. Stovall, 4635 Oakley Court, Cleveland, Ohio, 44102. Call collect Tel. (216) 631-7476. Very Urgent!!

Daniel R. Summerville

Please contact, Farnsworth. Call Honolulu collect. Tel. (808) 538-7701.

Your Rights to Additional Information

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

1. An accountant's report
 2. Assets held for investment
- To obtain a copy of the full annual report, or any part thereof, write or call the office of Mr. A. Jensen, 675 Fourth Avenue, Brooklyn, New York 11232. The charge to cover copying costs will be \$1.00 for the

full annual report, or \$.10 per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of

the report because these portions are furnished without charge.

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

Ogden Willamette Committee



Recertified Bosun Arthur C. Campbell (2nd right) ship's chairman of the ST Ogden Willamette (Ogden Marine) leads the Ship's Committee of (l. to r.) 2nd Pumpman R. D. Holmes, engine delegate; Chief Cook Willie Smith, steward delegate and Chief Steward Tony De Boissiere, secretary-reporter at a payoff last month at the Exxon Dock, Bayway, N.J.

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.

1980 Upgrading Course Schedule

Here is the tentative schedule of upgrading courses to be held at the Lundeborg School in 1980. As you can see, the School is offering a wide range of programs for all ratings, both for deep sea and inland members.

SIU members are reminded that this

schedule is tentative. In other words, courses may be changed or cancelled depending on response from the membership. So think about upgrading this year. And get your applications in early to assure yourself a seat in the class of your choice.

Course Name	Starting Dates	Course Name	Starting Dates
LNG	May 26 June 23 July 21 August 18 September 15 November 10	Able Seaman	May 22 June 19 July 17 August 14 September 11 November 6
QMED	September 25	Steward Recertification Program	May 12 July 14 September 8 October 13
FOWT	May 8 July 3 July 31 September 25 October 23 November 20	Bosun Recertification Program	August 11
Marine Electrical Maintenance	May 12 August 18	A Seniority Upgrading Program	May 5 June 9 July 7 August 11 September 8 October 6 November 10 December 8
Marine Electronics	June 23 September 29		
Refrigeration Systems maintenance & Operations	June 23 September 29		
Pumproom Maintenance & Operation	August 4 November 10		
Diesel Engineer (Regular)	May 12 July 7 September 15 October 27		
Diesel Engineer (License)	July 7 October 27	Tankerman	May 8 May 22 June 5 June 19 July 3 July 17 July 31 August 14 August 28 September 11 September 25 October 9 October 23 November 6 November 20 December 4 December 18
Welding	June 9 October 27		
Engine Room Automation	May 12 September 15		
Towboat Operator Scholarship Program	July 7 September 29		
Celestial Navigation	August 4	Assistant Cook	These courses will be scheduled as needed to accommodate applicants.
1st Class Pilot	October 6	Cook & Baker	
Quartermaster	May 26 October 13	Chief Cook	
		Chief Steward	



Freddie Lugo Gomez



Seafarer Freddie Lugo Gomez, 26, joined the SIU in 1972 in the port of Piney Point, Md. following his graduation from the Harry Lundeborg School of Seamanship's (HLSS) Entry Trainee Program. He upgraded there in 1979 to fireman-watertender (FOWT). And he earned the lifeboat, firefighting and cardio-pulmonary resuscitation tickets (CPR). Brother Gomez was raised in the West Bronx, New York City where he resides. He was born in San Juan, P.R. He is a U.S. Army paratroop veteran. He ships out of the port of New York.

Nicholas "Nick" Celona Jr.



Seafarer Nicholas "Nick" Celona Jr., 21, graduated from the HLSS in 1977. Brother Celona got his QMED endorsement there early this year. He holds the firefighting, lifeboat and CPR tickets. Born in Brooklyn, N.Y., he resides in the Bath Beach section of that borough and ships out of the port of New York.

Thomas Anthony Quattrochi



Seafarer Thomas Anthony Quattrochi, 28, got out of the HLS in 1974. Brother Quattrochi got his AB ticket in 1976. He earned his FOWT in 1977 and has the firefighting, lifeboat and CPR tickets. He likes "progressive jazz and motorcycles." Quattrochi was born in Baltimore, resides there and ships out of all ports.

Thomas John Brickley



Seafarer Thomas John Brickley, 24, graduated from the HLSS Trainee Program in 1973. He went back there to upgrade to 3rd cook in 1978. Since then he has been sailing as cook and baker. Presently he is attending a culinary arts school in Seattle and now sails as chief cook. He "loves to cook and make the crew happy and fat." Brother Brickley has the CPR, lifeboat and firefighting tickets. Born in Minneapolis, Minn., he lives and ships out of the port of Seattle.

