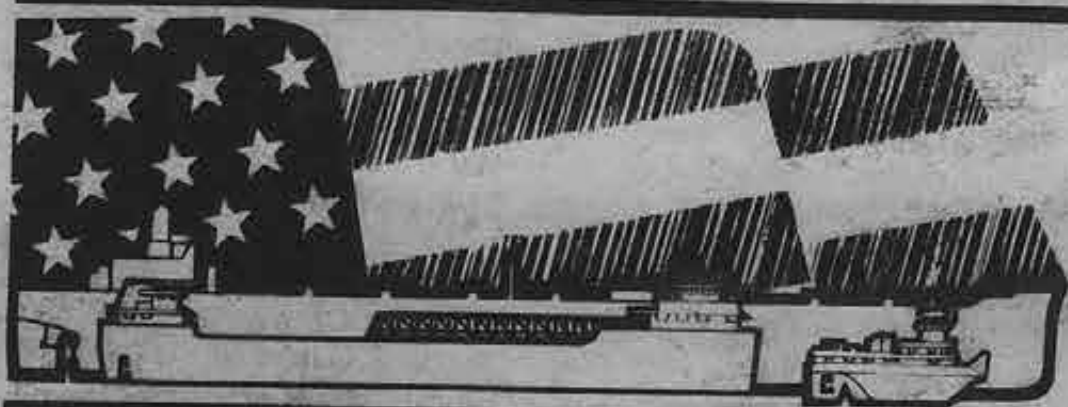


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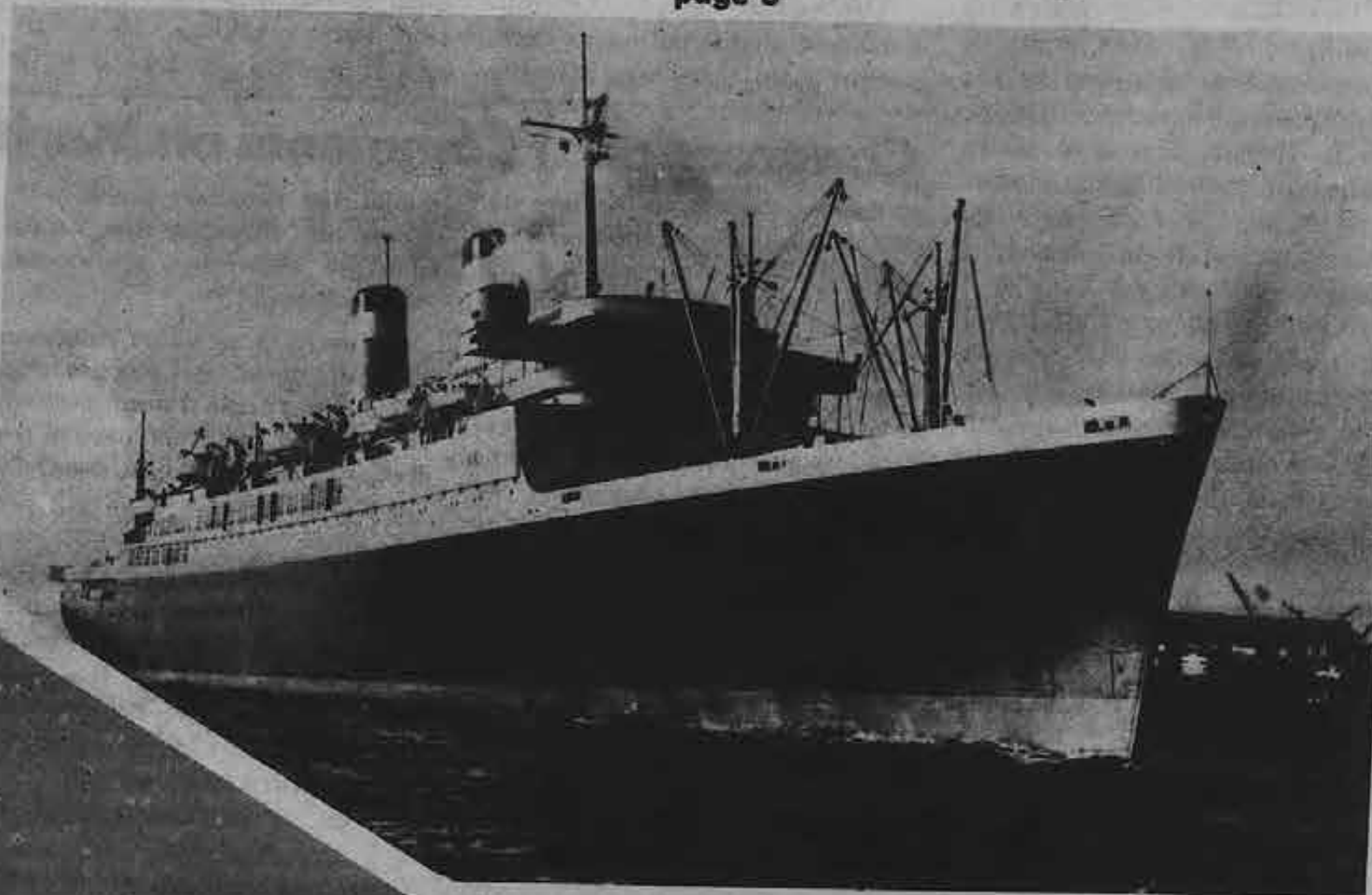


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Fitout '80



\$580M Maritime Budget Breezes Thru House

WASHINGTON, D.C.—In sharp contrast to last year, this year's Maritime budget was swiftly approved in the U.S. House of Representatives.

The Maritime Appropriations Authorization Bill for Fiscal year 1981 was passed overwhelmingly by a vote of 320 to 50 on Apr. 15. Last year, the Appropriations Bill for Fiscal year 1980 was not passed in the House until July. It was November before a Conference Committee worked out the differences between the House and Senate versions and the Pres. signed the Bill into law.

This year's Bill, which is numbered H.R. 6554, must of course still be approved by the Senate. But it is hoped that the swift House approval is an indication that Congress is more aware this year of the vital importance of the U.S. merchant marine.

As it has all along, the SIU will be there to make sure that the \$580 million budget stays intact. The SIU's Legislative Representative Frank Pecquex testified on behalf of the Bill before the House Merchant Marine Subcommittee in late February. And later in the Budget Committee the SIU helped beat back an

attempt to slash \$100 million from the Bill's subsidy monies.

The Bill, as passed by the House, authorizes the following:

- \$135 million for the construction differential subsidy program
- \$347.7 million for the operating differential subsidy program
- \$18.7 million for research and development
- \$31.9 million for maritime education and training
- \$48.9 million for the Maritime Administration's operating expenses

The budget includes \$10 million for a sealift readiness exercise program. Rep. John Murphy

(D-N.Y.) who is chairman of the House Merchant Marine and Fisheries Committee, explained on the House floor the need for this money. Murphy noted that "hearings which were held before the House Merchant Marine and Fisheries Committee...emphasized the questionable readiness of our merchant fleet and indicated the need to ascertain the ability of the fleet to respond to an emergency."

The appropriations in the Bill for the construction and operation subsidy programs of the Maritime Administration are vital to the U.S. merchant marine. These subsidies help American-flag ships compete with

cheaper foreign-flag vessels. But a Missouri Congressman on the Budget Committee of the House had tried to cut these subsidies by \$100 million.

An amendment for such a cut had been introduced in the Budget Committee by Rep. Richard Gephardt (D-Mo.) last month. It was defeated by a vote of 17 to 6. The sentiment that a strong merchant marine is necessary for national defense was the prevailing argument offered by those who were against the cutback.

The SIU has for years contended that U.S. defense needs must include a strong, viable merchant marine.

Congressional Comments on Maritime Budget Bill...

Besides Rep. John Murphy (D-N.Y.), who initiated the discussion of the Maritime Appropriations Bill on the House floor, a number of other Congressmen spoke out for the Bill. Some of their comments follow:

Rep. Paul Trible (D-Va.) urged his colleagues to support the legislation and pointed out that "our merchant marine must be able to support military operations...in the event of war or national emergency." He noted that "our inability to

mount the necessary sealift to...supply our armed services diminishes our ability to...protect our vital interests."

Similarly, Rep. Glenn Anderson (D-Calif.) noted, "it is tragic that the plight of our ocean transport system is forced to our attention by the crises we face in the world, especially in the Middle East."

With respect to the decline of the U.S. dry bulk fleet, Rep. Daniel K. Akaka (D-Hawaii) stated that

America is "dependent on the goodwill of foreign owners of raw materials and on foreign owned transportation systems for the delivery of raw materials critical to our economy and security."

According to Rep. Olympia Snowe (R-Maine), "continued funding for construction and operating differential subsidies, research and development, and maritime education and training will sustain efficient and competitive facilities for shipbuilding and ship repair..."

SIU Seeks Maritime Plank in Dem Platform

THE SIU has launched an effort to secure adoption of a strong maritime plank in the 1980 Platform of the National Democratic Party.

SIU Washington Representative Frank Pecquex submitted the Union's proposal for a maritime plank at hearings conducted by the National Democratic Party Platform Committee this month in Baltimore.

Pecquex told the Committee that in the best interests of the U.S., the Democratic Party must adopt a maritime plank committed to "a strong and competitive merchant fleet, built in the United States and manned by American seamen as an instrument of international relations and national security."

Pecquex reaffirmed the Union's position that "recent international events have pointed out that without sufficient shipping capability under the U.S. flag and without participation to a significant extent in our foreign commerce, we remain extremely vulnerable to international political pressures."

He pointed out the pitiful

position of America in the world maritime community. He outlined the sharp contrast of America's fleet of 550 merchant ships compared to Russia's 1,700.

He also pointed out the disgraceful fact that American ships

carry less than five percent of this nation's foreign commerce.

Pecquex said that to allow the U.S. fleet to remain in this sorry state "opens this country to political and economic blackmail via the sealanes."



The Union's position is clear said Pecquex. The SIU wants the Democratic Party to express support for maritime by pledging in the Party Platform, to:

- Assure continuing presidential attention to the objective of having our nation achieve and maintain the desired U.S. flag merchant marine.

- Dedicate ourselves to a program which would result in a U.S.-flag merchant marine with ships that are competitive with foreign flag ships on original cost, operating cost and productivity.

- Enact and develop a national cargo policy which would assure our U.S. flag merchant marine a fair share of all types of cargo.

- Continue to enforce our American cabotage laws, such as the Jones Act, which requires that U.S. flag ships trade between our U.S. domestic ports.

The Platform Committee will now review the SIU's proposals.

The official Democratic Platform will be hammered out at the National Democratic Convention in New York City in August.

A Rebirth of the U.S.-Flag Passenger Liners

SIU, Cove Sign Pact to Operate Oceanic Independence

THE SIU has signed an historic agreement with its long contracted employer Cove Ship Management to operate the passenger liner *Oceanic Independence*, formerly the *Independence*.

The ship will operate without any Federal subsidy.

The signing of this contract marks the rebirth of the American-flag passenger liner industry, which has been dormant for more than a decade.

Seafarers will operate the *Oceanic Independence* on weekly cruises from Honolulu around the Hawaiian Islands. The vessel will begin operation on or about June 15.

This is the first contract signed for new operation of a U.S. flag, U.S. crewed passenger liner in nearly a decade. But it didn't come easy. It took a lot of work on the legislative front in Washington and then at the bargaining table to get the job done.

The U.S. flag passenger ship trade, once an important source

of jobs for seamen, had become virtually extinct. Something needed to be done to revitalize it. The SIU did it.

The SIU worked patiently for many months in Washington to secure passage of special passenger ship legislation.

Position papers were drawn up and submitted to the House Merchant Marine Committee. Our Washington representatives spoke eloquently on the need to enact legislation which would revitalize the passenger ship trade.

Thanks in part to the efforts of this Union, and to such dedicated organizations as the Maritime Trades Department and the Transportation Institute, the bill was enacted several months ago.

Finally, last week, the SIU and Cove Management Ship Inc. signed a contract. Under the terms of that contract, members of this union will man the *Oceanic Independence*, one of the five passenger vessels that were redocumented under the laws of the United States as a result of the SIU-backed Passenger Vessel Bill.

With the crewing of this vessel,



At the contract signing early this month paving the way for crewing by the SIU of the *Oceanic Independence* are (l-r): Cove Shipping President Sam Kahn; SIU Executive Vice President Frank Drozak; Cove Shipping's Warren Pack; Cove Vice President Andrew Garbis and SIU V.P. Red Campbell.

the *Oceanic Independence* will be the only "true" passenger ship operating under the U.S. flag. At full capacity, it will be able to carry 750 passengers.

A few U.S. flag ships, like Delta's four combo liners, carry some passengers. But their main business is cargo. The *Oceanic Independence* carries only passengers.

SIU Executive Vice President Frank Drozak signed the contract for the SIU.

Drozak predicted that the signing of the contract would be "just the first step in what we

hope will be a true revival of American passenger ships manned by American seamen."

The membership at the Headquarters April meeting was given a report on this rebirth of the American passenger ships and heartily endorsed it.

Those who will constitute the new passenger liner's crew will go through a special course at the Lundeberg School at Piney Point.

With the signing of the contract between SIU and Cove, efforts to revitalize the passenger ship industry came full circle.

Seafarers Man 2 More Sea-Land Diesels

Since the first one took on her SIU crew earlier this year, Sea-Land's new diesel ships have been rapidly following one another.

Just a month after the *Sea-Land Patriot* crewed up on Jan. 29, the *Sea-Land Liberator* got her SIU crew in early March. She was soon followed by the *Sea-*

Land Defender which was crewed at the end of March. And this month the *Sea-Land Explorer* is due to crew up.

In this series of D9 vessels, 12 ships are scheduled to be ready by the end of this year. The SIU will be crewing all of them. Because of these ships and other diesel vessels coming in the future, the Union has been stressing the importance of the diesel course offered at the Lundeberg School. (An application for the School can be found

in this issue of the Log.)

Diesel fuel is efficient fuel. Because of that, more and more companies will be turning to it for their energy needs. The better informed SIU members are about diesel ships, the more likely the Union is to get these vessels under contract.

The tentative crewing dates for the rest of Sea-Land's D9's is as follows:

Sea-Land Developer—May 30
Sea-Land Express—June 30
Sea-Land

Independence—July 15

Sea-Land

Endurance—Aug. 20

Sea-Land Innovator—Sept. 20

Sea-Land Voyager—Sept. 29

Sea-Land Freedom—Oct. 15

Sea-Land Mariner—Nov. 15

Ten of the ships will be used in the trans Pacific trade and two in the trans Atlantic trade.

Built in either Japan or Korea, the ships are 745 feet long and have a service speed of 22 knots. They can carry either 40-ft. or 35-ft. containers.

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SIU Asks Carter Action on Bureaucratic Snafu

The SIU has called on President Carter to straighten out a bureaucratic scheme to avoid use of U.S. flag ships for the carriage of government generated cargoes.

The government agency at the bottom of the scheme is the Agency for International Development (AID).

For a number of years, AID has been overseeing operation of U.S. help program known as the Commodity Import Program. Under this program, the U.S. provides money (in the millions) to certain U.S. allies, such as Israel, Egypt and more. These nations are bound under the program to use the money to buy U.S. goods. But they show proof of purchase of American goods before the money is for-

warded.

Under this program, U.S. ships are guaranteed carriage of at least 50 percent of the cargoes under the terms of the Cargo Preference Act.

However, Israel was having problems with the bookkeeping of the Commodity Program. So in 1978, Congress passed a law which changed the program around.

The new program is called the Cash Transfer Program. Under this program the U.S. provides Israel with the money up front. And then Israel can use the money to purchase goods, without any red tape.

But here's the twist. AID says that under the Cash Transfer Program, the U.S. Cargo Preference Law no longer applies, because technically Israel can use the funds to purchase

goods anywhere in the world.

The SIU doesn't see it that way. Neither does the Maritime Administration, which says that Cargo Preference should still apply.

SIU Executive Vice President Frank Drozak wrote Carter about this controversy on April 14, 1980.

Drozak said that AID's scheme "is a dangerous precedent especially because AID is considering conversion of other Commodity Import Programs to Cash Transfer."

Drozak called on Carter to live up to his Administration's policy of fostering the growth of the U.S. merchant marine, and the policy of allowing the Maritime Administration to be the ultimate authority in resolving matters involving the U.S. merchant marine.

America Extends Friendship to New Nation

SIU's Frank Drozak Part of U.S. Delegation To Independence Ceremonies For Zimbabwe

AFTER many years of struggle, a new nation emerged this month on the African continent.

Formerly known as Rhodesia, the new black-majority ruled country is now called Zimbabwe. And she's an important country to America, not only politically but also in terms of potential trade.

That makes the inclusion of SIU Executive Vice President Frank Drozak as part of the U.S. delegation to the independence ceremonies particularly significant. Drozak was the only labor representative in the U.S. delegation and he went on the special request of President Carter.

The delegation was headed by W. Averill Harriman, a diplomatic trouble-shooter for many Administrations and former Governor of New York. Andrew Young, former chief United States representative to the United Nations was also part of the group.

Other delegation members included Representatives Stephen Solarz (D-N.Y.) and William H. Gray 3rd (D-Pa.); Mayor Maynard Jackson of Atlanta, Ga.; Richard M. Moose, Jr., assistant secretary of State for American Affairs, and Al Price, state representative of Beaumont, Tex.

As part of the delegation, Drozak was representing both the SIU and the U.S. labor movement. Besides his position with the SIU, Drozak is also President of the eight-million member AFL-CIO Maritime Trades Department.

After he participated in the country's independence day

ceremonies on April 18 and 19, Drozak went to the official opening of the U.S. embassy in Salisbury, the capital of the country. The U.S. was the first to open an embassy in this southern African country of nearly seven million people.

Of that number, 6.8 million are of native African stock and 250,000 are of European descent. Since the country was founded in 1890, whites ruled over their black countrymen in this landlocked British colony.

For decades there has been civil strife and guerrilla warfare coupled, in 1965, with rebellion against Britain by the white ruled government of Ian Smith.

In the years of struggle for black majority rule, 25,000 blacks and whites died. Finally,

last year a compromise was worked out in London whereby free and open elections would be held.

In those elections, which took place earlier this year, Robert Mugabe was elected Prime Minister. A former guerrilla leader of the Patriotic Front, Mr. Mugabe in his independence day speech said, "If ever we look to the past, let us do so for the lesson the past has taught us, namely that oppression and racism are inequities that must never again find scope in our political and social system. It could never be a correct justification that because the whites oppressed us yesterday when they had power that blacks must oppress them today because they have power."

Zimbabwe has good agricul-

tural land. Its main crops are tobacco, corn, sorghum, wheat, sugar, cotton, and cattle.

Also, the country has a wide range of workable mineral deposits such as gold, chrome, coal, asbestos, copper, nickel, and iron ore.

According to the *New York Times*, Mugabe "has left no doubt that he prefers Western aid to entangling arrangements with Communist countries..."

Drozak was very impressed with the trip. He encountered no hostility and, in fact, felt that the American delegation was greeted with particular friendliness.

Representatives of 104 nations, including at least a dozen prime ministers and heads of state, were present at the ceremonies.

Gov. Brown Names SIU's Joe Goren to Commission

The SIU now has a voice on the California State Coastal Commission, the agency with the final word on all state port improvement, modification and development projects.

Last month California Governor Jerry Brown okayed the appointment of SIU Wilmington Port Agent Joe Goren to serve on the Commission.

Goren was selected as an alternate for Anthony L. Ramos, Commissioner of the State Coastal Commission.

In a letter to Gov. Brown Ramos explained that, "Mr. Goren is particularly versed in problems involving port facilities and his input will be of value. I am convinced he has a well balanced approach and will do an excellent job in serving on



Joe Goren
the Commission."

Outlining the important functions of the State Coastal Commission Port Agent Goren said "we approve development projects and master plans for harbors. The master plans for both Long Beach and Los Angeles harbors are now pending

before the Commission."

"Right now," Goren added, "a big priority is getting L.A. harbor dredged. All maritime unions, including the SIU, are in support of this project and it's up to the Commission to approve it."

The Commission, which meets two or three times monthly, travels to ports and harbors on the California coast. The last time the agency was in Santa Barbara, they toured offshore oil drilling facilities which are another area of the Commission's jurisdiction.

Joe Goren has been a port agent in Wilmington—first with the Marine Cooks & Stewards union and, after the merger, with the SIU—for 25 years. He started shipping out in 1937.

Notice on Disaffiliation Of Staff Officers Association

We note that the Staff Officers' Association (SOA), in a recent issue of their publication *Staff Reporter*, failed to disclose significant information concerning their union's purported disaffiliation from the

SIUNA.

SOA says last year it held a secret ballot referendum in which its members voted to disaffiliate from the International. A letter concerning their action was then sent to

SOA by SIUNA.

In an article in the February 1980 issue of the *Staff Reporter*, the SOA quoted part of this letter but for reasons best known to them, left out some highly important items.

In response to that article, SIUNA Vice President Frank Drozak wrote to SOA suggesting that they inform their members of these most significant points.

For instance, Hall had noted "that notwithstanding an affiliate's right to terminate its SIUNA affiliation, our International nevertheless continues to possess all Constitutional and other rights as an AFL-CIO affiliate, including the rights provided for by AFL-CIO Article XX, Internal Disputes Plan."

Article XX covers the jurisdictional rights of member unions. As part of its provisions, a union that disaffiliates from one AFL-CIO member union, cannot then affiliate with another AFL-CIO union, nor may any such AFL-CIO union seek to affiliate them.

Don't Get Trapped in the Electronics Jungle



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

Now you can learn how!

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

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

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

Sign Up Now!

Course starts June 23.

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

Report From Headquarters

By Frank Drozak
Executive Vice President

Impossible! Never happen! Not in a million years!

These are the words people in maritime would have used a few years ago to describe the things the SIU has accomplished in the past few months.

I'm referring to two major breakthroughs in our industry for American seamen. They are possibly the most important chain of events to occur in maritime in 20 years.

The first event occurred early last December. El Paso Gas, a company that at that time operated three U.S.-flag LNG ships with SIU crews, and three LNGs with Norwegian crews, asked the SIU to supply crews for their three foreign LNGs.

El Paso told us that the company no longer wanted to run these three ships with Norwegian crews because they simply couldn't handle the job.

On the other hand, El Paso said that the SIU crews on their three American flag LNGs were doing an outstanding job in running and maintaining their ships. The bottom line is that El Paso wanted SIU crews on all their LNGs. We were happy to accommodate them.

This happening was crucially important to us for many reasons. First, it meant new jobs for Seafarers on three nearly brand new ships with a long sailing life ahead of them.

It was a tremendous plus for the reputation of our Union as an organization that not only delivers, but delivers the best.

But most importantly, it showed the rest of the industry and the rest of the world maritime community that on the most sophisticated, complicated merchant vessels in the world, SIU members do a better job than anyone else. This is not to put down the Norwegians. Prior to this, Norwegian seamen were generally thought of as the best seamen in the world. I



guarantee you, brothers, people are thinking a lot differently lately.

The second big breakthrough for us occurred just this month. The SIU signed a contract with Cove Ship Management Inc. to operate an American-flag passenger liner, the *Oceanic Independence*.

The important thing here is that this vessel is strictly a passenger ship. When she begins operation in Hawaii sometime in June, she will be the only true American-flag passenger ship, manned by American seamen, operating in the world.

Just as important, she will operate without one cent of Federal subsidy.

Our oldtimers will remember that at one time, the American flag passenger ship industry was the envy of the world.

The passenger ships provided thousands of jobs to American seamen. But one by one, the passenger liners went out of business for economic reasons.

The U.S. passenger ship industry was so dead a few years ago, that it didn't appear that there would ever again be an American passenger liner, crewed by American seamen providing affordable cruises to American people.

So much for what people think! We worked for many months with Cove to get the *Oceanic Independence* project going. The culmination of these efforts came this month with the signing of the agreement.

Whether or not the *Oceanic Independence* project is successful in the long run remains to be seen. I am confident that it will succeed. And I am truly hopeful that the success of this venture signals the rebirth and revival of the American flag passenger liner industry.

No one can predict what will happen. But believe me, the *Oceanic Independence* project is a tremendous first step in the right direction. And once again, brothers, the SIU is standing front and center in the efforts to make it all work out right.

It has always been the philosophy of this Union that nothing is impossible if you work hard enough at it. That no foe is too big to knock on his rear end if you keep in there slugging away day after day.

Don't get me wrong. We've taken our lumps as well as given. But the point is, where the hell would we be if we didn't try—if we didn't work—if we didn't dream?

Labor Dept. to MSC: Service Contract Act Stays

IN a decision that casts new light over the fate of nine MSC tankers, the Department of Labor refused to exempt the Military Sealift Command from compliance with the Service Contract Act.

It is a little known fact, but the Federal government is one of the largest private contractors in the country. By virtue of its size, it has the power to completely distort the wage scale of an entire industry. Congress acknowledged this situation by passing the Service Contract Act in the early 1970's.

The Service Contract Act recognizes that the Federal government has a moral obligation not to use its awesome economic power to adversely affect the living standards of workers.

It stipulates that when the Federal government contracts for private services, it must pay workers wages equal to the applicable standard union agreements that prevail in an industry.

SIU a Step Closer To Getting Back 9 Tankers

In April of 1979, several months after its agreement with Hudson Waterways and Cove Tankers ran out, the Military Sealift Command signed an agreement with Trinidad Oil to man and move nine tankers supposedly after competitive bids.

Trinidad Oil is an NMU company. Hudson Waterways and Cove Tankers employ SIU members.

The bid submitted by Trinidad Oil and okayed by MSC did not meet the standards demanded by the Service Contract Act.

The NMU accepted cuts in its pension and welfare benefits totalling \$7 per man per day. It also allowed the MSC to drastically reduce contributions to the union's vacation plan.

In effect, the MSC used the power of the Federal government to help depress the wage base for the entire maritime industry. It also did something else: it ig-

nored an important social policy.

The agreement between the MSC and Trinidad Oil was upheld in a Federal district court. The ruling is under appeal. To bolster its position, the MSC asked the Labor Department to exempt it from the Service Contract Act.

The refusal by the Labor Department to exempt the MSC from the Service Contract Act reflects favorably on the SIU's position. It is the Department of Labor that monitors "applicable standard union agreements." By denying the MSC's request for exemption, and by including benefits as well as salary in its definition of wages, it has set an important precedent, one which can not help but have an effect on the outcome of the appeal.

The controversy over the nine MSC tankers is an important one. For one thing, there are 167 unlicensed jobs onboard those tankers. But there are other

considerations as well.

It is galling to think that a government agency entrusted with the public care considers itself above the law. To some officials, the law may seem like an unnecessary encumbrance.

But the law is the only thing that workers have to protect their economic freedom. The cut in wages in the MSC tanker case is hidden but real. The unique structure of the maritime industry makes it hard to differentiate between vacation benefits and salaries.

If the agreement between Trinidad Oil and the MSC is allowed to stand, there will be terrible repercussions for workers in all fields.

It is no secret that most of organized labor has gone on record as opposing the agreement. Lane Kirkland, the Executive Board of the Maritime Trades Department, and others have all expressed their dismay over the turn of events.



Taking the podium, Theodore Maritas, president, New York City District Council of Carpenters and the evening's master of ceremonies said it was a privilege to "honor a great American, Paul Hall."



New York State AFL-CIO President Raymond Corbett said that a great debt was owed to Paul Hall for his commitment to the port of New York, the state of New York and the U.S. labor movement.



Charles Marcianite, president of the New Jersey state AFL-CIO, speaking at the Mr. Port of New York dinner saluting SIU President Paul Hall at the N.Y. passenger ship terminal on April 11.



U.S. Secretary of Labor Ray Marshall has worked closely with SIU President Paul Hall on President Carter's labor/management/government Export Council. Paul was named co-chairman of the advisory group by the President.

Friends, Colleagues, Admirers Honor

THE docks were quiet. The teeming daytime activity of the majestic harbor subdued. But the lights of New York's skyline twinkled bright, reflected in the Hudson River, as leaders of labor, industry and government gathered to pay tribute to SIU President Paul Hall, "Mr. Port of New York."

More than 1,000 people who have worked side by side with Paul Hall in pursuit of a better life for American workers; who have met him at bargaining tables, on picketlines, at ship launchings and in the halls of Congress came to New York's passenger ship terminal on the night of April 11 to honor him.

Sponsored by the Harbor Festival Foundation and the Harbor Festival Labor Committee, the "Tribute to Mr. Port of New York 1980—Paul Hall" was planned before Paul had to be hospitalized last November.

Hall's absence, and the absence of his wife Rose, was deeply felt by all who attended the dinner.

"I have only one regret tonight," said SIU Executive Vice President Frank Drozak in accepting the "Mr. Port of New York" award on Paul's behalf. "My regret is that Paul is unable to be here to accept this himself."

"But we are not only paying tribute to Paul as 'Mr. Port of New York' tonight," Drozak continued. "We are paying tribute to a man who has done so much for so many."

"Paul has worked tirelessly," Drozak said, "to help build and where needed, re-build the ports which are vital not only to our ships—but to the welfare

and good of the communities surrounding these ports."

The long list of Paul Hall's achievements, Drozak said, includes pushing many maritime and labor bills through Congress "to make the American merchant marine a better, more prosperous enterprise and a more rewarding industry to earn a living in."

Among Paul's many achievements Drozak stressed that his "proudest was establishment of the Harry Lundeberg School in 1967. He established the School to open a new avenue of advancement for seamen—to provide seamen with new and expanded horizons."

Through the entry, upgrading and educational programs of HLS, Drozak pointed out

"thousands of young people have gotten the opportunity to start a rewarding career in maritime."

Drozak picked up the Harbor Foundation's "Mr. Port of New York" trophy, a silver sailing ship, for Paul. The trophy was presented by Harbor Festival Executive Director Frank Braynard who saluted the "energy and the farsighted approach to cooperation with others in the maritime industry" which have marked Paul Hall "as larger than life...over so many years."

Other presentations and tributes were offered by: AFL-CIO President Lane Kirkland; Sen. Jacob K. Javits (R-NY); U.S. Secretary of Labor Ray Marshall; N.Y. State AFL-CIO Presi-

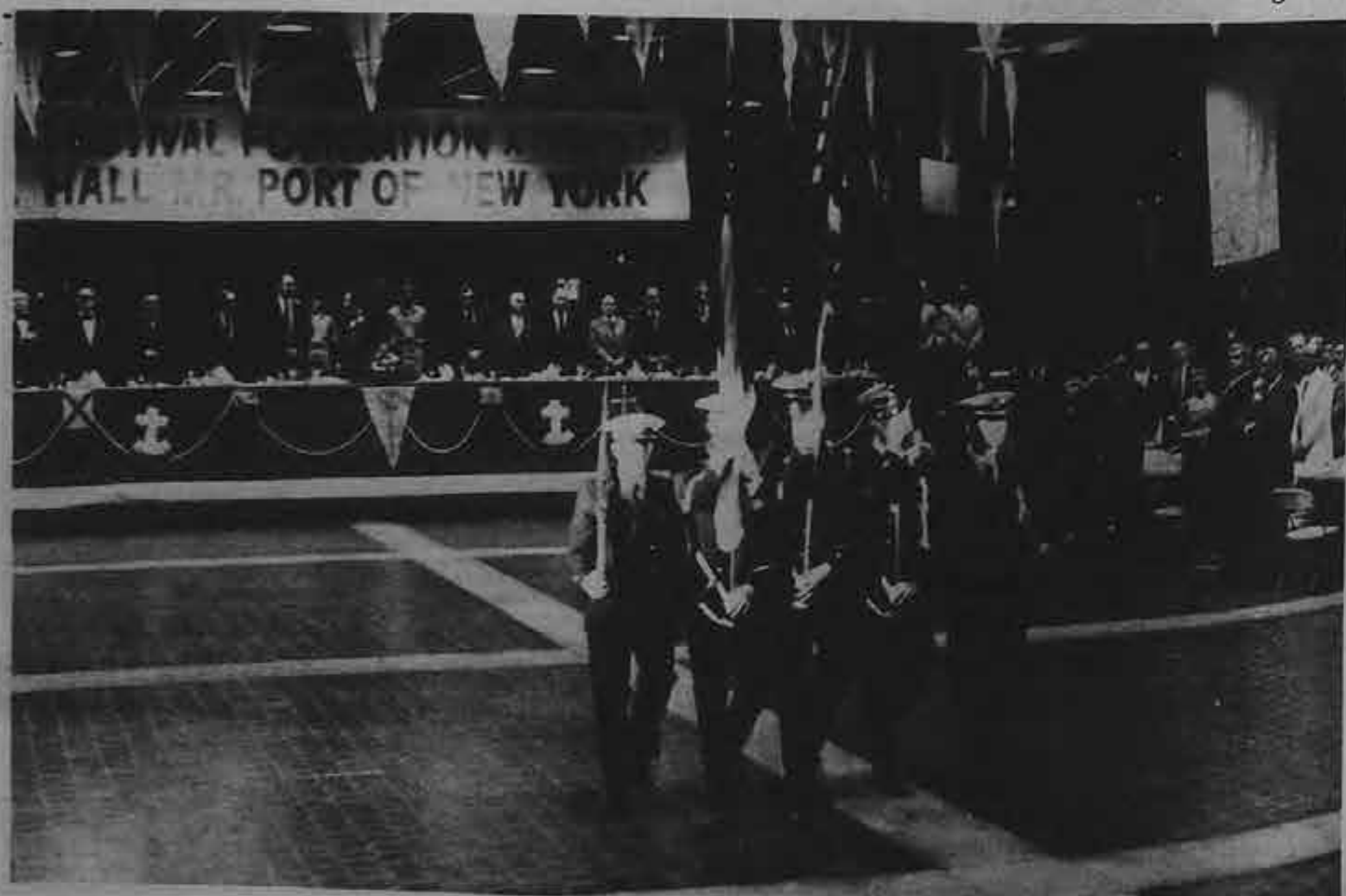
dent Raymond Corbett; Port Authority of N.Y./N.J. Chairman Alan Sagner and Jay Mazur, Manager-Secretary of the ILGWU, Local 23-25, among others.

Joining the presenters on the dais were Congressmen Joseph Addabbo, Mario Biaggi, John Murphy, Frank Guarini and Leo Zeferretti; National COPE Director Al Barkan; N.J. AFL-CIO President Charles Marcianite and many other dignitaries from metropolitan area politics, labor and industry.

Kirkland Address

Lane Kirkland gave an eloquent tribute to Paul Hall, speaking of "how much we prize his friendship and his leadership."

"The SIU is not the largest of



A Color Guard from the U.S. Merchant Marine Academy started the "Mr. Port of New York" testimonial off on the right foot



In accepting the many awards and tributes honoring Paul, SIU Executive Vice President Frank Drozak said "there is no one in this great city more deserving of this honor than Paul Hall."



"I know of no other man of our time in labor, in management or in government who has worked as hard or given as much to the maritime industry as Paul Hall," said AFL-CIO President Lane Kirkland.



Veteran Senator Jacob K. Javits (R-N.Y.) was among the speakers at the Harbor Festival Foundation's tribute to "Mr. Port of New York, Paul Hall."

Paul Hall as 'Mr. Port of New York'

international unions," Kirkland said. "But despite its modest size the SIU exerts influence far out of proportion to its numbers; the product of the rare and splendid generalship of Paul Hall."

"There is no other man in labor," Kirkland said, "who has worked as hard, who has given as much to his industry as has Paul Hall. The HLS has produced some of the best seamen in the world; the Merchant Marine Act of 1970 came about largely because of Paul Hall's patient lobbying.

"Few men can communicate so clearly," Kirkland added. He is "just as fluent among professors and economists as he is at the bargaining table. Paul Hall," Kirkland concluded "has summoned from each of us the vision that has been the hallmark of his career."

"Words commending Paul's visionary leadership ran as a theme through tribute after tribute. "The men and women who go down to the sea in ships have broad horizons and endless vistas," read a written message from the Amalgamated Clothing & Textile Workers Union.

"Paul Hall has helped bring this vision to all of us who have been fortunate enough to work with him."

The evening began with prayers of thanks for Paul Hall's work on behalf of "the seafarers of this land, young people, the great union movement and this port city of N.Y. which he so dearly loves." In his simple and moving invocation the Rev. James R. Whittemore, director of the

Seamen's Church Institute, said:

"May we move together steadily forward on the course

of Paul Hall with the torch of liberty held high and with a vision of this city and port—a light and beacon to this nation

and the nations of the world. May the Lord's hand rest upon him this night and upon all of us."



A hand sewn banner depicting the port of New York was presented by Jay Mazur, manager-secretary of the ILGWU, Local 23-25. The banner was made by an ILG member.



More than a score of distinguished labor and government figures occupied the long dais under the banner announcing the "Tribute to Paul Hall, Mr. Port of New York."

Omnibus Bill Facing Rough Seas in House

LABOR is massing for an all-out battle in the House of Representatives next month over a provision in the Maritime Omnibus bill which seeks to blast free collective bargaining right out of the water.

The provision of the Omnibus Maritime Bill (H.R. 6899) represents a scant 10 lines of the sweeping 115 page package of maritime legislation. But contained within those 10 lines is language which would set a dangerous precedent by giving the Federal government veto power over private maritime industry contracts.

Spearheading the drive against the dangerous section of H.R. 6899 is SIU Executive Vice President Frank Drozak, who is also president of the Maritime Trades Dept.

In a letter sent to all AFL-CIO international presidents as well as presidents of the MTD's 42 affiliated unions, Drozak blasted the provision as "anti-union and anti-worker." This provision, Drozak stated, "must not be allowed to become the law of the land."

At issue is a section of the Maritime Omnibus bill which directs the Secretary of Com-

merce to "monitor the operation of the contractor and...notify Congress of any uneconomical or inefficient practices (which includes management, organization or practices and elements of collective bargaining agreements which result in unreasonable high costs)...make recommendations to Congress and to the contractor for ways to correct such practices and take such action as may be appropriate...to encourage the elimination of such practices."

Violates NLRB

Allowing the government to police private contracts is "an unwarranted intrusion into the collective bargaining process," Drozak told the labor chiefs. He added, it "clearly violates longstanding labor policy as set out in the National Labor Relations Act which states: 'it is...the policy of the United States...to encourage) the practice and procedure of collective bargaining.'"

Maritime labor has strong allies in Congress fighting against this section of H.R. 6899. During House Merchant Marine & Fisheries Committee mark-up on the bill, Rep. Barbara Mikulski (D-Md) offered an amendment

to strike the damaging language from the bill.

Mikulski's amendment was defeated by a narrow 18-16 vote in Committee.

Rep. Mikulski has pledged her efforts to continue the fight against the anti-labor section of the bill on the House floor when it comes up for debate later this month.

But, while the provision empowering the Secretary of Commerce to police collective bargaining agreements is the thrust of organized labor's wrath, the bill is also expected to encounter heavy opposition from seagoing and on-shore maritime unions over several other points, including:

- changing current law to allow Federal subsidies for foreign built ships. Maritime Administration head Samuel Nemirow said such a change would "cause the diversion to foreign yards of some orders that would otherwise be placed with U.S. shipbuilders."

- a bar on subsidies if manning levels on a vessel exceed the levels determined adequate for safe and efficient operation by the Coast Guard.

- retention of the 50 percent ceiling on construction differen-

tial subsidy payments. Several groups wanted the CDS payment ceiling raised to enable American ships to compete on a parity with foreign vessels.

The SIU joins with the rest of maritime labor in opposing those sections of the Omnibus bill which will change existing law and result in encouraging foreign over American construction and operation of vessels.

However the Union is prepared to support the Omnibus Maritime Bill once the bill's damaging sections are eliminated. While far from perfect, H.R. 6899 is still the most significant attempt to upgrade the U.S. merchant fleet since passage of the Merchant Marine Act of 1936. The measure's stated aim is to "revitalize maritime policy, reorganize certain government agencies and reform regulation of maritime affairs in the United States."