Michael Bagley



Seafarer Michael Bagley, 21, graduated from the HLSS in 1978. Brother Bagley upgraded to FOWT in 1978 in the port of New York. He took the Diesel and QMED Courses at Piney Point this month. And he has the lifeboat, CPR and firefighting tickets. Bagley was a Pensacola (Fla.) Junior College freshman. When not sailing he plays the guitar professionally. He lives in Pensacola and ships out of the ports of Houston and New Orleans.

Kelly G. Cook



Seafarer Kelly G. Cook, 24, is a 1977 graduate of the HLS Entry Program. In 1978, he upgraded to FOWT there. Brother Cook has the CPR, firefighting and lifeboat endorsements. He has sailed both deep sea and Western Rivers. A native of Des Moines, Ia., he's an ex-printer and likes motorcycles. He lives in Florissant, Mo. and ships out of the ports of New Orleans, Houston and New York.

Dennis Allen Dengate



Seafarer Dennis Allen Dengate, 21, is a 1977 Piney Point grad. He upgraded to FOWT at Headquarters in 1978. Brother Dengate holds firefighting, lifeboat and CPR tickets. Born in Pasadena, Calif., he lives there and usually ships from the ports of New Orleans and New York.

Ali Bin Hassan



Seafarer Ali Bin Hassan, 26, joined the SIU in 1971 after he completed the HLS Entry Program. Brother Hassan upgraded to FOWT there in 1979. He is a former member of the United Steelworkers Union at the Bethlehem Steel Co. plant. Hassan was born in Baltimore, lives there and ships out of that port.

Sean W. Mackey



Seafarer Sean W. Mackey, 27, graduated from the HLS in 1977. He upgraded to FOWT there in 1977. Brother Mackey has the firefighting, lifeboat and CPR endorsements. He has been to Vietnam twice and was in the U.S. Navy from 1971 to 1974. Mackey lives on Staten Is., N.Y. and ships out of the port of New York.

Kevin Patrick McCartney



Seafarer Kevin Patrick McCartney, 22, in 1977 graduated from the HLS. Brother McCartney got his AB ticket early in 1979. McCartney has the firefighting, lifeboat and CPR endorsements. He was born in Long Island, N.Y., resides in East Williston, L.I., N.Y. and ships out of the port of New York.

Albert A. Jaster



Seafarer Albert A. Jaster, 31, graduated from HLS in 1969 in New Orleans. Brother Jaster sails as a green ticket AB. He earned his firefighting, lifeboat and CPR endorsements. His maiden voyage was to the Vietnam War. He was born and lives in San Marcos, Tex. Off ship, he farms and fashions stoneware pottery. He ships out of the port of Houston.

Notice On Shipping Procedures (Deep Sea)

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

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


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

"Within each class of seniority rating in every Department, priority for entry rating jobs shall be given to all seamen who possess Lifeboat-

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

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

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



Time Is Money

Make your time as an OS pay.

Upgrade to AB at HLS.

Courses start on July 17 and August 14.

To enroll, contact HLS or fill out the application in the LOG.



Edward Haber



Thomas T. Kirby



Clyde Kreiss

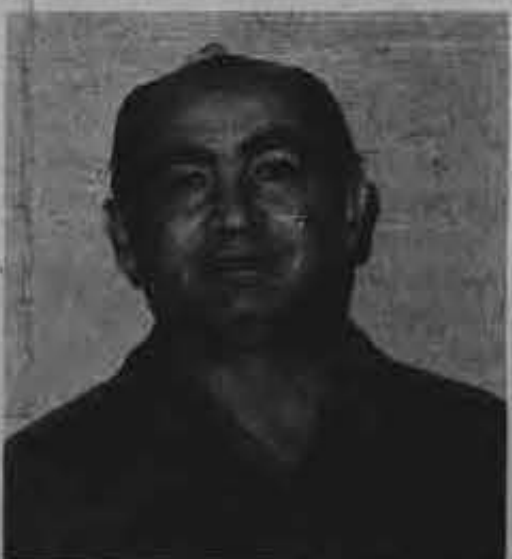


John Darrow

12 More Stewards Join Recertification Rolls This Year



William Datzko



Samuel Nazario



Thomas Liles Jr.



Herman Green



John L. Gibbons Jr.



Joseph J. Kundrat

An even dozen of SIU Chief Stewards make up Class Number 2 this year of the Steward Recertification Program.