Since the fundamental goals of the bill reflect the Union's goals, SIU Executive VP Drozak extended to the 34 House Merchant Marine & Fisheries Committee members the SIU's "continued cooperation to achieve our mutual goal of having a strong U.S. maritime industry."

Union Goes All Out to Prevent Ships Sailing Short

WITH hundreds of millions of dollars invested in every ship, owners demand that their vessels be properly maintained. And so they should. But that can only happen if the vessels are fully manned and the crews well-trained.

The SIU is well aware of our responsibility in this regard. And this was the main reason for creation two years ago of the SIU Manpower Department in Headquarters.

Manpower has several functions. Above all else, it must help the union man and move ships.

If a job is left hanging on the board, the Manpower department will try to fill that job.

There are many consequences to vessels sailing under-manned, aside from the inconvenience it causes those crew members who do sail on that vessel. For one thing, a company is not required to pay any money into welfare and pension funds for slots that have not been filled.

It is estimated that the union welfare and pension funds lose between \$1 and \$2 million annually as a result of ships sailing short-handed.

Manning levels play a crucial, though invisible, part in determining the number of jobs available to members of this union. If vessels

constantly sail one or two men short, pretty soon companies will try to have the manning levels reduced. If the manning level of every vessel was reduced by just two men, then the union would lose a large percentage of its existing jobs. It would be hard to compensate for that loss, given the hard times that have befallen the American flag merchant marine.

Manpower involves more than just bodies. It also involves education and skills. Most shortages occur in skilled ratings—ratings that can only be filled with men who possess the required training.

"Manpower," says Bob Selzer, who heads up the Department at Headquarters, "is more than just one department. It is a Department of the whole union."

Manpower works closely with union representatives in Washington and staff members at the Harry Lundeberg School of Seamanship. All three have a common goal, which is to maximize the job opportunities for members of this union.

It is up to Manpower to analyze trends in the manning levels. It is up to the Harry Lundeberg School to train men in areas where shortages arise. And it is up to our Washington representatives to devise legislative and administrative programs which

will help alleviate these shortages.

The success of the Manpower Department can be seen in the recent decision by El Paso to use SIU crews on three of its foreign flag vessels. The company recognized that the superior skills of SIU members, and our own ability to avoid costly repairs with skilled maintenance was more economic than employing foreign crews.

Selzer emphasizes that there is a great deal that individual Seafarers can do to help the union in the area of Manpower. He said, "I would urge each member to get as much education as he can. Education is

not something that will go unused. Rather, it will broaden a member's employment opportunities. More education means more options. For example, a degree from the HLSS in diesel training means that you can get a job onboard a diesel ship. Who knows, with today's energy crisis, maybe all ships will be converted to diesel fuel. Moreover, without properly trained men, a union won't be able to move ships. I don't need to add that there are other people, other unions, who would be delighted to take over our jobs. It is the duty of this union, and the duty of the membership, to keep that from happening."

*Why not paint
a better future
for yourself*

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



The SIU in Washington

Seafarers International Union of North America, AFL-CIO

April 1980

Legislative, Administrative and Regulatory Happenings

On the Agenda in Congress...

A number of maritime-centered legislative matters are on the Congressional agenda in Washington as we go to press this month—and every one of them affects the jobs and job security of SIU members. Here's a rundown on what is on the Congressional calendar...

• **US-CANADA FISHERY AGREEMENTS.** The Senate Foreign Relations Committee is scheduling hearings this month to review the Maritime Boundary Settlements Treaty with Canada, and the East Coast Fisheries Resources Agreement.

• **OUTER CONTINENTAL SHELF.** The House Select Committee on Outer Continental Shelf is continuing hearings on the progress and implementation of the Outer Continental Shelf Lands Development Act. This act, which passed several years ago with strong support from the SIU, is providing many hundreds of jobs for maritime and maritime-related workers in the U.S.

• **OCEAN THERMAL ENERGY CONVERSION.** The Oceanography Subcommittee, and the Subcommittee on Merchant Marine will hold a joint hearing this month to make final amendments to H.R. 6154—Ocean Thermal Energy Conversion (OTEC) Act.

• **OIL IMPORT FEE.** The Environment and Energy Subcommittee of the House Government Operations Committee has scheduled hearings on President Carter's proposed petroleum import fee.

• **WATER PROJECTS AUTHORIZATION.** The Water Resources Subcommittee of the Senate Environment and Public Works Committee will continue hearings this month on waterways policy and various waterways projects.

• **RULES OF THE ROAD UNIFICATION.** The Subcommittee on Coast Guard and Navigation of the House Merchant Marine and Fisheries Committee has scheduled hearings this month on legislation which would attempt to unify rules of the road for deep sea and inland waterways mariners.

• **STRATEGIC PETROLEUM RESERVE.** The Senate Energy and Natural Resources Committee is going to hold hearings to review the present status and proposed refilling of the strategic petroleum reserves which are located in the U.S. As it stands, President Carter's proposed budget cuts have completely eliminated any funding for this program. Under the SPR program, at least 50 percent of the oil brought in for storage in the U.S. has to be carried aboard American-flag tankers.

• **COAL SLURRY PIPELINE.** The House Public Works Committee is tentatively scheduled to take final action on legislation which would authorize construction of a coal slurry pipeline. This legislation has been kicked around on Capitol Hill for a number of years with strong opposition from environmentalists and waterways barge operators.

• **SHIPPING COMMISSIONER.** The Coast Guard Subcommittee of the House Merchant Marine and Fisheries Committee is continuing hearings on a proposal to eliminate the jobs of Shipping Commissioners, and to provide alternate safeguards to protect the rights of seamen with regard to signing on and discharging.

• **SMALL VESSEL MANNING.** After a number of delays, hearings are scheduled to resume this month on legislation to regulate the operation of "small vessels." This bill is H.R. 5164. The proposed legislation sets certain qualification standards for crewmembers of small uninspected vessels—and it's particularly aimed at the crew and supply boats operating offshore around oil and gas rigs. We're watching this bill carefully because of its serious implications regarding safety at sea.

Carter Calls on Nation To Observe Maritime Day

President Carter has issued the annual National Maritime Day proclamation, and called on all Americans to honor the U.S. merchant marine on May 22. In the proclamation, the President cited the "vital contributions" of American shipping to the growth and economic vitality of the U.S.

In the proclamation, President Carter said: "Our merchant marine has shown valor and dedication in providing logistic support to the United States military forces in time of national emergency."

SIU Stewards Meet An Old Friend During Washington Visit



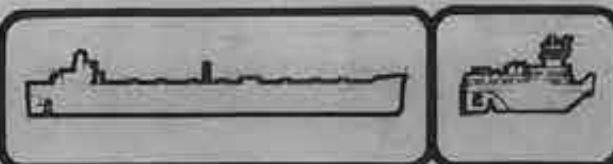
Another group of SIU Stewards participating in their union's upgrading program came to Washington last month for briefings on the legislative programs of the SIU, AFL-CIO the Maritime Trades Department and the maritime industry. During the visit, the Seafarers had an opportunity to meet and talk with an old friend of the SIU and the industry—Congressman Leo Zeferetti (D-NY). The Congressman, who is a member of

the powerful House Rules Committee, has been a member of the Merchant Marine & Fisheries Committee for many years. He has always been a staunch supporter of the U.S. Merchant Marine and a loyal ally of maritime labor.

In the photo at left, Congressman Zeferetti (center) meets with the SIU group which included Washington Representatives Frank Pecquex and Betty Rocker.



In the photo at right, the SIU Stewards posed for a group picture on the steps of the Capitol. Participating in the visit were Herman Green, William Datzko, Thomas Kirby, Samuel Nazario, John Darrow, Edward Haber, John Gibbons, Clyde Kreiss, Joseph Kundrat, Luis Iturrino, Humberto Ortiz and Thomas Liles. Also in the picture are SIU representatives Nick Marrone, Frank Pecquex and Betty Rocker.



Congress Approves 1981 Maritime Subsidy Programs

The House of Representatives this month passed the fiscal 1981 Maritime Authorization Bill, providing another year of life to the subsidy programs which have given tenuous existence to the U.S. maritime industry during the past ten years.

The bill passed the House April 15 by a vote of 320-50. Not surprisingly, there were no sabotaging amendments zinging in from Congressman Peter McCloskey camp. Those will come later when the so-called "Omnibus Maritime Bill" comes up for consideration.

As passed, the appropriations bill provides a total of \$582.174 million for various maritime programs during fiscal year 1981. The breakdown goes like this:

- \$135 million for construction differential subsidies to encourage and assist in the building of new ships;
- \$347.697 million for operating differential subsidies to permit U.S.-flag operators to compete fairly with the heavily-subsidized foreign flag fleets;
- \$18.750 million for research and development programs sponsored by the U.S. Maritime Administration;
- \$31.863 million for maritime education

Safety At Sea Group Plans Open Meeting

The working group on ship design and equipment of the Subcommittee on Safety of Life at Sea will hold an open hearing in Washington May 6 to gather information and opinion to present to the IMCO meeting scheduled in July in London. IMCO is the United Nations-sponsored Intergovernmental Maritime Consultative Organization.

The agenda for the Washington meeting includes safety aboard nuclear vessels; noise levels on board ships; safety standards for offshore supply boats and other special purpose vessels; and maneuverability standards for ships.

and training. This is primarily for the U.S. Merchant Marine Academy at Kings Point, and the various state maritime schools.

During debate on the bill, a number of our friends—as well as some newer members of Congress—hit the deck to urge support for the U.S. merchant marine....

Congressman Paul Trible (R-VA) urged support for the legislation and pointed out that "our merchant marine must be able to support military operations in the event of war or national emergency." He said "our inability to mount the necessary sealift to supply our armed services diminishes our ability to protect our vital interests."

Similarly, Congressman Glenn Anderson (D-CA) supported the legislation and noted "it is tragic that the plight of our ocean

transportation system is forced to our attention by the crises we face in the world, especially in the Middle East."

With respect to the decline of the U.S. dry bulk fleet, Congressman Daniel K. Akaka (D-HI) stated that the United States is "dependent on the goodwill of foreign owners of raw materials and on foreign-owned transportation systems for the delivery of raw materials critical to our economy and security."

Congresswoman Olympia Snowe (R-ME) said that "continued funding for construction and operating differential subsidies, research and development, and maritime education and training will sustain efficient and competitive facilities for shipbuilding and ship repair."

Ships in US Fleet Continue Decline As Tonnage Rises

The number of ships in the U.S.-flag merchant fleet continued to decline as overall tonnage went up to a record high, according to the latest report from the U.S. Department of Commerce.

As of March 1, the privately-owned deep-draft fleet totaled 724 vessels with a combined capacity of 23.5 million dead-weight tons. This total includes 568 oceangoing vessels and 156 Great Lakes carriers.

Compared with March 1, 1979, the number of ships in the U.S. merchant fleet dropped by 25 vessels, but overall fleet capacity increased 1.4 million tons in that same period. The large gain in capacity reflects the larger sizes of the new ships added to the fleet in the last 12 months, and the comparatively smaller sizes of the older ships which were scrapped, sold or retired from active service.

On the brighter side, the monthly Maritime Administration report showed that 53 merchant ships were under construction or on order in U.S. shipyards as of

March 1. The shipbuilding orderbook breaks down like this: 13 new tankers; five liquefied natural gas (LNG) carriers; ten intermodal vessels; 11 dry-bulk carriers; two cargo break-bulk ships, and 12 specialized vessels.

SPAD is the SIU's political fund and our political arm in Washington, D.C. The SIU asks for and accepts voluntary contributions only. The Union uses the money donated to SPAD to support the election campaigns of legislators who have shown a pro-maritime or pro-labor record. SPAD enables the SIU to work effectively on the vital maritime issues in the Congress. These are issues that have a direct impact on the jobs and job security of all SIU members, deep-sea, inland, and Lakes. The SIU urges its members to continue their fine record of support for SPAD. A member can contribute to the SPAD fund as he or she sees fit, or make no contribution at all without fear of reprisal. A copy of the SPAD report is filed with the Federal Election Commission. It is available for purchase from the FEC in Washington, D.C.

SUPPORT SPAD

Upgraders Come to Washington For a Look at SIU Political Action Program



The SIU's continuing educational programs for its membership brought yet another group of "A" Seniority Upgraders to Washington earlier this month for a first-hand look at the SIU's political action program.

Eight upgrading Seafarers took part in the day-long visit which included meetings with representatives of the Transportation Institute, and the SIU's Washington legislative team. Also on the day's agenda were visits to the AFL-CIO Maritime Trades Department and a tour of the Capitol.

A highlight of the tour was face-to-face

meetings with Congressmen Don Bonker (D-Wash.) and Jack Edwards (R-Ala.). Both Congressmen are fully aware of the many problems besetting the nation's merchant marine, and talked hopefully of taking actions to revitalize the maritime industry.

In the photo at left, Seafarer Hilary Thein (2nd left) shakes hands with his Congressman, Representative Don Bonker from Seattle, Wash. Looking on are SIU Washington Legislative Representative Betty Rucker and SIU Mobile Representative James Battle.



In the photo at right, the entire group of Seniority Upgraders meets with Congressman Jack Edwards. The Alabama Congressman is a former long-time member of the House Merchant Marine Committee, and has been a good friend of the SIU for many years.

The group of SIU Seniority Upgraders who took part in the Washington educational visit included: Jose Quinones, John R. Silvestri, John W. Boughman, Michael P. Marth, Wendell G. Burton Jr., Raphael S. Vargas, Hilary A. Thein, and Mike Martin.

Private Hopper Dredge Fleet Proves A-OK

THE SIU has for a long time contended that private industry should handle more and more of the dredging work done by the Federal government.

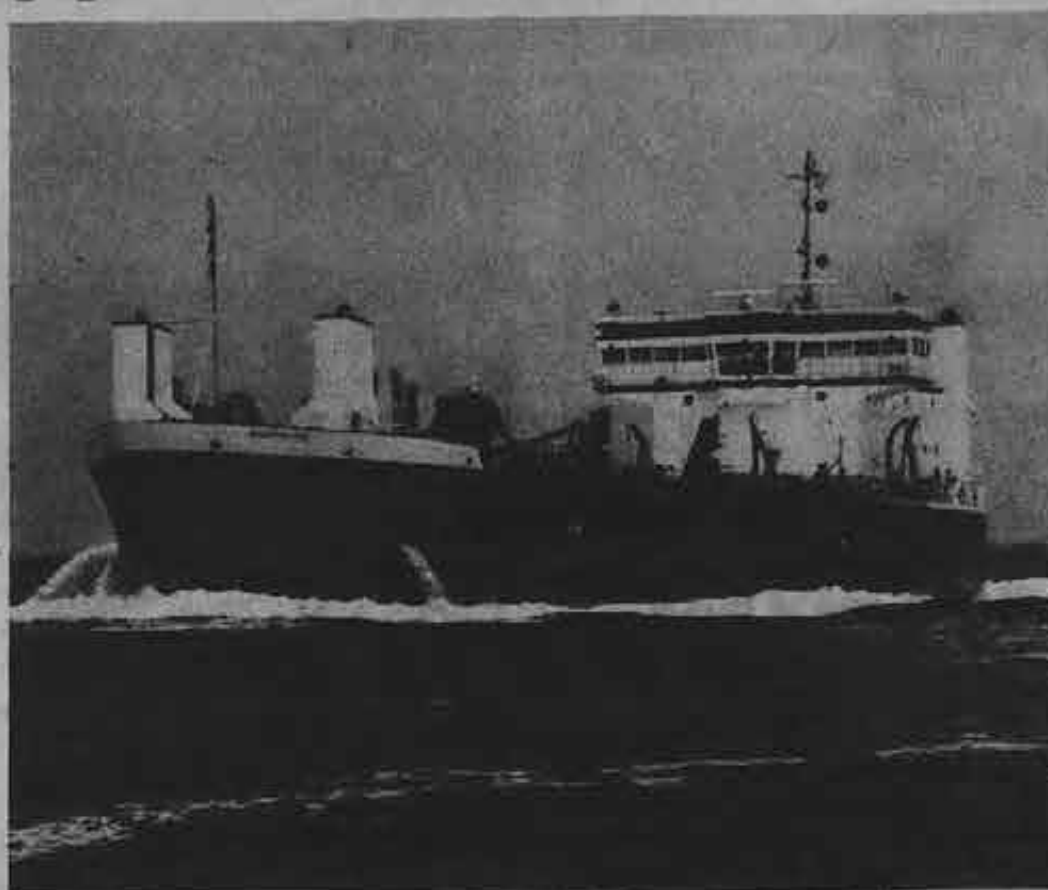
In the last few years the private sector has been given a chance to prove itself in this field. The SIU feels this has worked out so well that the government should drastically reduce its fleet of hopper dredges.

[Hopper dredges are the biggest type of dredge. They are primarily used on the channel bottom of coastal harbors or on the ocean floor. Self-propelled, they have molded hulls and the general lines of an ocean going vessel.]

The Army Corps of Engineers, which handles the government's dredging, has submitted its recommendations for the minimum size of its dredging fleet to the Office of Management and Budget (OMB). However, OMB has rejected the Corps' estimates and told it to submit new recommendations.

The Corps currently has 13 active hopper dredges. In its original recommendations to OMB, the Corps had determined that to meet national defense and emergency needs it would still require eight hopper dredges.

The SIU believes this is way



The Sugar Island is one of three SIU-manned hopper dredges. The SIU feels that private industry should handle the bulk of government contracted dredge work.

too high. Right now the private sector has four operational hopper dredges. (Three of these are under contract to the SIU.)

Five hopper dredges are under construction by the private sector. In addition, at least two more hopper dredges are in the planning stages.

One of the leaders in the hopper dredging field is SIU-contracted North American Trailing Company which owns three of the four currently active

private hopper dredges. These are the Long Island, Manhattan Island, and Sugar Island. The company also has a medium class dredge scheduled for completion in the fall of this year.

When the private hopper dredges that are under construction are finished there will be nine modern and efficient hopper dredges available with an annual capability greater than the Corps' current hopper dredge workload. In other words, industry's hopper

dredge fleet will have the capability of doing all of the work previously performed by the Corps' 13 active hopper dredges.

Therefore, the SIU as well as industry is alarmed over the Corps' recommendation to have eight hopper dredges in its "minimum fleet."

If this minimum fleet is approved there would be a disastrous effect on the private dredging industry which would not have enough work. (U.S. Public Law 93-269 allows the Corps to set aside enough work to keep its minimum fleet "fully operational.")

The SIU feels that the Federal government should be the contracting and management agency for dredging and that private industry should do the actual dredging work.

For one thing, private industry can build hopper dredges for about one-half of what it costs the government.

Also, a recent Industry Capability Program showed that private industry, in most cases, can do the work formerly done by the Corps more economically than the government.

That is why the Union believes that the sooner private industry takes over all hopper dredging, the better it will be.

Inouye Ship Bill Off the Senate Back Burner

Sen. Daniel Inouye's Ocean Shipping Act was reported out of the Senate Commerce Committee this month.

It's a good bill and the SIU

supports it.

If passed, the legislation would do a great deal to restore order to a greatly confused maritime industry. For starters, it would untangle the

conflicting array of bureaucratic and judicial mandates that presently govern the regulation of ocean transportation in the foreign commerce of the United States. It would replace those mandates with a single, easily comprehended legislative standard.

The Ocean Shipping Act, which was introduced by Sen. Daniel Inouye (D-Hawaii), seeks to develop a coherent national policy on merchant shipping. The bill enjoys widespread support among members of the maritime industry.

For many years, the American maritime industry has been plagued with vaguely defined regulatory codes.

One of the more confused sectors of the maritime industry has involved antitrust activity. Prior to 1966, agreements for economic cooperation among carriers were allowed.

Such agreements were felt to be governed by the Shipping Act of 1916 rather than the body of antitrust laws. However, a 1966 ruling held that the Shipping Act was subordinate to the body of antitrust law.

The 1966 ruling has had serious consequences for the maritime

industry. American flag companies found themselves unable to compete with foreign competitors.

The Ocean Shipping Act would in effect overrule the 1966 decision. Co-operation among carriers would once again be allowed.

The position of the Federal Maritime Commission would be reinforced by this legislation. The Commission, which has over the years gained the trust of industry members, would have primary responsibility for formulating a national policy on ocean transportation in the foreign commerce of the United States.

Important goals would finally be given official recognition under the terms of this act. Bilateral trade agreements would be encouraged, as would open conferences, or rather, less closed conferences.

The need for American flag vessels to "substantially participate" in the foreign commerce of the United States would be acknowledged.

Some details still need to be worked out. However, the legislation marks a giant step for the maritime industry. Even if the bill is not passed, important goals have been pinpointed, and a responsible course of action has been chartered.



Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	May 5	2:30 p.m.	7:00 p.m.
Philadelphia	May 6	2:30 p.m.	7:00 p.m.
Baltimore	May 7	2:30 p.m.	7:00 p.m.
Norfolk	May 8	9:30 a.m.	7:00 p.m.
Jacksonville	May 8	2:00 p.m.	—
Algonac	May 9	2:30 p.m.	—
Houston	May 12	2:30 p.m.	7:00 p.m.
New Orleans	May 13	2:30 p.m.	7:00 p.m.
Mobile	May 14	2:30 p.m.	—
San Francisco	May 15	2:30 p.m.	—
Wilmington	May 19	2:30 p.m.	—
Seattle	May 23	2:30 p.m.	—
Piney Point	May 10	10:30 a.m.	—
San Juan	May 8	2:30 p.m.	—
Columbus	May 7	—	1:00 p.m.
Chicago	May 13	—	—
Port Arthur	May 13	2:30 p.m.	—
Buffalo	May 14	—	—
St. Louis	May 16	2:30 p.m.	—
Cleveland	May 15	—	—

Busy as AB's



Buzzing with success after completing the AB course at HLS are: Kneeling, front, A. Walker. First row (l-r) W. Ludlow, S. Boettcher, D. Severinson, J. Romeo, E. Young, M. Latta, P. Ryan, E. Henry, R. Lynn. Back row (l-r) R. Urban, M. Marquette, K. Tremblay, R. Tremblay, M. Birt, J. Vandenheede, M. Schmitt, L. Kuhn.

14 + 3 Learn ABC's of LNG



Ready to man LNG vessels under SIU contract are the following 17 Seafarers: recent graduates of the HLS LNG course: Front row (l-r) T. Burke, T. R. Goodman, M. Pedersen, J. Curlew, R. Suy. Back row (l-r) S. Ehrnlunn, J. Robinson, J. Thrasher, H. Jones, Jr., J. Cavagnaro, B. Stearns, A. Clark, F. Paylor, M. Haukland, R. Greggs, D. Hicks, E. M. Welch.

Why is this FOWT smiling?



Because he's working.

The best bet for wipers who want to improve their job security is getting an FOWT ticket at HLS. Job opportunities for FOWT's have never been better. Enroll now in the FOWT course at HLS. Courses start on July 3 and July 31. To sign up, contact Harry Lundeberg School, Vocational Education Department, Piney Point, Maryland 20674, (301) 994-0010. Or fill out the application in this issue of the Log.

Ready for Sea As QMED



All smiles when they finished the QMED course at the Harry Lundeberg School are: Front (l-r) A. Mercado, A. Nelson, J. Barry. Second row (l-r) D. Shaw, K. Patterson, V. Carrao, G. Cooper, E. Abidin, R. White, N. Celona, J. Oberson, A. Santiago. Back row (l-r) M. Castagna, S. Dinnes, F. Wagner, G. Watson, R. R. Rosario, J. Ponti.

The Harry Lundeberg



School of Seamanship

Two Cross Wire



Graduates of the latest Marine Electronics course at HLS are (l-r) E. Sorensen and G. Blanco, snapped in the classroom with instructor T. Connor.

Two Quartermaster Quartets



The beaming faces of these eight Union brothers tell it all. The newest SIU Quartermasters are: Front (l-r) W. Paulsen, R. Munroe, J. Borucki, A. Easter (instructor). Back row (l-r) W. Burke, R. Brock, R. Brown, A. Holland. Not in the pic are two other graduates of the Quartermaster course, C. Pineda and M. Pereira.

All Pulling for Ben Mignano to Get Mate's License

In early 1944, 16 year old Benny Mignano said good-bye to family and friends and went off to join the merchant marine. If he was looking for something more exciting than the streets of Brooklyn, his old stomping grounds, he would certainly find it later between the Murmansk Run and the Saigon River.

Today, at 52, Ben Mignano is one of the most respected bosuns in the SIU. He has seen a lot, and accomplished a lot since 1944. But one of his greatest accomplishments is yet to come.

Mignano has gone from hitting the deck and swinging the booms, to hitting the books and wielding a pen at the M.E.B.A. (Dist. 2) Maritime Upgrading Center in Brooklyn, N.Y., where he's preparing to make his final move through the hawespipe. If all goes well, and in spite of the good-natured razzing he's been getting from faculty and fellow students at the Center, he'll have an **Original Second Mate's** license in a few months.

Mignano actually started out in the steward department, sail-



Recertified bosun Ben Mignano is now a model student at the M.E.B.A. (Dist. 2) Maritime Upgrading Center in Brooklyn, N.Y.

ing as messman on his first ship, the *Benjamin Brown*, and on his second, the *Grace Abbot*. It was while coming back from Murmansk in the *Abbott*, in May of '45, that he got a close look at a German U-Boat. Fortunately, it came after the Nazi surrender in Europe.

Somebody yelled, "There's a sub!" And sure enough, there was a surfaced German sub flying the white flag. It followed the *Abbott* into Scotland, surrendering to British authorities there.

"I'll never forget the date of our

arrival in Scotland," recalled Mignano. "It was May 13, 1945. We received word that President Roosevelt had died the day before."

Mignano shipped with the deck department on his third ship, the *Frank C. Emmerson*. He upgraded to AB (blueticket), and got his Green ticket AB in 1947.

The draft caught up with him in 1951, and he spent the next two years with the army in Panama. Then it was "back to the SIU in 1953 and I started sailing again," said Mignano. He worked stead-

ily and got his first bosun job, on the Bull Line's *Arlyn* in 1957. He's been "Hey, Bos!" ever since.

The late 1960's and early 1970's saw Mignano, like so many others, in the Vietnam War Zone. He spent four and a half years on the *Rafael Semmes*, including one voyage when the ship came under rocket attack in the Saigon River. But luck was with the *Semmes*—and Mignano—during that trip. The rockets, including one that hit just below his porthole, were duds.

Mignano made his first visit to the Harry Lundeberg School in 1976, when he participated in the Bosun Recertification Program. He was impressed by what he saw. "It's a wonderful school to go through," he confided, "and it has given a lot of people opportunity."

Back at school—this time in Brooklyn—Ben Mignano's hoping his luck will not desert him in the coming months. But he's got a lot more going for him than luck, including a bunch of people who are pulling for him to succeed. Because Ben Mignano won't be a bucko mate—he'll be a good one.

Carter OKs \$227 Billion Oil Windfall Profits Tax Act

President Carter early this month okayed his controversial Crude Oil Windfall Profits Tax Act at the White House after a year of bitter Congressional horse trading.

A "windfall" is "an unexpected or sudden gain or advantage."

Carter declared "the keystone of our national energy policy is now in place." And exclaimed it "a victory for every American citizen."

He envisioned that the \$227.3 billion tax—the largest tax on a U.S. industry ever—with the decontrol of the domestic crude price in late 1981, would give "both the incentive and the means to produce more oil here, conserve more oil here and replace more oil with alternative sources of energy."

Beside excluding from the new law which took effect on Mar. 1 some North Slope Alaskan oil found

before 1978, it exempts from 1981-2 individuals taxes with as much as \$200 yearly on interest and dividends. It also gives a tax break to homeowners and businesses that save or produce energy and to those who sell inherited assets.

U.S. domestic Oil Biggies—who made record-breaking billion dollar "unearned profits"—from OPEC's high prices for crude and long, expensive gas station lines last year, with independent American oil

producers, are expected when decontrol is lifted to make \$1 trillion over the next decade.

Oil Biggies would pay \$205 billion of the tax; independent \$22 billion.

Later, when the budget is balanced and the national debt reduced, Congress can use 60 percent of the \$227.3 billion for a general tax cut, 25 percent to pay the fuel bill of the low-income poor and 15 percent for energy development and mass transportation.

Ogden Challenger Committee



Hdqs. Rep Teddy Babkowski (seated left) writes a dues receipt for Recertified Bosun John O. Frazier (seated right) ship's chairman of the ST Ogden Challenger (Ogden Marine). With them is the Ship's Committee of (l. to r.) Deck Delegate Jack Kiohn, Oiler Rudy Lopez, Steward Delegate George Malone and Engine Delegate D. Saxon. The tanker paid off at Bayonne, N.J.

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

Notice to Participants in PMA Pension Plan

The new Summary Plan Description of the SIU Pacific District-PMA Pension Plan has been completed and was mailed to all members beginning Wednesday, March 19, 1980.

(This new booklet applies to former MC&S members employed on Pacific Maritime Association vessels.)

This booklet highlights the main provisions of the Pension Plan. The Summary Plan Description explains both the benefits the Plan provides and the requirements which must be fulfilled in order to qualify for pension benefits, including the changes made to comply with the new pension laws (frequently referred to as ERISA). We urge you to study this booklet carefully.

You should be aware of the possibility that you may not receive the amount of pension benefits referred to in this booklet. This may occur if you have a break in service or if you fail to qualify for other reasons that are discussed in the booklet.

In the event you do not receive a copy of the Summary Plan Description or have any questions regarding its contents, booklets will be available at the Plan Office located at 522 Harrison Street, San Francisco, California 94105, Telephone (415) 362-8363, and all Union Offices.

WAACs Get V.A. Benefits: Seamen Next on List

THE long-awaited decision on G.I. benefits for merchant marine veterans of World War II is expected to be handed down soon, possibly as early as next month.

A lengthy application, filed on behalf of 250,000 merchant seamen, the largest non-combat group to serve during the Second World War, was submitted to a joint Civilian/Military Review Board at the end of January. The three member panel, named by the Dept. of Defense has already held at least one review on the merchant marine application.

So far, the Board has considered applications for veterans status of about nine groups who made a non-military contribution to the war effort.

Most recently, about 5,000 members of the **Women's Army Auxiliary Corps** were declared full-fledged military vets eligible for G.I. benefits such as home loan guarantees, hospital coverage and, in some cases, pensions.

In issuing their ruling on the WAACs, the Civilian/Military Review Board recognized their "noncombatant service with the Army of the United States for the purpose of making available the knowledge, skills and special training of the women of this nation."

A spokesman for the Joint Maritime Congress, which prepared the application on behalf of all maritime union veterans, including SIU members, said "we expect to be next on the Board's list."

The SIU is optimistic that, based on the scope of the application, the Board will award World War II merchant mariners the veterans status and accompanying benefits they so justly deserve.

That application, representing

months of in-depth research, was tailored to answer each of the five criteria used as the basis of eligibility for awarding veterans status.

Those five criteria, spelled out in Title IV of the G.I. Bill Improvement Act of 1977, include determining whether:

- the group applying received military training and acquired a military capability or the services

performed by such groups was critical to the success of a military mission;

- the members of the group were subject to military justice, discipline and control;

- the members of the group were permitted to resign;

- the members of the group were susceptible to assignment for duty in a combat zone, and;

- the members of the group

had reasonable expectations that their service would be considered active military service.

The joint maritime union application took up three volumes of material. The first contained arguments in favor of awarding merchant seamen veterans benefits. It noted that, while "Title IV does not require that all statutory tests be met, this application demonstrates that the members of the American merchant marine who were in active ocean-going service during World War II satisfy all statutory tests."

Volume II included published articles, sworn statements, war-time training manuals and other materials which formed the solid background of the application. And Volume III contained page after page of the names of the 2.8 percent of all merchant seamen who lost their lives in the service of their country; a loss rate that was second only to the Marine Corps' 2.9 percent.

We believe this application contains solid proof that merchant seamen played a crucial role in this nation's World War II effort and deserve more than medals and certificates as rewards for that service. We are confident that the Civilian/Military Review Board will agree with that judgement.

New Series of Tax Free U.S. Savings Bonds Introduced

As of Jan. 2, 1980, the U.S. Treasury Department began offering U.S. Energy Savings Bonds, Series EE, for sale to the public.

The Series EE Savings Bond, like the Series E Bond it replaces, is an accrual-type Bond. It pays 6½ percent interest which is compounded semi-annually when the Bonds are held for five years or longer.

If the Bonds are held through their 11-year maturity date, the interest rate goes up to seven percent.

Savings Bonds are a safe investment. They are fully guaranteed until maturity and if they are lost, stolen or destroyed, the government will replace them.

The big plus in purchasing Savings Bonds is that the interest the Bonds earn is tax deferred. Federal tax on the interest is not charged until the Bond either matures or is redeemed. And Savings Bond interest is totally exempt from state and local income taxes.

U.S. Energy Savings Bonds, Series EE, can be purchased at any commercial bank. The Bonds can be redeemed at those banks or at Federal Reserve banks.

Carter Declares May 22 As National Maritime Day

By the President of the United States of America

A Proclamation

Throughout the history of the United States, trade and shipping have made a vital contribution to the Nation's growth and economic vitality. Today, the American Merchant Marine continues to aid the development of American enterprise and to foster the well-being of all American citizens by linking U.S. industries, farms and markets with our overseas trading partners.

In addition, our Merchant Marine has shown valor and dedication in providing logistic support to United States military forces in times of national emergency.

In recognition of the importance of the American Merchant Marine, and in commemoration of the departure from Savannah, Georgia, on May 22, 1819, of the S.S. *Savannah* on the first transatlantic voyage by any steamship, the Congress of the United States, by joint resolution of May 20, 1933 (48 Stat. 73, 36 U.S.C. 145), designated May 22 of each year as National Maritime Day and requested the President to issue annually a proclamation calling for appropriate observances.

NOW, THEREFORE, I, JIMMY CARTER, President of the United States of America, do urge the people of the United States to honor our American Merchant Marine on May 22, 1980, by displaying the flag of the United States at their homes and other suitable places, and I call upon all ships under the American flag to dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this thirteenth day of March, in the year of our Lord nineteen hundred and eighty, and of the Independence of the United States of America the two hundred and fourth.

Jimmy Carter

Dispatchers Report for Great Lakes

MARCH 1-31, 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
Algonac (Hdqs.)	77	19	6	76	46	2	51	19	7
Algonac (Hdqs.)	57	20	8	61	29	0	49	27	12
Algonac (Hdqs.)	19	4	3	33	14	1	11	7	3
Algonac (Hdqs.)	70	110	36	0	0	0	50	97	49
Totals All Departments	223	153	53	170	89	3	161	150	71

*"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.

Retiring on SIU Pension Means Security

THE SIU has always believed that retirement should be a time of joy and security. That philosophy shows in many of the Union's actions. It especially comes through in the Seafarers Pension Plan.

Ever since the Plan was started, SIU seamen and boatmen have been able to retire with the secure knowledge that they would find their pension check in the mail each month.

Sound financial funding was always a fundamental principle of the Plan. Even before a U.S. law was passed in 1974 to guarantee promised pension benefits, the trustees of the Seafarers Pension Plan made sure that no one would ever be cut off from the monthly pension he was expecting.

Unlike many other pension plans, the SIU plan has never had to take back or decrease any benefit it has given.

Even though, at times, it would have been easier and politically more expedient to put certain popular demands into the Plan, the Union took the more difficult path. If the SIU realized that particular provisions would have proved harmful in the long run, it didn't hesitate to point them out to the membership.

Medical Coverage

But besides the security of the monthly pension check, the Seafarers Pension Plan provides something else that greatly adds to the security of its pensioners. That is medical coverage.

SIU pensioners and their dependents continue to be fully covered by the Seafarers Welfare Plan. Further, the Welfare Plan will pay for Medicare premiums for both the pensioner and the pensioner's spouse. In many other pension plans, medical coverage is cut off or severely cut back when the worker retires—and that's just when such coverage is most needed.

Some of the medical benefits to which SIU pensioners are entitled include:

- medical and hospital expenses, including reasonable costs of all medical, surgical, and hospital care, plus physician's fees charged for office and house calls.

- a dental benefit which covers the cost of the labor in the acquisition and maintenance of dentures. However, no payment is made for the cost of the materials used in dentures.

- payment for prescription drugs. The Plan pays the cost of drugs prescribed by a physician except when the pensioner is receiving treatment in a hospital as an inpatient.

Pensioners who are eligible for Medicare are required to maintain such coverage and the Seafarers Welfare Plan will reimburse the full cost of the Supplemental Medicare Program. For those enrolled in the Medicare Program, the Seafarers Welfare Plan will pay any charges not covered by Medicare up to the maximum allowed under Dependent Benefits and the Surgical Schedule. The Plan will also

pay the "hospital deductible" not covered by Medicare as well as all excess charges not allowed by Medicare.

Further, the dependents of SIU pensioners can still apply for the College Scholarship Program offered by the Seafarers Welfare Plan every year.

Besides these benefits for SIU pensioners, the Union is also a strong supporter of a sound Social Security program. **The SIU fully backs any**

increases in Social Security and fights against cutbacks.

Finally, retirement can mean difficult adjustments. A man or woman who has become accustomed to a life on the water can sometimes find life on land a little strange. But because the SIU pensioner has full access to the Union Hall, he can go there to play cards or talk over old times with other Seafarers and Boatmen. He still feels he is a part of the SIU community.



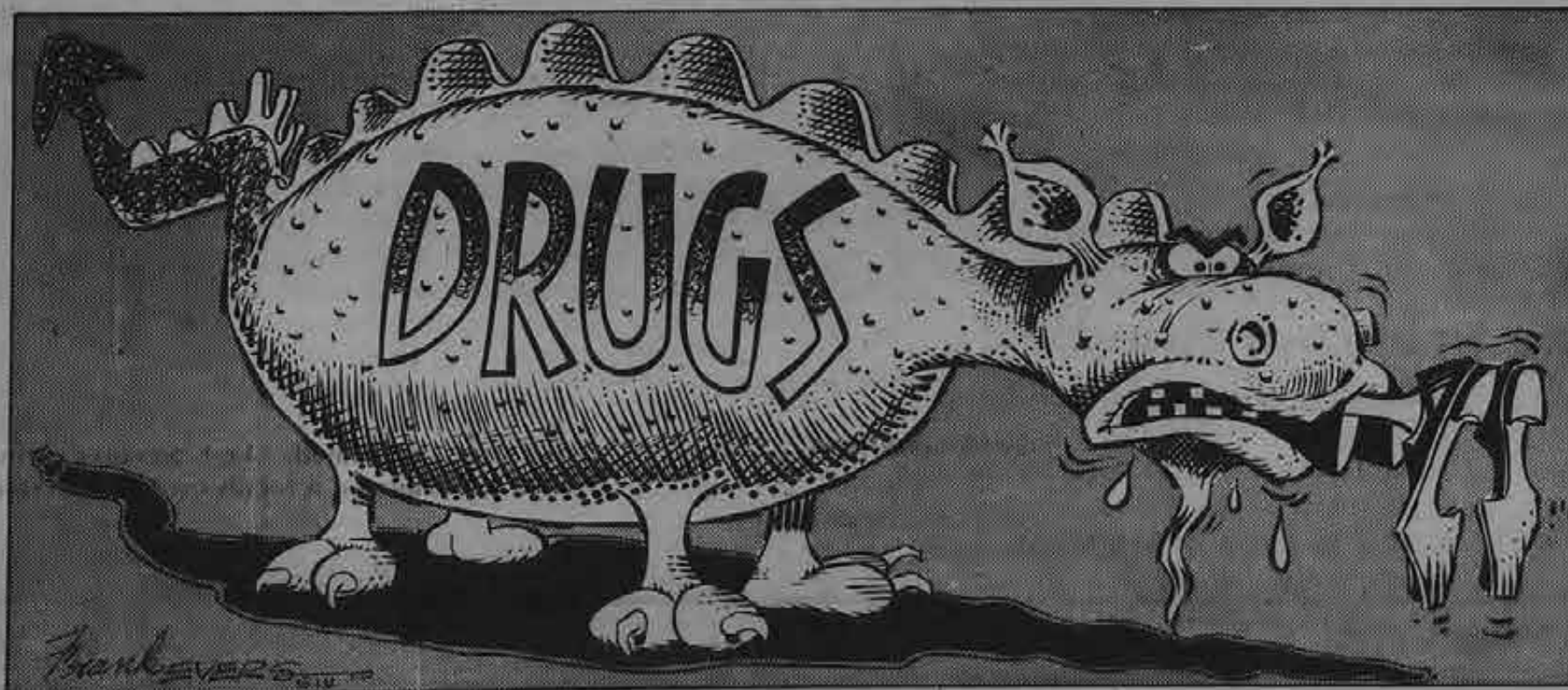
The Transportation Institute Towboat Operator Scholarship Program pays you while you go to school at HLS. It gives you free room, board and books. It helps you earn wheel-house time while you learn boathandling skills. And HLS graduates get day-for-day worktime credit.