The Stewards completed six weeks of classes at the Harry Lundeborg School in Piney Point. Then they came to Headquarters for the last two weeks of the program.

The emphasis of the Steward Recertification Program is two-fold because the job of a Chief Steward is two-fold.

First, a Chief Steward is the head of his shipboard department. Second, the Chief Steward serves as the secretary-reporter of the Union Ship's Committee.

Those are two big responsibilities. So the Steward Recertification Program takes each into account with classes which stress menu planning, work scheduling, inventory control and requisitioning.

Also covered are advanced culinary skills, typing and

communication techniques. Plus crucial first aid, CPR and firefighting training.

Since a Chief Steward is a key man on his Ship's Committee, the Recertification Program also includes an in-depth look at the day-to-day operation of the Union. This part of the course includes a tour and briefing of the Union's work in Washington, D.C., as well as visits to each of the SIU's benefit plan offices at Headquarters, and more.

Chief Stewards who go through the Recertification Program can count on solid job security. And they can count on brushing up skills and learning about their Union to make their jobs in the galley and at Ship's Committee meetings easier.

The SIU encourages all eligible Steward Department personnel to apply for the Recertification Program. Just ask for an application in any SIU port office.



Humberto Ortiz



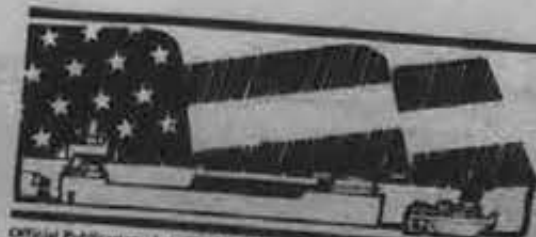
Luis Iturrino

Why Not Apply for an HLS Upgrading Course Now!

HARRY LUNDEBERG SCHOOL UPGRADING APPLICATION (Please Print)			
Name (Last)	(First)	(Middle)	Date of Birth Mo./Day/Year
Address (Street)			
(City)	(State)	(Zip Code)	Telephone (Area Code)
Deepsee Member <input type="checkbox"/>	Inland Waters Member <input type="checkbox"/>	Lakes Member <input type="checkbox"/>	
Book Number	Seniority		
Date Book Was Issued	Port Issued	Port Presently Registered In	
Social Security #	Endorsement(s) or License Now Held		
Piney Point Graduate: <input type="checkbox"/> Yes <input type="checkbox"/> No (if yes, fill in below)			
Entry Program: From (dates attended) to (dates attended)			
Upgrading Program: From (dates attended) to (dates attended) Endorsement(s) or License Received			
Do you hold a letter of completion for Lifeboat: <input type="checkbox"/> Yes <input type="checkbox"/> No Firefighting: <input type="checkbox"/> Yes <input type="checkbox"/> No			
Dates Available for Training			
I Am Interested in the Following Course(s)			
DECK <input type="checkbox"/> Tankerman <input type="checkbox"/> AB 12 Months <input type="checkbox"/> AB Unlimited <input type="checkbox"/> AB Tugs & Tows <input type="checkbox"/> AB Great Lakes <input type="checkbox"/> Quartermaster <input type="checkbox"/> Towboat Operator Western Rivers <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Towboat Operator Not More than 200 Miles <input type="checkbox"/> Towboat Operator (Over 200 Miles) <input type="checkbox"/> Master <input type="checkbox"/> Mate <input type="checkbox"/> Pilot		ENGINE <input type="checkbox"/> FWT <input type="checkbox"/> Oilier <input type="checkbox"/> OMED - Any Rating <input type="checkbox"/> Others <input type="checkbox"/> Marine Electrical Maintenance <input type="checkbox"/> Pumproom Maintenance and Operation <input type="checkbox"/> Automation <input type="checkbox"/> Maintenance of Shipboard Refrigeration Systems <input type="checkbox"/> Diesel Engines <input type="checkbox"/> Assistant Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Chief Engineer (Uninspected Motor Vessel)	
		STEWARDS <input type="checkbox"/> Assistant Cook <input type="checkbox"/> Cook & Baker <input type="checkbox"/> Chief Cook <input type="checkbox"/> Steward <input type="checkbox"/> Towboat Inland Cook ALL DEPARTMENTS <input type="checkbox"/> LNG <input type="checkbox"/> LNG Safety <input type="checkbox"/> Welding <input type="checkbox"/> Lifeboatman <input type="checkbox"/> 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

Keep US Anchored in Washington



LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, East and Inland Waters District • AFL-CIO

May 1980



**30¢ A Day Is All It Takes
Sign the SPAD check-off Today**