You can't afford not to apply for a Towboat Operator Scholarship

The next class begins on July 7.

Contact your SIU Port Agent or your Company to apply.

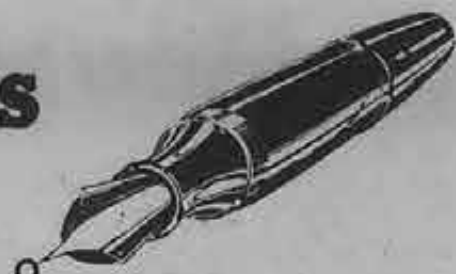
A MESSAGE FROM YOUR UNION



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

LETTERS

TO THE EDITOR



Good People Make SIU the Best

I and four brothers have been in the SIU for a long time. One of my brothers, who is deceased, was a charter member.

I would like to say a word of praise for someone that has been a true blue friend in time of need, and that man is Tom Cranford, supervisor of the Seafarers Welfare Plan.

Most of us being at sea have to leave our business to our wives. Tom not only does a number one job with the claims but he reassures people and raises their spirits.

It makes me proud to know that there are still people like him around to take care of things while we are at sea.

My hat is off to Tom and all the other people at the Seafarers Welfare Plan. People like them make me know that I am still in the best Union afloat.

Fraternally,
Morris J. Danzey, Jr.
Satsuma, Ala.

Honeymoon Home Scrapped

The only gloomy note cast on our 50th wedding anniversary, Feb. 1st, was the sad news that our honeymoon home was headed for the ship-breakers yard.

I was Quartermaster on the S.S. *Hugh Kennedy*, American Steamship Co., in 1929. I was chosen to keep ship over the winter, frozen in the ice.

Sometime during that winter as Louise and I spent our honeymoon in residence aboard her, I was ordered to change her name to the S.S. *Jacob F. Schoelkopf, Jr.*

The January issue of the *Log* reports the *Schoelkopf*, late the property of the Erie Sand and Gravel Co. is headed for the scrap yard.

Louise's favorite joke, (at hen parties) goes something like this: "Louise where did you spend your honeymoon?" Louise, "I spent it aboard ship for 3½ months." "Oh did you go around the world on a cruise?" Louise, "no, we never left the dock, we were froze in the ice the whole time."

Fraternally,
Bud Knuckey
Brooksville, Fla.

Cooking With Gas

In all the years we have sailed—and they have been many—we have never come across a steward department such as we have on this ship, the *LNG Capricorn*. They are the best.

Both the steward, Larry Dockwiller, and chief cook, Pat Geary, must certainly have taken a course in creative and imaginative cookery at the Lundeberg School. The food, the service, the attention is excellent.

All the officers, and the crew as well, give them our hearty thanks.

Fraternally,
The Officers, Voyage #37
LNG Capricorn

Pensioner's Problem Handled

I want to say thank you very much for the recent checks the Seafarers Welfare Plan paid for my operation here in Kenosha, Wisc. Memorial Hospital. Believe me the checks came in mighty handy. I want all Union brothers to know what a wonderful Union we have. Thanks again for everything.

Fraternally,
Verner M. Frederiksen, Retired
Kinosh, Wisc.

'A Great Organization'

I want to express my appreciation and thanks at this time on receiving the death benefit check for my late husband, Steven J. Knapp.

I also wish to thank the Union for all the medical care given to him since he was retired. The SIU is a great organization, and the Union has done a wonderful job in training young boys for good jobs for the future.

The Union also provides wonderful care to seamen and their dependants.

Thanks again for the promptness in this time of sadness. May the strength of this great organization be everlasting.

Sincerely,
Mrs. Evelyn Knapp
New Port Richey, Fla.

Takes Care of Retirees

As a pensioner and a long time member, I would like to thank the SIU for all they have done for me, especially in the last 11 years regarding medical coverage. I hope to see the Union progress in every field in the future.

Fraternally,
Ira Turner,
Mognaba, N.J.

Be a High School Grad It's Easy at HLS



The Academic Education Department at HLS offers a high school education program for you. No matter when you left school or how old you are, this program can help you. You will learn the skills you need to get a diploma. The classes are small and a course of study is set up for each person.

Take the first step in getting a high school education. It's easy. Fill out the coupon below and send it to the Academic Department at HLS today.

I want to be a high school graduate. Send a GED application kit to this address:

Name (Please print) _____

Address _____

City _____

State _____

Zip Code _____

Book Number _____

Social Security Number _____

Do you have one year of seetime with the SIU? ☐ Yes ☐ No

Mail this coupon to:

Harry Lundeberg School
Academic Education Department
Piney Point, Maryland 20674

Enough Is Enough! Pass Ocean Mining Now

ABURIED treasure so vast that its worth is estimated in the trillions of dollars lies in a thick blanket on the oceans' floor.

By mining that treasure—the nickel, copper, cobalt and manganese packed into potato-sized nodules—U.S. industry could be freed from its current heavy dependence on imports of those four key minerals in just two decades. Our ocean mining companies are ready and able to start retrieving and processing the minerals.

But for the past seven years there's been a hands-off cordon around the deep seabed.

The "no trespassing" sign was posted by the United Nations Law of the Sea Conference. The 140 nations participating in the Conference have been trying to hack out a treaty which, among other things, will decide who gets how much of the deep seabed's mineral wealth.

When the most recent conference session adjourned in early April, the newspapers trumpeted their conviction that the conferees were very close to settling the thorny ocean mining issue. "With a little sailors luck," said a *New York Times* editorial, "and some agile navigation, this could at long last be the year of the sea."

WE think the noise is premature. Though Law of the Sea participants didn't have much trouble reaching accords governing access to sea lanes or ecology of the oceans, several points concerning deep seabed mining which have stood in the way of a treaty in the past still stand.

The conflict between the third world countries, which make up a voting majority of Law of the Sea participants and are claiming a lion's share of the booty, and the developed industrial nations which possess the technology and the money to do the actual mining, remains a standoff.

Despite the optimism of the national press, nothing much is new with the Law of the Sea treaty.

The real story, as far as we're concerned, is the promise and progress of ocean mining legislation through Congress.

The Senate has already passed their version of a deep seabed mining bill which would give U.S. mining companies the go-ahead to begin harvesting deep seabed minerals. And the last of three House Committees is scheduled to report out their version of the measure late this month with full House debate to follow in early May.

While we respect the work of the Law of the Sea Conference in many areas, we don't see a treaty on ocean mining coming out of the international body anytime soon. But Congressional passage of ocean



mining legislation is very close. And, as we have in the past, we're putting our money on that legislation for big reasons.

FIRST, passage of a U.S. ocean mining law this year would allow American mining companies to begin retrieving the deep seabed minerals by 1982. On that schedule, the U.S. could be entirely self-sufficient in the nodules' component copper, nickel, cobalt and manganese by the turn of the century.

But even using the most optimistic time frame, mining under a Law of the Sea treaty could not even begin before 1988.

Another, and more important reason we're backing the U.S. ocean mining legislation is jobs. Both the House and Senate versions of the ocean mining bills contain "build American, man American" amendments which are of crucial concern to organized labor.

In the Senate bill those amendments would require:

- that all mining and processing vessels used for ocean mining be U.S. built, U.S. registered and U.S. manned;

- at least one ore carrier used to transport nodules from each mining site be U.S. built, U.S. owned and U.S. crewed;

- U.S. registered ore carriers used for ocean mining be eligible for both construction and operating differential subsidies.



Finally, by getting an ocean mining industry off the ground, the mineral-hungry U.S. will have some leverage against yet another cartel of producing nations.

Rich in so many things, the United States is mineral poor. Major producers like the third world countries Chile, Peru, Zambia and Zaire want to keep it that way.

With passage of ocean mining

legislation the U.S. has an opportunity to ensure our industries supplies of crucial minerals with no economic or political strings attached. And we have an opportunity to put thousands of Americans in our foundering shipbuilding industry back to work.

Swift passage of ocean mining legislation is, simply, in the best interests of this nation's workers, her industry and her security. From where we sit, those are compelling reasons indeed for Congress to vote "yes" on ocean mining.

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Liberia's Tolbert Killed in Military Coup

Upheaval Threatens World's Biggest Convenience Flag Fleet

The stability of Liberia's ship of state is now as big a question mark as the safety of her merchant fleet at sea. On April 12, the Liberian army toppled the regime of the nation's President William R. Tolbert Jr., and replaced him as chief of state with a 28-year-old army sergeant. Tolbert was shot to death in the process.

Though 4500 miles and the Tropics of Cancer and Capricorn separate the U.S. and this west coast African nation, the tremors from the Liberian coup may well rock the U.S.

America is heavily dependent on flag of convenience ships of many nations for carriage of our goods, especially crude oil. But we depend on none so heavily as the fleet that flies the Liberian flag.

More than 43 percent of our crude oil imports are brought into the United States on Liberian-registered bottoms every year.

Overall, annual U.S. import and export totals have climbed steadily during the past 15 years. Beginning in 1964, U.S. exports increased by over 100 million tons a year while American import totals rose a

whopping 600 million tons annually.

It's no secret that the American flag merchant fleet has been on a decline for years. Our slightly more than 500 merchant ships today carry less than five percent of all our imports and exports combined, and a scant 2.9 percent of our imported oil.

But the number of merchant vessels owned by American oil companies and registered under the Liberian flag has been growing by leaps and bounds. Today that fleet numbers over 2600 vessels, by far the largest merchant fleet in the world.

The SIU and some high ranking military experts have tried repeatedly over the years to convince Congress and the Administration that our near total reliance on foreign flag carriage of oil and other raw materials was both economically unsound and reckless from a national security point of view.

But the size and capability of the U.S. merchant fleet has continued to slip. And the government has continued to believe, despite indications to the contrary, that in the event of a crisis, American-owned flag of convenience vessels would give their all for the good ole' U.S. of A.

However, history has proven that the U.S. government's trust in the loyalty of flag of convenience vessels is misplaced. When Liberia was governed by Tolbert, who was considered a stable leader and strongly influenced by the U.S., American-owned Liberian-registered vessels were not permitted to abide by U.S. policy during the Arab/Israel conflict of 1973.

At that time Tolbert issued an Executive Order forbidding any Liberian-registered ship to participate in the military re-supply of Israel. The penalty for violating the Executive Order was a \$50,000 fine and cancellation of the certificate of registry.

Seven years later, the U.S. is even more dependent on Liberian-flag ships, especially for carriage of oil, than in 1973. Should he choose to use it, the new military leader of Liberia holds a powerful economic weapon against the United States.

But there's another point against assuming that U.S.-owned flag-of-convenience vessels would be of any use to America in time of emergency. Even if Liberia and the other governments of registry of those vessels could be persuaded—or

forced—to assign those ships to U.S. use, there would be no guarantee that those ships would be manned. Foreign crews owe no loyalty to either the U.S. or to the country of registry of their ship.

The overdependence of the United States on unstable foreign nations for both our crucial raw materials and the carriage of those imports puts us in triple jeopardy.

First, we are heavily dependent on unstable Middle Eastern countries for our supplies of crude oil. Second, as the coup in Liberia points out, we are at the mercy of unstable third world nations to transport those commodities. And finally, we are reliant on the nationals of at least one and sometimes several other nations to crew those vessels.

While there is little the U.S. can do, at the moment, to get out from under the sway of oil supplying nations, there is no reason why we have to continue depending on outside sources for our shipping needs.

Unless we act soon to increase the size and carriage capability of our own fleet, the U.S. may well find herself boxed into a corner with no way out.

Waterman Steadily Modernizing Its Fleet With LASH Ships

SIU's contracted Waterman Steamship continues to modernize its fleet.

The Maritime Subsidy Board (MSB) has approved Waterman's application to bareboat charter three LASH carriers from Central Gulf Lines. These ships will be replacement vessels on Trade Route 18.

This route covers trade from the

Atlantic Coast and Gulf of Mexico to India, the Persian Gulf and Red Sea, Pakistan, and Burma.

The LASH vessels, which will be chartered for 12 years, replace three C4 ships. They are: the *George Walton*, the *Jeff Davis*, and the *Thomas Nelson*.

In approving Waterman's application, the MSB said that the long-term charter of the relatively new

Central Gulf LASH vessels will add three modern ships to Trade Route 18 service. The Board added that this charter "will significantly modernize Waterman's fleet and provide more efficient service."

Besides the ships, Waterman is also chartering 450 lighters from Central Gulf.

The former names of the Central Gulf ships were: *Green Harbour*,

Green Islands, and *Green Valley*. Their new names are: *George Wythe*, *Button Gwynett*, and *William Hooper*. The *George Wythe* should be in operation by mid May and the *Button Gwynett* and *William Hooper* by the beginning and end of June, respectively.

Also in June, Waterman will be further modernizing its fleet with a new Roll-On/Roll-Off ship called the *Benjamin Harrison*. She is scheduled to be followed in September by another new Ro/Ro, the *Edward Rutledge*. Waterman is also building three more new Ro/Ro's, all of which should be ready in 1981.

If Hurt on a Vessel, USPHS Must Still Be Utilized

The word from Seafarers and Boatmen is that the recent ruling by the Board of Trustees of the Seafarers Welfare Plan making USPHS optional is the best thing to come along since bottled beer!

That new benefit—giving SIU members the choice of the complete health care offered at USPHS or the identical coverage their dependents are eligible for at a private hospital—has generated a lot of enthusiasm.

There have also been some questions raised about what to do in special circumstances.

All seamen and boatmen who are eligible for coverage under the Seafarers Welfare Plan are entitled to use either a USPHS hospital or a private facility. If you opt for care at a private facility, the section on dependents coverage in your Welfare Plan booklet will explain exactly which costs are covered and which are not.

There is one situation in which all

Seafarers and Boatmen must use USPHS whenever possible.

In the case of sickness or accident which requires emergency hospitalization occurring while you are aboard a vessel, all SIU members must still use the nearest USPHS facility. If there is no USPHS hospital in the port, you can be taken to a private hospital for emergency treatment.

If you receive emergency treatment in a private hospital in such an instance you must notify the nearest USPHS hospital within 48 hours.

The best way to notify USPHS that you are receiving emergency treatment in a private hospital is to phone USPHS and follow-up your phone call with a telegram within 48 hours.

A telegram provides concrete proof that you notified USPHS within the 48 hour period. With that proof you eliminate the chance of USPHS losing the record of your phone call. Sometimes in the past,

USPHS has refused to pick up the tab for a Seafarer or Boatman receiving emergency care in a private hospital because they have no record of notification.

Delta Uruguay Committee



N.Y. Patrolman Teddy Babkowski (seated 2nd l.) is at a payoff last month aboard the SS *Delta Uruguay* (Delta Line) at Port Newark, N.J. He's with the Ship's Committee (seated l. to r.) Recertified Bosun William "Bill" Feil, ship's chairman; Chief Steward John Hunt, secretary; reporter 3rd Cook Fred Biegel, steward delegate and an unidentified crewmember. In the background are BR "Sambo" Solomayor and Deck Maintenance Ovidio R. Rodriguez, deck delegate.

Great



Lakes Fitout '80



When the whistle blows, everyone goes—to the spring fitout on the Great Lakes that is.



Roland Lindemuth wheelsman on the *Lewis G. Harriman* (Huron Cement) does some repairs on the deck of the old cement carrier built in 1923.



On board the *St. Clair* (American Steamship) in Sturgeon Bay, Wisc. QMED Robert Brunk pumps out some lubricating grease for the engine room.

THE inevitable has occurred, just as it does every year—Spring! With the possible exception of a few players in the National Hockey League, no one is thinking about ice.

There might still be a little floating around in the Upper Lakes Regions. But for the most part, the cold of winter past is just a memory—a memory to be replaced as always by the dutiful call of the steam whistle

as another shipping season on the Great Lakes commences.

Seafarers will be coming from points far and near to return to the jobs they left at season's end last year. Some will come from homes in Florida or California or other sunny climes where they fled to escape the chill winter winds. Most, however, will be traveling only a short distance from their homes, in any of the many cities and towns that dot the

coasts of the Great Lakes, to the steamers they and probably many of their own people have called home for years.

In a matter of a few weeks the men will have their ships ready to sail. Cooks will busy themselves in the galley preparing the meals that will provide nourishment to the deck and engine personnel who keep the vessels running smoothly.

Soon, the ships will be ready to take on cargo and carry it to familiar ports-of-call. They'll carry coal from the banks of Lake Erie and taconite from the western shores of Lake Michigan to supply the auto industry in Detroit. Also, sand, stone and gravel to supply materials for the building trades. All easily unloaded with the aid of the massive cranes of self-unloading vessels.



AB/Wheelsman Robert Allen is glad to be aboard the *William R. Roesch* (Pringle Transit) for another season.



Ralph Withrow, AB on the *Paul Thayer* (Pringle Transit), has no quarrels with the ore, coal and stone carriers' cook.



Gordon Aikens, night porter on the *Lewis G. Harriman* does a little daytime water glass washing in the ship's galley.

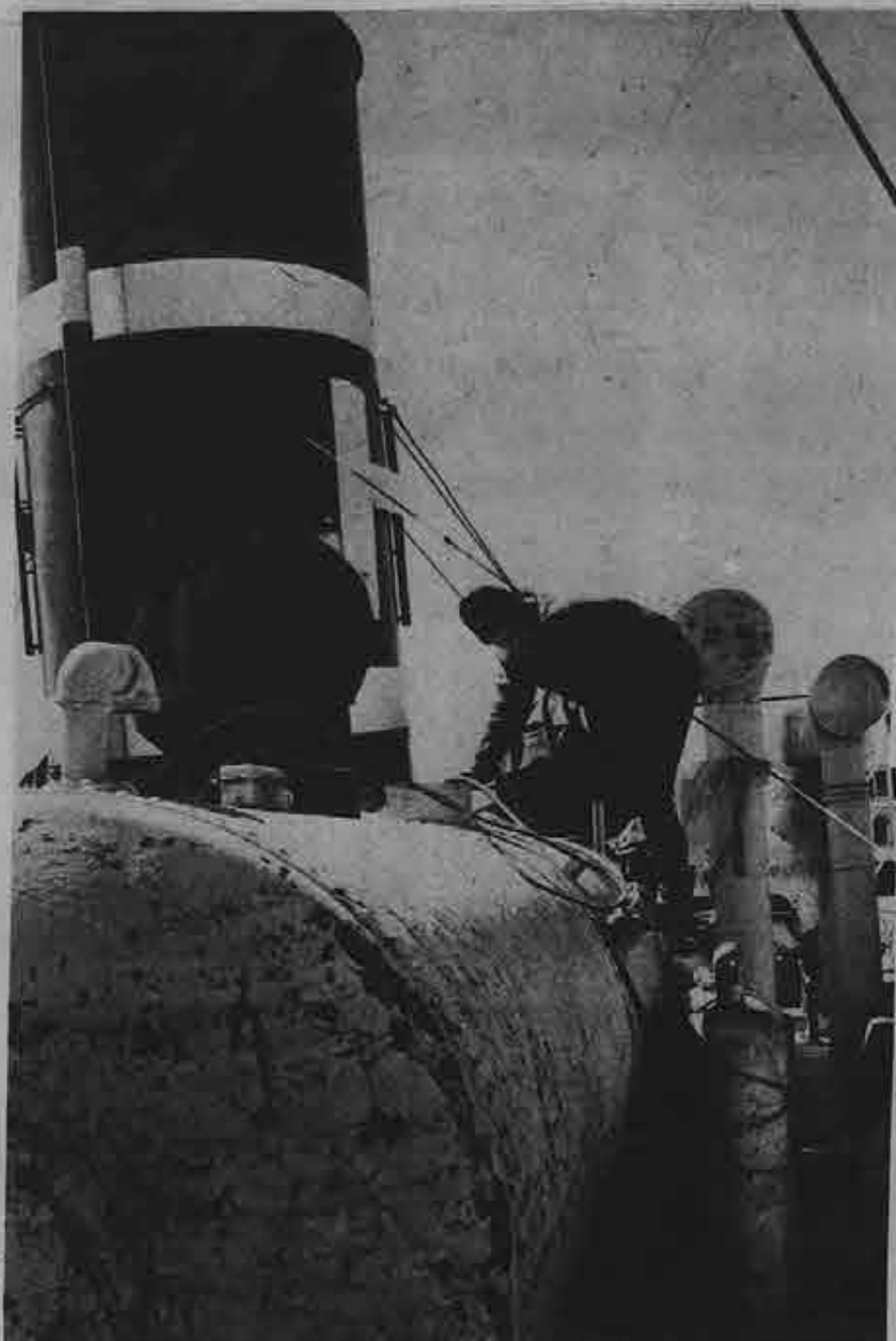


A man who should be no stranger to Great Lake's Seafarers is John "Mac" McClinton, formerly the SIU's port agent in Alpena, Mich. Mac's gone back to wheeling for Huron Cement and is seen here aboard the *Harriman* in Green Bay.

Great



Lakes Fitout '80



Watchman John Schmanski climbs atop the *Harriman's* water tank to unstop a clog in the vessel's fresh water supply.



In the engine room of the *Paul H. Townsend* (Huron Cement) oiler Gerald Nokland keeps things running smoothly.



Also on the *Lewis G. Harriman* is porter James P. Simpson who deftly applies a little chocolate syrup to a scoop of walnut ice cream. The *Log's* photographer reportedly gained five pounds on his tour of the Great Lakes' fleet.



George Nelson QMED on the *William R. Roesch* ponders the upcoming shipping season.



QMED Brent McConnell makes sure the *St. Clair's* toolshed is in shipshape.



Bos'n Roger Lorenz (l.) and watchman Allen Beck get in to the swing of things as they repair a hatch cover on the *Paul Thayer*.

Great Lakes Fitout '80



AB Frank White has a pull on a cigarette and a sip of coffee before turning to on the deck of the *Presque Isle* in Milwaukee.



The oldest and the newest can be seen at the American Shipbuilding Co.'s yard in Sturgeon Bay, Wisc. That's Huron Cement's elder lady the *E. M. Ford* in the foreground. Originally built in 1898, the *Ford* is undergoing extensive repairs after sinking at dockside in Milwaukee. In the background is American Steamship's 1000 ton *Indiana Harbor* built in 1979.



Mike Norman is a wheelsman on the *M/V Buffalo* (American Steamship).



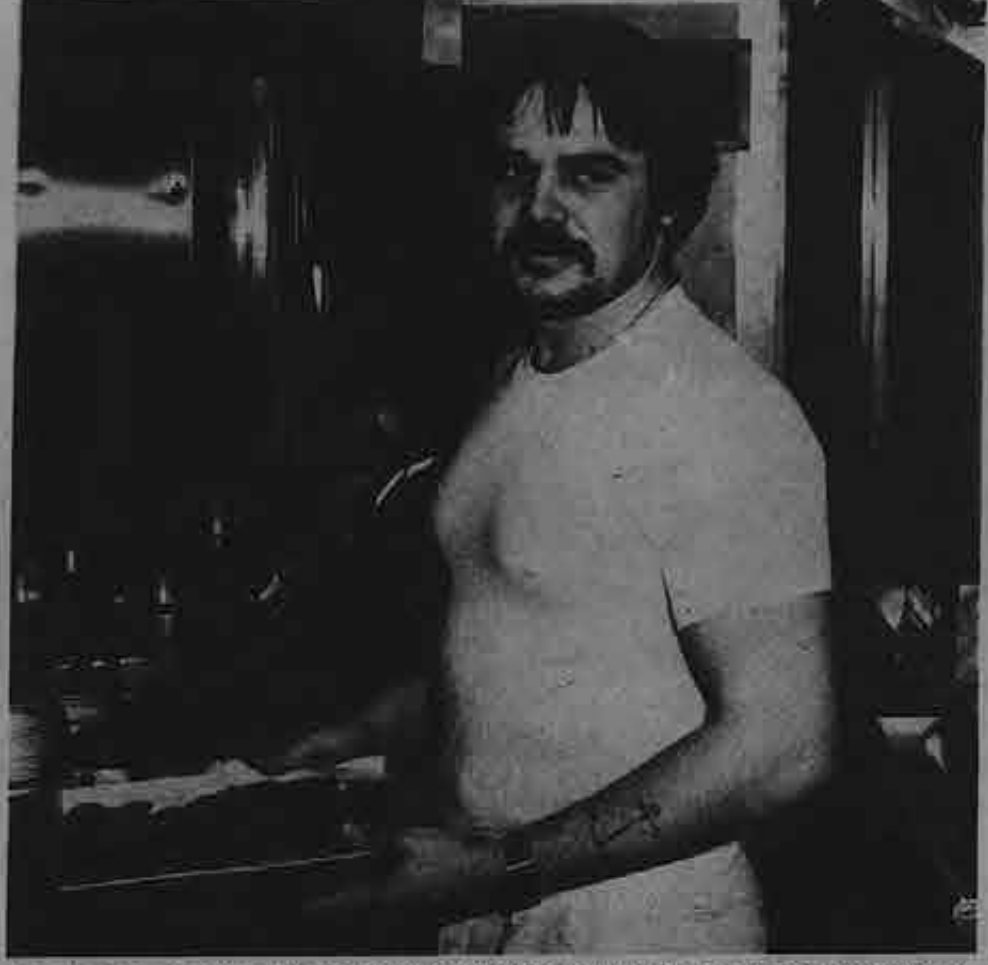
Paul Murray (l.) wiper and SIU Rep. Joe Sigler take care of business on the *St. Clair*.



Shipmates aboard the *William R. Roesch* are (l. to r.) David Morgan, deckhand, Jim Mitchell, AB and Kerry Bluit, deckhand.



In the mess hall of the *Roger M. Kyes* are (standing l. to r.) Clarence Doan, watchman; Kent Stoor, Chief Engineer and Joe Schelke, porter. Terry Henretta, wheelsman is seated on the left next to SIU agent Jack Allen. Chief Engineer Stoor and Jack Allen spent many seasons together as firemen on the *Sylvania*.



Jae Bergstrom second cook on the *M/V Presque Isle*, gets ready to serve up the best batch of chocolate chip cookies this reporter ever tasted.



Caught in the act of wiping is Brian Krus, wiper on Paul Thayer.



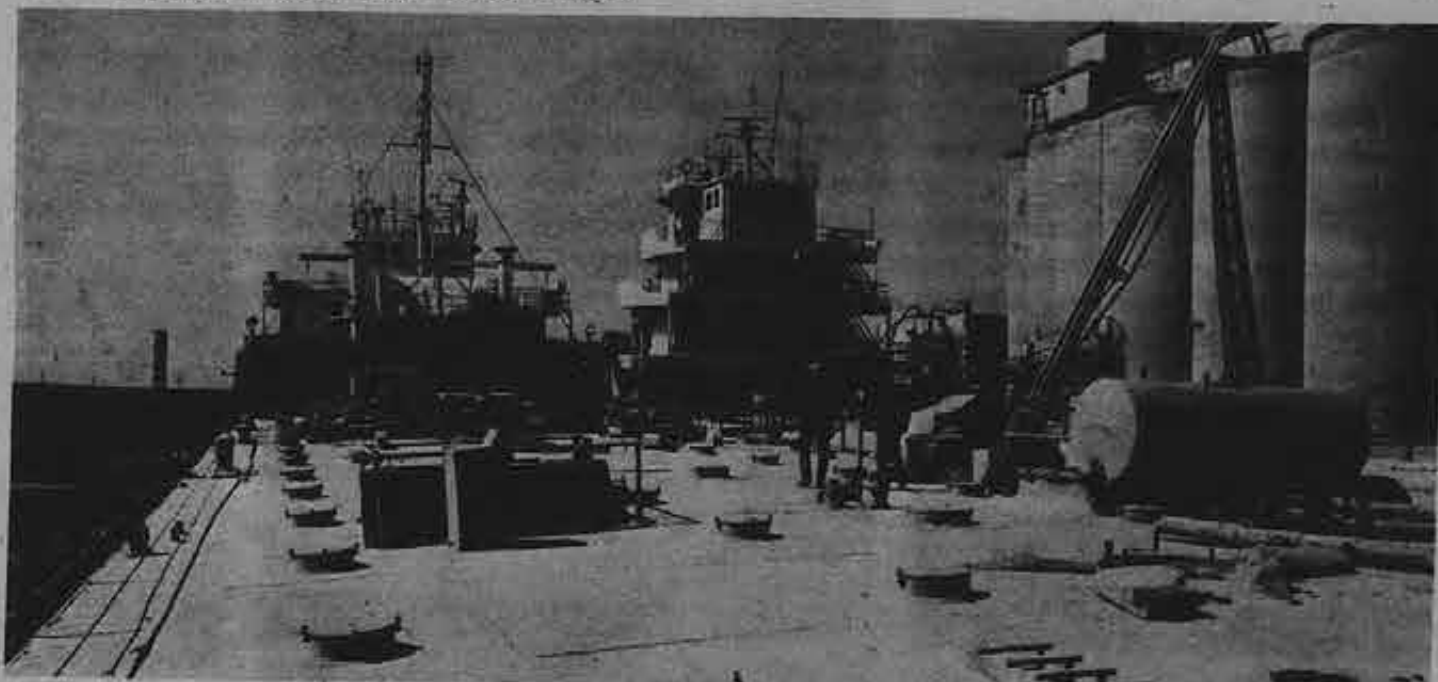
Boatswain Mike Tanner taps a new hole in a ballast tank valve on the deck of the *Lewis G. Harriman*.



Already fit for duty and pushing a barge downbound on the St. Clair River is Hannah Towing Co.'s tug the *James A. Hannah*. Tug and crew were candidly photographed as they passed by the St. Clair Inn.



The galley gang of the *Lewis G.* are altogether and smiling. They are (l. to r.) Porter James P. Simpson; 2nd Cook Lee Sleeper and Night Porter Gordon Aikens.



A sight that is becoming increasingly rare with each new season is the "straight-decker" or a vessel which does not carry self-unloading equipment. Side-by-side in Green Bay are two straight-deckers from Huron Cement Fleet, the steamships *Lewis G. Harriman* and *Paul H. Townsend*.



Standing before the self-unloading equipment of the integrated tug/barge unit, the *Presque Isle*, are deckhands Bryan Landis (l.) and Jeff Frankovich. Due to unexpected problems encountered in coupling and uncoupling the tug/barge units, vessels like the *Presque Isle* have not become popular on the Great Lakes.

Great Lakes Fitout '80

Great Lakes Fitout '80



The 560 ft. self-unloading vessel *M/V Buffalo* prepares for her third shipping season after wintering in Toledo, Ohio. On her portside is what is known on the Lakes as a "bumboat", which supplies crewmembers with gum, candy and cigarettes, as well as other amenities.



Second cook David Grann (l.) slices some freshly baked bread while porter Mohammed Ahmed waits to serve it to the crew of the *St. Clair*.



Bos'n Musid S. Dubashi gives the orders on the *Presque Isle*.



Built in 1973 the *Paul Thayer* (Pringle Transit) has become a mainstay on the coal run from Toledo.



OMED Adam H. Smith turns on the juice for the *William R. Roesch's* power plant.



Dan Gallagher (l.) deckhand and Jere Timm wiper pool their resources while cutting a piece of pipe for the *Lewis G. Harriman's* engine room.



Dispatchers Report for Deep Sea

MARCH 1-31, 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	6	2	2	11	14	1	5	5	4
New York	99	36	14	84	61	19	148	47	14
Philadelphia	10	5	1	7	6	1	13	10	2
Baltimore	21	6	5	35	21	1	34	10	9
Norfolk	30	10	11	10	6	2	51	20	16
Tampa	9	5	2	6	7	0	9	4	3
Mobile	23	6	1	18	2	0	37	13	4
New Orleans	52	9	3	57	19	1	106	22	7
Jacksonville	25	4	2	32	12	2	57	11	5
San Francisco	36	8	4	22	10	3	65	11	6
Wilmington	20	3	8	11	11	3	33	8	12
Seattle	37	6	13	45	10	9	55	7	30
Puerto Rico	14	2	2	35	12	3	15	1	3
Houston	39	13	5	47	17	1	103	24	12
Piney Point	0	0	0	0	3	0	0	0	0
Yokohama	4	0	0	0	1	0	4	0	0
Totals	425	115	73	420	212	46	735	193	127
ENGINE DEPARTMENT									
Boston	2	1	0	2	2	0	3	0	2
New York	101	48	5	69	41	4	158	100	14
Philadelphia	11	4	0	6	5	0	17	4	1
Baltimore	25	14	2	27	17	2	34	18	4
Norfolk	17	6	2	9	6	2	29	12	4
Tampa	4	2	2	4	7	3	5	0	2
Mobile	16	12	0	10	3	0	27	15	0
New Orleans	45	12	0	46	20	1	76	21	0
Jacksonville	17	1	2	19	11	1	31	11	4
San Francisco	21	7	3	18	10	3	53	15	5
Wilmington	11	4	6	5	5	6	21	7	13
Seattle	23	10	4	23	16	2	42	15	8
Puerto Rico	8	3	0	9	7	4	7	3	0
Houston	41	13	2	36	16	0	78	21	8
Piney Point	3	1	1	3	3	1	0	0	0
Yokohama	1	1	1	0	0	0	2	0	1
Totals	346	139	30	286	169	29	583	242	66
STEWARD DEPARTMENT									
Boston	0	3	0	0	2	0	1	3	0
New York	40	23	3	40	72	6	55	40	6
Philadelphia	3	3	0	2	4	0	3	4	1
Baltimore	12	1	0	22	14	0	12	4	1
Norfolk	9	4	1	7	5	3	23	8	2
Tampa	4	2	0	6	0	2	3	2	0
Mobile	18	1	0	12	4	0	28	1	0
New Orleans	24	2	3	25	25	0	57	5	6
Jacksonville	9	5	1	15	21	1	18	8	2
San Francisco	19	1	2	12	6	1	23	2	3
Wilmington	6	1	5	5	1	7	12	2	12
Seattle	12	3	7	13	9	4	27	4	14
Puerto Rico	14	1	0	11	4	1	8	2	1
Houston	19	2	2	24	14	1	52	7	6
Piney Point	0	0	0	0	11	0	0	0	0
Yokohama	0	0	0	0	0	0	0	1	0
Totals	189	52	24	194	192	26	322	93	54
ENTRY DEPARTMENT									
Boston	1	6	3				4	8	7
New York	30	125	65				43	227	140
Philadelphia	4	21	2				2	41	10
Baltimore	11	18	8				16	40	17
Norfolk	5	14	10				11	41	28
Tampa	1	10	2				1	16	4
Mobile	12	5	5				12	21	7
New Orleans	30	33	9				41	71	37
Jacksonville	7	19	3				11	44	9
San Francisco	18	21	7				26	30	21
Wilmington	2	7	26				1	28	89
Seattle	12	34	36				16	45	55
Puerto Rico	13	16	3				17	26	7
Houston	24	49	15				18	85	52
Piney Point	0	16	0				0	0	0
Yokohama	1	4	0				1	5	0
Totals	171	398	194				220	728	483
Totals All Departments	1,131	704	321	900	573	101	1,860	1,256	730

*"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 March was good to excellent in all A&G deep sea ports, as it has been for the last several years. A total of 1,574 jobs were shipped last month to SIU-contracted deep sea vessels. Of these, only 900 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

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SECRETARY-TREASURER
Joe DiGiorgio
EXECUTIVE VICE PRESIDENT
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At Sea & Ashore

Tampa

Retired Laker Quartermaster Bud Knuckey, 71, of Knuckey Rd., Brooksville, Fla. proves "it is productive to write your (U.S.) representative (and/or) the President."

In Bud's own inimitable words he tells it like it is: "Several years back when California was making noises like they didn't want (Alaska's) North Slope oil landed on their shores, I wrote Jimmy Carter suggesting an alternate method to bring the oil East."

"I then proposed a pipeline with its origin on Puget Sound (Wash.) its terminus (end) at Great Falls, Mont. at (or near) the headwaters (source) of the Missouri (River). The oil then to be barged all over the rivers' system."

"Jimmy turned my information over to the (U.S.) Department of Transportation which acknowledged my suggestion. When it seemed to stagnate there I then wrote to Sens. Frank Church (D-Ida.) and (then solon) Mike Mansfield (D-Mont.) through whose states the line must cross."

"Now lo and behold, the pipeline is slated for Minnesota (Clearbrook) and the mighty Mississippi (River)... with refineries established along the route to take care of local gasoline consumption."

"How about that, coming from a dumb seaman?" Incidentally, Bud and his missus celebrated their Golden Wedding Anniversary on Feb. 1.

SS Sea-Land Express

Sea-Land's fifth of 12 new D-9 class diesel containerships, the *S-L Express*, was launched last month at Tamano, Japan.

New Orleans

Early this month, MARAD began building a \$820,000 marine firefighting school here to train seafarers. It will be completed by August on three acres rented from Delgado Junior College near NASA's Michoud Assembly Plant in the eastern part of the Crescent City.

The school will have a three-deck Ship's Training Simulator with 12 training compartments as well as facilities for training in fighting blazes in the bilges, fuel trunks, pressure flanges and oil-drum stowage.

* * *

In the middle of this month, a \$125-million tax-exempt revenue bond issue for the construction of the \$600-million Louisiana Offshore Oil Superport (LOOP) was quickly snapped up by investors.

The 8-9.298 percent serial bonds would pay off in 1983 and 2009. The superport 19 miles out is not 3/5ths done. It started in late 1978 after the first sale of \$450-million of bonds at 6.3668 percent interest.

It will be the first U.S. deepwater (110 feet) unloading oil terminal 20 miles south of Grand Isle, La. and is set to open in February 1981. It will be able to handle 1.4-million barrels daily of North Sea and West African crude from tankers 175,000-750,000 dwt. drawing up to 95 feet.

Overseas Aleutian Committee



SIU Patrolman Teddy Babkowski (seated left) is at a payoff aboard the *ST Overseas Aleutian* (Maritime Overseas) late last month at Stapleton Anchorage, S.I., N.Y. Seated (right) is 3rd Cook Raul Garon, steward delegate. Standing (l. to r.) is the rest of the Ship's Committee of Chief Steward Cleo Jones, secretary-reporter, Engine Delegate Joe Burns, Chief Pumpman John Quinter, educational director, Bosun Ed "Rocky" Adams, ship's chairman and AB Harry Fisher, deck delegate.

Underwater pipelines have been laid, the offshore buoy unloading/control platform will be floated into place this summer and work began in February by three special drilling rigs to punch holes into a series of onshore, underground storage salt caverns.

ST Zapata Ranger

Zapata Tanker's *ST Zapata Ranger* got the MARAD green light to make one unsubsidized trip early this month for the MSC carrying only petroleum products from the Med to the Azores, United Kingdom or the Continent. Zapata was the sole U.S. flagger to make a bid. The cargo could have been carried by a foreign-flag ship.

Galveston

Galveston's 8,000 voters early this month okayed by 700 votes a referendum to build a \$350-million deepwater crude oil port terminal on Pelican Is.

Construction could start next spring after the project gets a 50-foot dredging permit and Coast Guard clearance from claims that the terminal posed a fire and explosion threat to the Gulf Coast city. It could go into service in early 1983 receiving tankers up to and more than 250,000 dwt.

A bond issue would finance the project.

TT Williamsburgh

Bay Tankers is seeking a MARAD OK to put the subsidized-built 225,000 dwt. supertanker *TT Williamsburgh* into the Alaska to the Lower 48 six-month run.

Mobile

Waterman Steamship Co. early last month had the keel laid for the new R/O R/O 692 foot *John B. Waterman* at Sun Shipyard, Chester, Pa. the first of three combo containerships (the *SS Thomas Heywood* and the *SS Charles Carroll*) to be built there. The others will be ready in July, October, 1981. The first will be a 22 knot ship, able to carry 762 40 foot containers, will be delivered in April 1981. Waterman will also have built four 43,000 LASH vessels at Sun and Avondale Shipyard, New Orleans.

* * *

Waterman also chartered for 12 years three LASH ships the *Green Harbour*, the *Green Islands* and the *Green Valley* from Central Gulf. Also Waterman bought 36 LASH barges and chartered 450 lighters from Central Gulf.

* * *

Waterman last month also set up Southampton, England as its European headquarters with other offices in Rotterdam, the Netherlands and Bremerhaven, West Germany.

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one of
the best**



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AMERICAN HERITAGE (Apex Marine), February 3—Chairman, Recertified Bosun Leo Paradise; Secretary M. Deloatch; Educational Director C. Merritt. \$30 in ship's fund. No disputed OT. The steward congratulated General Steward Utility, Miss Elizabeth Papciak for the fine job she is doing aboard. She is the best worker and the cleanest worker that I have sailed with from Piney Point. She will go a long way in this profession. She works rings around men. A vote of thanks to the steward department for the best feeding ship. Next port Stapleton.

OVERSEAS VALDEZ (Maritime Overseas), February 3—Chairman A. B. Caldeira; Secretary J. Craft; Educational Director G. Angler; Deck Delegate D. Dinnes; Engine Delegate J. Alvarado; Steward Delegate J. Gonzalez. \$38 in ship's fund. Some disputed OT in deck department. Secretary reported that the movie fund donations were good and the movies being obtained from other Maritime Overseas ships were helping to build-up a movie library. It was requested that the chairman contact the Union in regards to the unsafe working conditions on board, due to improper equipment. There are also oil leaks and heavy oil deposits in the pump room. A special vote of thanks to the steward department and the baker.

COVE EXPLORER (Cove Shipping), February 17—Chairman J. Bermudez; Secretary C. Kreiss; Educational Director C. Crowder; Engine Delegate B. Burns. No disputed OT. Chairman emphasized the importance of upgrading and the need to support SPAD. Advised members of President Paul Hall's hospitalization and of Executive Vice President Frank Drozak carrying out the duties of President. Brother Drozak will have the full support of the crew of the *Cove Explorer*. A note of congratulations to Brother Kreiss on his acceptance to the Steward Recertification at Piney Point. He will truly be missed. A vote of thanks to the steward department for a job well done.

OVERSEAS ANCHORAGE (Maritime Overseas), February 17—Chairman J. Burkeen; Secretary Ken Hayes; Educational Director L. Cole. No disputed OT. All communications received were read and posted. Chairman reports that the crew was sad to hear that our President Paul Hall is in the hospital. Brother Frank Drozak was given a 100% endorsement for filling in as President and directing the Union through these rough times. A hearty get well to Paul Hall. The LNG school list has been posted and the crew was asked to upgrade if they qualify. A thank you to Mrs. Kosciusko of the Log office for her attention in getting the Log to the ship.

EL PASO ARZEW (Arzew Tanker Co.), February 3—Chairman, Recertified Bosun S. Krawczynski; Secretary J. Higgins. No disputed OT. Chairman thanked the crew for a good trip. Report to Log: "A very nice letter was written to El Paso Vice President complimenting the steward department on the meals that have been served. The menu, variation and service of same. A copy of such was posted by the crew. Also cited was the development of the Harry Lundeberg School of Seamanship for the work they have done from entry rating thru recertification ratings that have shown the work, training and job preparation and pride in work of the men and women involved."

OGDEN WILLAMETTE (Ogden Marine), February 10—Chairman, Recertified Bosun A. C. Campbell; Secretary R. De Boissiere; Educational Director R. D. Holmes; Deck Delegate W. C. McKinnon; Engine Delegate R. B. Holmes; Steward Delegate Willie Smith. No disputed OT. Chairman thanked crew for their help and discussed the importance of donating to SPAD. Educational Director reminded everyone that safety is your job and mine. Everything that is not safe should be reported. The life you save may be your own. A special vote of thanks to all departments. Report to Log: "Special praise to Captain Ferguson, Chief Steward Tony De Boissiere, Bosun A. C. Campbell; R. W. Rodgers and R. D. Holmes for all their help in the sea rescue of the boat *Suzy* off Key Largo. Three survivors were fed, clothed and given medical attention on Jan. 19, 2300 hours." Next port Baltimore.

ALLEGIANCE (Interocean Mgt.), February 6—Chairman K. Marston; Secretary G. Rosholt; Educational Director James H. Babson; Deck Delegate Arthur Vogel; Engine Delegate E. Smith; Steward Delegate J. Buggs. \$45.30 in ship's fund. No disputed OT. Educational Director noted that rough seas are with us and everyone should be especially aware of his and his shipmates safety. Do not take unnecessary chances. A letter was received from headquarters in answer to question of why the minimum working days were changed from 90 to 125 days which came up in the last meeting. Everything was clearly explained in the letter. Next port Norfolk.

GOLDEN MONARCH (Apex Marine), February 22—Chairman, Recertified Bosun J. L. Bourgeois; Secretary A. Romero; Deck Delegate Charles Romano; Engine Delegate Donald V. Cox. No disputed OT. Educational Director requested all members to take advantage of upgrading at Piney Point. Report to Log: "All our best wishes to our President Paul Hall for a speedy recovery and a lasting one."

VIRGO (Apex Marine), February 10—Chairman Dolph Holm; Secretary Fred R. Hicks, Jr.; Educational Director William Turner; Deck Delegate G. Durham; Engine Delegate Q. Zambrano; Steward Delegate Benjamin Corpus. No disputed OT. Chairman requested that all members cooperate and do their respective jobs in true SIU fashion. Always do it in a ship shape manner. Educational director noted that movies were being shown on board for crew by licensed officers and that there was a need for the crew to have its own cassette and film library. Also that many new brothers were being taught fundamentals of Union membership. Report to Log: "One of our brothers, who is from England originally, has been really keeping the brothers smiling by telling them stories of his many experiences and exploits ashore. He has brought back many polaroid pictures for the crew to enjoy." Next port Yorktown.

OVERSEAS VIVIAN (Maritime Overseas), February 25—Chairman J. L. Bass; Secretary H. Roberts; Educational Director D. Compeau; Deck Delegate F. Rivera; Engine Delegate Bryan Dunlap; Steward Delegate Norman Evans. \$21.40 in ship's fund. No disputed OT. Not too many communications received from Headquarters. Report to Log: "The crew as a whole said a prayer for our President Paul Hall and hope for a speedy recovery." Next port Panama Canal Zone.

SEA-LAND HOUSTON (Sea-Land Service), February 26—Chairman, Recertified Bosun Julio Delgado; Secretary H. Ortiz. No disputed OT. Chairman congratulated the officials at Piney Point for offering such important courses for this new technology on the coming new Merchant Marine. Secretary noted that in the last Log you could read about the new LNG ships we have obtained. This means new jobs, for those who qualify. A vote of thanks to the steward department for a job well done.

EL PASO HOWARD BOYD (El Paso Marine), February 17—Chairman, Recertified Bosun F. Walker; Secretary D. Collins; Educational Director L. Tanner; Engine Delegate Harry Gearhart. No disputed OT. Chairman noted that President Hall was very sick and all crewmembers wished him a speedy recovery. Steward discussed the updated welfare plan and told the crew that his copy was at the crews use but must be returned. A suggestion was made that tapes be played all day. A vote of thanks to the steward department for fine food. Next port Cove Point.

SEA-LAND CONSUMER (Sea-Land Service), February 10—Chairman, Recertified Bosun A. Lasnansky; Secretary L. Webb; Educational Director S. Oberle; Engine Delegate K. Cook; Deck Delegate Harvey Hood. No disputed OT. Chairman gave a very good talk on the advantages of upgrading and the chance to go to the LNG school. All hands were reminded to keep water tight doors closed in bad weather. Secretary gave a vote of thanks to all for their cooperation in making this a good trip. A vote of thanks to the steward department for a job well done. Next port Houston.

SEA-LAND PATRIOT (Sea-Land Service), February 12—Chairman, Recertified Bosun Arthur Beck; Secretary C. E. Bell; Educational Director S. Green; Deck Delegate R. A. Lawrence; Engine Delegate Julian Lopez; Steward Delegate Eli Kralich. The ship's chairman urged all crewmembers to take care of the new vessel and its equipment. No disputed OT. A vote of thanks to the steward department for a job well done. Report to Log: "This is the first voyage of the D-9 type vessel. It is equipped with a suana bath, gym, library, a spacious well equipped galley, 42 inch beds for all the crew and 12.2 meters of space for each mans room. The vessels average speed is 22 knots." Next port Yokohama.

COVE SAILOR (Cove Shipping), February 24—Chairman, Recertified Bosun E. K. Bryan; Secretary Raymond P. Taylor; Educational Director O. T. Gaskins. Some disputed OT in deck department. All communications as received were read and posted. Chairman held a discussion on Union benefits, Bosun Recertification program and upgrading classes. Advised all members to read the Log as it will answer many questions concerning your Union. A vote of thanks to the steward department for a job well done.

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

POTOMAC
OGDEN CHALLENGER
COLUMBIA
SEA-LAND COMMERCE
PANAMA
OVERSEAS JUNEAU
GREAT LAND
SANTA MERCEDES
OVERSEAS ARCTIC
DEL SOL
SEA-LAND MC LEAN
JACKSONVILLE
ALEUTIAN DEVELOPER
OVERSEAS HARRIETTE
MONTICELLO VICTORY
SEA-LAND GALLOWAY
BORINQUEN
EL PASO CONSOLIDATED
DELTA PERU
AGUADILLA
PISCES
ANCHORAGE
OGDEN CHAMPION
MAYAGUEZ
ARECIBO
COVE SPIRIT
PHILADELPHIA
MERRIMAC
TAMARA GUILDEN
SEA-LAND VENTURE
OVERSEAS ALASKA
CAROLINA
CONNECTICUT
BEAVER STATE
DELTA AMERICA
CANTIGNY
THOMAS NELSON
COUNCIL GROVE
INGER
DELTA NORTE
DELTA PARAGUAY
TRANCOLUMBIA
OVERSEAS WASHINGTON
ULTRAMAR
PUERTO RICO
LNG ARIES
OGDEN YUKON
MOBILE
WESTWARD VENTURE
SEA-LAND FINANCE
SEA-LAND ECONOMY

U.S. Ships Visit Red China: Still No Bilateral Pact

TRADE between the U.S. and China could eventually provide a good deal of cargo for merchant ships. The question is, whose ships will benefit?

The SIU has been fighting for bilateral agreements between the U.S. and her trading partners. Such agreements would guarantee that a certain amount of cargo be reserved for the fleets of the two nations doing the trading.

This is what happened in 1972 when the U.S. and Russia agreed to send one third of their grain trade on American ships and one third on Soviet vessels.

The Union believes that many more of this type of agreement must be put into effect if the U.S. merchant fleet is to survive.

And the SIU sees no reason why such an agreement with China could not come soon. Trade between the two countries is already going on and just last year American-flag ships began making calls on Chinese ports, something that has not been done for 30 years.

One of the first American ships to enter a Chinese port since U.S.-China trade reopened was the *SS President Wilson* (American President Line). The SIU A&G District represents the steward department on APL ships ever since the merger of the Marine Cooks and Stewards Union and the A&G District in 1978.

A C-5, combination break/bulk/passenger ship, the *President Wilson* spent six days in the northern Chinese port of Hsing Kiang in late September and early October. In fact, even though she was beat into China by the ship of another U.S.-flag line, the *Wilson* was the first to enter this particular port.

As explained by the *Wilson's* Chief Steward Carl Rosander, Hsing Kiang is the seaport for Peking. The port's old name, he said, was Takubar.

Located 120 miles from Peking, Hsing Kiang is not a large city, Rosander noted, but she's the third largest seaport in China.

Rosander, who is 48 years old, was very favorably impressed with what he saw. The people he met were quite friendly. At a party that was given on the ship one night, he found that the guests (99 percent of whom spoke English) were very interested in what he and other members of the crew thought of their country. They were also glad that relations were better between the U.S. and China.

Most of the 45 guests at the party were port and immigration officials and others connected with shipping.

It had been requested beforehand that oriental food not be served. So Brother Rosander and his department prepared hamburgers, hot dogs, barbe-

cued beef sandwiches, and fried chicken. He said that everyone took some of each.

Cocktails were also served and a John Wayne movie called "War Wagon" was shown.

Rosander said the "party went over great."

Peeked at Peking

The ship was carrying her full complement of 12 passengers, all of whom spent four days in Peking. Members of the crew who could get time off also took trips to China's capital.

There were "no restrictions on travel" Seafarer Rosander pointed out. Though he himself did not get up to Peking, he did get around Hsing Kiang. There's an "excellent seamen's club" in the city, Rosander said, and a good restaurant with great Mandarin food and fine service. He had high praise for the beer called Tsing-Tao.

There is also a Friendship store in port that gives seamen a 14 percent discount.

Brother Rosander, a 19-year Union veteran, had been hoping the *President Wilson* would go back to China before returning to Seattle, Wash. She didn't. But there's a good chance he'll

get back to China again in the not too distant future.

The *President Wilson*, which is ten years old, was the first APL ship to go to China in 30 years. But she was soon followed by two other APL vessels. According to company officials, they were the *President Jackson* and the *President Taylor*. The *Taylor* visited the port of Shanghai in southern China in mid January while the *Jackson* visited northern China in late November and early December of 1979.

The ships have been bringing over such cargoes as cotton and tallow and have been returning with general cargo, including honey, said APL officials.

APL ships to China are not running on a regular schedule yet since the trade is in the early phase of development.

However, Sea-Land Service, another SIU-contracted company, this month began the first regularly scheduled container-ship service between Shanghai and North America.

Right now, the new service will operate twice monthly. Initial ports of call in North America will be Oakland and Long Beach, Calif. and Seattle, Wash.

Report Progress in U.S.-China Bilateral Shipping Agreement

Though finalization is not around the corner, the U.S. and the People's Republic of China are coming closer to a shipping agreement.

Earlier this month a meeting was held in Washington, D.C. between Chinese maritime officials and a U.S. delegation led by Samuel B. Nemirow, assistant secretary of commerce for maritime affairs.

This was the second meeting between the two countries concerning a shipping pact. Mr. Nemirow said that a "developing working relationship" has evolved between the maritime officials of both countries. The two sides have been able to "resolve a number of details," Nemirow stated.

However, the countries have not come to any conclusive agreement. This may happen at their next meeting but no date has been set for that. Nemirow stressed that because of the relationship between the parties, the scheduling of another meeting is easier than in the past.

Among the main issues in any kind of maritime agreement are cargo sharing and port access.

The SIU strongly believes that a bilateral shipping pact should exist between the two countries. This would mean that a certain per-

centage of the cargo that goes between the U.S. and China would be reserved for the flag ships of each nation.

Personals

Nick "Smokey" Yrdoljak

Please contact the Log at 499-6600 Ext. 242.

Jose Pratts

Please contact, Maria Pratts, 272 Wyckoff Street, Apt. 6-H, Brooklyn, N.Y., 11217.

John H. Boyle Jr.

Please contact your daughter, Kathleen Kroen, 34 Van Ness Road, Belmont, Mass. 02178. Tel. (617) 484-3530.

Money Due For Potomac Trip

The following Seafarers should contact Red Campbell at SIU Headquarters (212)-499-6600, regarding money due them from a voyage on the *SS Potomac*.

Leonard Quindley—S.S.# 030-24-2848

Carlos Miranda—S.S.# 580-36-1994

Robert Shaw—S.S.# 156-46-5669

Gerald Orsefski—S.S.# 163-34-5171

Vincent Grima—S.S.# 140-27-6474

James Dodd—S.S.# 224-40-4159


David Stritmatter—S.S.# 214-72-7540

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Legal Aid

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

NEW YORK, N.Y.

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

BALTIMORE, MD.

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

HOUSTON, TEX.

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

TAMPA, FLA.

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

SAN FRANCISCO, CALIF.

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

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

ST. LOUIS, MO.

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

NEW ORLEANS, LA.

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

LOS ANGELES, CALIF.

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

MOBILE, ALA.

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

DETROIT, MICH.

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

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

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Dispatchers Report for Inland Waters

MARCH 1-31, 1980

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	1	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	2	2	1	0	0	0	12	14	4
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	4	1	1	1	1	1	6	3	7
Mobile	1	2	0	0	1	0	4	3	1
New Orleans	4	1	4	0	0	0	9	4	8
Jacksonville	2	0	0	0	0	0	4	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	3	0	0	1	0	0	11	9	8
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	4	0	0	3	0	0	3
Houston	6	4	5	1	6	1	10	5	4
Port Arthur	10	5	7	6	2	4	16	12	22
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	4	2	4	6	1	2	5	3	10
Piney Point	12	0	0	11	0	0	1	0	0
Paducah	7	7	36	3	2	3	20	11	108
Totals	55	24	62	29	13	14	98	85	176
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	1
Mobile	0	0	0	0	0	0	1	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	1
Wilmington	1	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	1	0	1	0	1	0	0	1
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	1	1	1	0	0	1	0	0	3
Totals	2	2	1	1	0	2	3	1	6
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	1	0	0	0	0	0	4
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	2	1	0	1	0	0	3
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	1	0	0	0	0	3	1	2
Jacksonville	1	0	0	0	0	0	1	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	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	1	0	0	1	0	0	1	0	1
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	3	0	4	1	0	0	5	2	18
Totals	8	1	7	3	0	1	12	3	29
Totals All Departments	65	27	70	33	13	17	118	89	211

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



Norfolk

The new contract for SIU Boatmen at C. G. Willis Co. was wrapped up late this month and was waiting for the company's signature then.

* * *

The contract for Marine Contracting and Towing Co. of Charleston, S.C. was signed by the Union and the company in April. Johnny Waters is the delegate there.

Mobile

Contract negotiations at a new SIU company here, the Tan-Tex Towing Co. has ended up in the courts. The company has refused to bargain with the Union as of now. More later.

Tenn-Tombigbee Waterway

Backers of the half-completed \$2-billion 232-mile Tenn-Tom Waterway, who were arguing their case in Washington, D.C. on Mar. 24, won another victory as the 5th Circuit Court of Appeals in New Orleans ruled that the Louisville & Nashville Railroad and environmentalists had waited too long to file suit stating that the U.S. Corps of Engineers, contrary to law, had widened the canal from 170 to 300 feet.

The decision confirmed an earlier favorable ruling.

Eight of the waterway's 10 locks have been or are being built now. A 26-mile stretch of the canal is being dug 175 feet down into hilly northeast Mississippi countryside. The project will require more excavation than was needed for the Panama Canal.

Port Arthur

Voting by members was going on here almost a week before LOG presstime on the Sabine Towing Co. contract. Sabine is also building two new tugs. Construction though is not yet in the advanced stages. They will be SIU top to bottom.

* * *

Western Towing contract negotiations will start at the end of the year.

St. Louis

Contract talks at Orgulf and Ozark Marine are over with the pact ratified by the membership, signed and sealed and delivered.

Lock and Dam 26

Legal beagles for railroads and environmentalists have appealed the October 1979 decision by U.S. Federal Judge Charles E. Richey granting the Army Corps of Engineers the right to begin work on a new Lock and Dam 26 on the Mississippi River at Alton, Ill.

On Mar. 26, in a 147-page brief, the lawyers called for a hearing before all judges of the U.S. Court of Appeals in Washington, D.C. instead of the three-judge panel which normally listens to appeals.

* * *

Coca-Cola early this month told the SEC that it will in May put the riverboats *Delta Queen* and *Mississippi Queen* (Delta Steamship) on independent status. COKE bought the firm in 1976. Bookings for trips on the paddlewheelers are reported up.

Jacksonville

The new tug *Admiral's* (Admiral Towing) captain and chief engineer have taken her out for sea trials. Delivery is expected by the end of the month.

* * *

IOT's new tug *Independence*, sistertug of the tug *Freedom*, was down here from the port of Philadelphia so her Capt. W. Hudgins could take command.

* * *

The dredge *Sugar Island* (North American Trailing) entered the Tampa Shipyard for repairs last month.

* * *

Port Agent Leo Bonser, vice-president of Florida's AFL-CIO and a state Carter convention delegate, went up to the capital, Tallahassee last month with Crowley Engineer Richard McAvoy for an AFL-CIO meeting.

New Orleans

Louisiana motorists' green, white and orange license plates will have a brand new look next January featuring a Mississippi River steamboat, oil drilling rig and leaping fish with the nickname, "Sportsman's Paradise."

Tampa

Late last month our Gulf Relief Cook Duncan V. "Pat" Patterson advised us that he was working again on the tug *Alice Moran* from Ft. Lauderdale to Texas City, Tex. via Goodhope, La. and Beaumont, Tex. and back in two weeks. He says his captain paints seascapes and hears he's "pretty good." Most of them go for "several hundred dollars apiece!", hears Pat.

Old Morris Canal, N.J.

A unique civil engineering feat, that let boats in northern New Jersey's century old Morris Canal (1831-66) surmount 900-foot high mountainous terrain along the waterway's route, has been named a National Historic Civil Engineering Landmark by the American Society of Civil Engineers.

The canal after the Civil War handled more than 889,000 tons of cargo. It used 23 hydraulic powered inclined planes in combo with the locks to "climb" the boats 914 feet from Newark Bay to the top at the tip of Lake Hopatcong. There they were lowered gradually 760 feet to the Delaware River at Phillipsburg, Pa. The total rise and fall was just over 1,672 feet in a little more than 90 miles—a milestone in those days.

Mount Vernon Victory Committee



Early this month the Ship's Committee and these four other crewmembers of the ST Mount Vernon Victory (Victory Carriers) were at the payoff at the Exxon Dock, Bayway, N.J. They were (rear l. to r.) AB Frank Zapata, deck delegate; Chief Pumpman Bernard Burge, educational director; Bosun Gene Paschall, ship's chairman and OS John Williams. In front (l. to r.) were AB John Landry, OS Jim Lewis, BR Anthony L. Hammond, steward delegate and AB Juan Castillo.

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 "C classification seamen may only register and sail as entry ratings in only one department."



DEEP SEA



Clarence F. Burrowes, 63, joined the SIU in 1943 in the port of New York sailing as a chief cook. Brother Burrowes was born in the British West Indies, is a naturalized U.S. citizen and is a resident of Prichard, Ala.



Sung Yuen Chen, 65, joined the SIU in the port of San Francisco in 1966 sailing as an AB and in the steward department for 22 years. Brother Chen was born in China and is a naturalized U.S. citizen. He is a resident of San Francisco.



Adie Coleman, 65, joined the SIU in 1945 in the port of New Orleans sailing as a chief cook. Brother Coleman upgraded at the Harry Lundeberg School, Piney Point, Md. in 1970. He was born in New Orleans and is a resident there.



Felix Elizga Dayrit, 65, joined the SIU in 1948 in the port of New York sailing as a fireman-watertender. Brother Dayrit is a veteran of the U.S. Army during World War II. He was born in the Philippine Islands and is a resident of San Francisco. Dayrit has patents on several things he has invented.



Thomas James Esposito, 63, joined the SIU in the port of New York in 1960 sailing as a chief cook and chief steward. Brother Esposito sailed for the American Banner Lines Co. and worked on the Sea-Land (N.J.) Shoregang from 1974 to 1979. He attended the Andrew Furuseth Training School, Brooklyn, N.Y. in 1959. Seafarer Esposito is a veteran of the U.S. Army and a former member of the Teamsters Union. Born in New York City, he is a resident of Woodside, Queens, N.Y.



Charles Frank, 62, joined the SIU in 1947 in the port of New York sailing as an AB. Brother Frank was born in Pennsylvania and is a resident of Wilmington, Calif.



Johnnie Rufus Holladay, 59, joined the SIU in the port of Mobile in 1959 sailing as a chief cook. Brother Holladay sailed 34 years. He is a veteran of the U.S. Coast Guard in World War II. A native of Greenville, Ala., he is a resident of Mobile.



Frank Charles Kumiega, 58, joined the SIU in 1949 in the port of New York sailing in the steward department. Brother Kumiega also sailed as a steward department delegate. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Kumiega is a veteran of the U.S. Army in World War II. Born in Wilkes-Barre, Pa., he is a resident of Baltimore.



Lorenzo Rinaldi, 62, joined the SIU in the port of Baltimore in 1955 sailing as a chief steward and chief cook. Brother Rinaldi sailed on the Bull Line. He sailed 33 years. Seafarer Rinaldi was born in La Spezia, Italy and is a naturalized U.S. citizen. He is a resident of Baltimore.

Pensioner's Corner



Seth Thomas Bennett, 72, joined the Union in the port of Norfolk in 1967 sailing as a cook on the Tug *Sharon B.* (Norfolk Towing) in 1973, Allied Towing from 1962 to 1972 and for North Euroboat Towing in 1977. Brother Bennett helped to organize Southern Carriers. He is a veteran of the U.S. Coast Guard during World War II and the U.S. Navy before the war. Boatman Bennett was born in Dunn, N.C. and is a resident of Raleigh, N.C.



Bernard Joseph Iwanowski, 62, joined the Union in the port of Philadelphia in 1960 sailing as a cook for Taylor and Anderson from 1958 to 1979, the Warner Co. and the Narvi Co. from 1947 to 1958. Brother Iwanowski is a veteran of the U.S. Army's 5th Armored Division in World War II. He was born in Philadelphia and is a resident there.



Henry Suire, 59, joined the Union in Port Arthur, Tex. in 1962 sailing as a deckhand and tankerman for Sabine Towing from 1952 to 1980. Brother Suire is a former member of the NMU. He is a veteran of the U.S. Navy in World War II. Boatman Suire was born in Mentau, La. and is a resident of Port Arthur.



Randolph Auburn Buckus, 72, joined the Union in the port of Norfolk in 1963 sailing as a mate, captain and pilot for the Curtis Bay Towing Co. and formerly for the Bruan Shipping Corp. from 1953 to 1960. Brother Buckus is a veteran of the U.S. Army in World War II. He was born in Norfolk and is a resident of Virginia Beach, Va.



Charles Edgar Morris, 65, joined the Union in the port of Philadelphia in 1961 sailing as a mate, captain and pilot for the Curtis Bay Towing Co. from 1945 to 1979. Brother Morris was a chief petty officer in the U.S. Navy during World War II. He was born in Millville, N.J. and is a resident of Oaklyn, N.J.



Ernest J. Ross, 59, joined the Union in the port of Alpena, Mich. in 1960 sailing as a deckhand and gateman for the Boland Steamship Co. Brother Ross was born in Detroit, Mich. and is a resident of Alpena.



Ernest Harold Wiley, 71, joined the SIU in the port of San Francisco in 1963 sailing in the steward department. Brother Wiley was born in Kansas and is a resident of Newark, Calif.



Conrad Olaf Schmidt, 66, joined the Union in the port of Toledo, Ohio in 1960 sailing as a fireman-watertender for the Reiss Steamship Co. Brother Schmidt sailed 39 years. He was born in Washington Is., Wisc. and is a resident of Sturgeon Bay, Wisc.



Augustin A. Van Severen, 69, joined the SIU in the port of New Orleans in 1956 sailing as a fireman-watertender. Brother Van Severen sailed 38 years. He received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Seatrain Georgia*. Seafarer Van Severen was born in Honduras, Central America and is a naturalized U.S. citizen. He is a resident of Arabi, La.



Oscar Ozer, 51, joined the SIU in the port of New York in 1966 sailing as a fireman-watertender and cook. Brother Ozer sailed 28 years. He was born in Philadelphia and is a resident of Flourtown, Pa.



Luis Santiago Medina, 69, joined the SIU in 1948 in the port of New York sailing as a QMED. Brother Medina was on the picketline in the 1961 N.Y. Harbor beef. A native of Hato Rey, P.R., he is a resident of Miami, Fla.



Angel Seda, 57, joined the SIU in 1939 in the port of Baltimore sailing as a chief steward. Brother Seda was born in Puerto Rico and is a resident of Brooklyn, N.Y.



Thomas Francis Faulkner, 57, joined the SIU in 1943 in the port of Boston sailing as an AB. Brother Faulkner is a veteran of the U.S. Army in World War II. He was born in Boston and is a resident of Roxbury, Mass.



Paul Eugene Garland, 58, joined the SIU in the port of San Francisco in 1958 sailing as a chief cook. Brother Garland sailed 25 years. He is a veteran of the U.S. Army in World War II. Seafarer Garland was born in Bakersville, N.C. and is a resident of Johnson City, Tenn.



Anthony Scaturro, 62, joined the SIU in the port of New York in 1950 sailing as a chief steward. Brother Scaturro sailed 36 years. He hit the bricks in the 1965 District Council 37 beef. Seafarer Scaturro is a veteran of the U.S. Navy in World War II. A native of Brooklyn, N.Y., he is a resident of Fort Lauderdale, Fla.



William Leslie Sumner, 65, joined the Union in the port of Norfolk in 1960 sailing as a cook for Curtis Bay Towing Co. from 1956 to 1959, GATCO from 1959 to 1980 and for the IBC Co., Philadelphia. Brother Sumner was a former member of the NMU and UMW from 1956 to 1960. He was born in Hertford, N.C. and is a resident there.



Anastasios Athanasios Avzangelis, 65, joined the SIU in the port of New York in 1965 sailing as a QMED. Brother Avzangelis graduated as an electrician from the Union-MEBA District 2 School of Marine Engineering, Brooklyn, N.Y. in 1970. He was born in Paloukia, Salamis, Greece and is a resident of Brooklyn.



The Lakes Picture

Duluth

Fit out on the Lakes is running full speed ahead and most SIU-contracted Great Lakes vessels are expected to be operating by April 15.

The *Belle River* (American Steamship) which laid up for the winter in Duluth, will be making a delayed start this year. While she was laid up the thousand footer had a hole punctured in her rudder which filled up with water, causing the rudder to crack. The rudder will either have to be replaced or repaired before the *Belle River* can start running.

* * *

Also fitting out in Duluth are two Kinsman grain ships, the *William A. McGonnagle* and the *C. L. Austin*. Both vessels are loaded and will be leaving Duluth by the first week in April.

* * *

Figures for the 1979 shipping season show total waterborne commerce for the port of Duluth-Superior was up by 2.3 million short tons or five percent in 1979. The biggest increases came in domestic coal shipments which rose 24 percent over 1978 tonnage totals and in iron ore and concentrates which outstripped the 1978 figures by 32,429,797 tons.

Cleveland

The SIU hall in Cleveland re-opened on March 1 and Tom Bluit has been named the port agent there. Bluit joined the SIU in 1970 and has shipped deep sea, and on tugs and freighters on the Lakes. He started working on-shore for the Union in 1974.

Bluit says "things are moving" in Cleveland. The *J. A. W. Iglehart* (Huron Cement) was the first SIU-contracted vessel to crew up and sail from Cleveland.

Chicago

Fitting out from this port were the *John A. Kling*, the *John J. Boland*, the *Sharon*, the *St. Clair* and the *Indiana Harbor* (all American Steamship). In addition, the SIU crew working the fueler *Joseph E. Bigane* was recalled at the end of March.

Also fitting out were: the *Charles E. Wilson* and the *H. Lee White* (American Steamship) in Muskegon; *Presque Isle* (Litton Great Lakes Corp.) in Milwaukee; and the *L. G. Harriman* and *Paul H. Townsend* (Huron Cement) in Green Bay.

* * *

Fitting out for the first time ever is American Steamship's brand-new *American Mariner*. Details of her christening, which will be held on April 15, will be carried in the *Log*.

* * *

The first SIU-contracted vessel to call at the port of Chicago was the cement carrier *Medusa Challenger* (Cement Transit Co.).

Frankfort

Four SIU FOWTs and six ABs were called aboard the carferry *Arthur K. Atkinson* the last week in March. But the *AKA* isn't going anywhere just yet other than to the shipyard—she's still minus her engine. Meanwhile, the *City of Milwaukee* was tied up "indefinitely" due to lack of freight. That leaves the *Viking* the only SIU-contracted car ferry running out of the port of Frankfort for the time being.

St. Lawrence Seaway

The St. Lawrence Seaway opened for the 1980 shipping season on March 24, the earliest start date ever in the Seaway's 21-year history. For the first 10 days to two weeks of the season, the Seaway was open only during daylight hours because of ice conditions. Two ice-breaking tugs—one American and one Canadian—have been busy for the past few weeks clearing the system for navigation.

To mark the official opening of the 1980 season on the waterway the St.

Lawrence Seaway Development Corp. held a brief ceremony in Massena, N.Y., near the Eisenhower and Snell Locks. Participating were Development Corp. Administrator David W. Oberlin and Marc Bienvenue, acting president of the St. Lawrence Seaway Authority, which administers the waterway for Canada.

Winter Shipping

It may be spring to everybody else but opponents and supporters of winter shipping on the Great Lakes are still fighting it out. On the heels of a report by the Army Corps of Engineers urging an extended shipping season, comments from the public ran strongly against the proposal, according to the Corps.

Most of the comments came from residents of N.Y.'s St. Lawrence River Valley including several environmental groups which argued that the Corps' report underestimated the negative impact of a season extension. (The Corps has recommended a 12-month navigation season on the upper four Great Lakes and a 10-month season on the Welland Canal, Lake Ontario and the St. Lawrence River).

Opponents of the plan argued that a season extension would damage the ecology through vessel groundings, the affect of broken ice on shore structures and winter shipping might harm fish, wildlife and disrupt winter recreation.

* * *

On the other side of the coin, winter shipping gained strong advocates last month. The Great Lakes Task Force, a coalition of maritime labor and industry groups from the Great Lakes states, cited a permanent extension of the St. Lawrence Seaway shipping season as a priority goal.

In a recent report the Task Force described the current 8 month season as a "crippling, artificial and unnecessary curtailment of one of the nation's most energy efficient and low-cost water transportation systems."

The Task Force argued that 11 million gallons of fuel would be saved by moving 15 million gross tons of iron ore via the Great Lakes during the winter instead of by railroad. That savings increases to 100 million gallons of fuel when water shipping is compared to highway transport.

The Task Force pinpointed several other legislative goals which they will be devoting their energies to, including: reduction of Seaway tolls; a new lock at Sault Ste. Marie to ease the load of traffic passing through the Poe, the only lock large enough to handle 1,000 footers and; subsidies to give U.S. carriers a larger percent of U.S./Canada trade than the paltry five percent they now handle.



Make More Bread!

Upgrade in the Steward Department at HLS

Chief Steward - throughout June
Chief Cook - throughout June
Cook and Baker - throughout June
Assistant Cook - throughout June

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

America's National Defense Is Defunct Without Adequate Merchant Fleet

RECENT events in the Middle East have raised serious questions about this country's state of military preparedness. It has finally begun to dawn on many Americans that we may be jeopardizing our national interests by allowing our defense capability to languish.

Any discussion of America's defense capability must begin with the sea. America is first and foremost a seapower.

The United States has historically relied upon its naval and maritime prowess to protect and advance its position in the world. Americans are isolated from many of the world's troubled spots by virtue of our geographical location. So we have been forced to use the sea as both a shield and a highway.

To anyone outside the maritime industry, it may come as a shock to realize that the merchant marine plays an important part in this or any nation's overall ability to defend itself. The merchant marine helps augment a country's "Sealift" capability, and it carries the commercial goods needed to maintain a war-time economy.

The term Sealift refers to the whole range of logistic issues that are involved in the overseas transport of troops and supplies. While the issues are crucial to our national security, they lack "sex appeal", as Admiral Isaac Kidd, former naval commander of the Atlantic forces, has stated in committee hearings on Capitol Hill.

Air Transport Not Enough

The necessity of maintaining a strong merchant marine has often been overlooked. Many people believe that air transportation can assume many of the duties of the merchant marine. This is a popular misconception. It has been estimated that air transportation could move, at most, ten percent of the troops and supplies needed in any major overseas conflict.

Moreover, air transportation accounts for an insignificant percent of this country's foreign commerce. The overwhelming majority of foreign commerce is carried by merchant vessels, most of which, unfortunately, are foreign flag.

One of the most startling developments of the past 20 years has been the growing American dependence on imported strategic materials. Military industry would come to a standstill unless merchant vessels were available to bring these materials to the United States in protected convoys.

Iran a Lesson

Given recent developments in Iran, the most obvious strategic material that America must import

is oil. But that is only a small part of the total picture. America must import substantial amounts of cobalt, titanium, manganese, chromium, beryllium, tin, nickel, industrial diamonds, rubber, bauxite, antimony, and asbestos, all of which are vital to a war-time economy.

To give just one example: chromium is used in stainless steel and in ball bearings. We import virtually every ounce of chromium that is used in this country. Were the flow of chromium interrupted, our war-machine would be seriously damaged.

The U.S. government has allowed our merchant marine to deteriorate to the point where 95% of our ocean-borne foreign commerce must be

to carry any cargo of arms, armament, or implements of war to countries in the Middle East involved in the conflict."

Translated that means: America, you're on your own. So much for EUSC, or effective U.S. Control.

One more question remains to be asked: will Liberia be the Iran of Africa?

Unrest in Liberia

Like Iran before the overthrow of the Shah, Liberia has been portrayed as a model of stability. Unfortunately, there are serious undercurrents in that country. There exists a great deal of social unrest.

In the past few months students have taken to staging protests, much

Much of the growth has been as a result of responsible Soviet policies. Government officials have pinpointed areas of strategic concern, and have followed policies which would shore up Soviet strength.

In the last decade, Soviet planners were able to drastically increase the overall tonnage of the Soviet fleet, to the point where the Soviet Merchant Marine has become one of the largest in the world. The Soviet fleet has 2,500 vessels, as compared to the five hundred or so that are under U.S. registry.

Experts believe that the Soviets will consolidate their position in the upcoming decade by modernizing their entire fleet.

Special attention is expected to be paid to pipeline development, which plays an important part in the tanker sector, and to new container ships, roll-ons, lighters and ferryboat technology.

All of these commercial advances have been carefully co-ordinated with the Russian military to maximize the Soviet's combined military and commercial strength.

No Coordination of U.S. Policy

Soviet planning contrasts sharply to American policies. Budget cuts are threatening the health of the entire merchant marine. More importantly, there has been little or no attempt to co-ordinate maritime and naval policies.

The Navy is pushing for passage of the Marine Prepositioning Ship concept, an idea which has evolved from a program rejected by Congress in the mid '60s. The program is geared towards increasing American Sealift capability.

The program would be fine if it were not for one thing: it entirely ignores the private merchant marine, which should be the focus of any attempt to increase American Sealift power.

When pressed on the subject, Pentagon experts talk lamely of "EUSC" foreign flag ships.

It is depressing to think that the only major attempt in recent years to fashion a coherent American policy on Merchant Shipping has been the Omnibus Bill, an imperfect piece of legislation which seems destined never to see the light of day.

While recent events in the Middle East have painted a dreary picture, especially in relation to the American Merchant Marine, one thing can not be overlooked. Dreary pictures don't have to remain bleak. Foresight and timely action can accomplish miracles. If the Iranian crisis forces Americans to face up to the policies that they've followed in the maritime sector, then at least some good will have come from a terrible situation.



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EUSC: the acronym has a certain ring to it. Unfortunately, there is very little truth behind the concept, only a great deal of wishful thinking.

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As events in Iran have proven, no American ally is under U.S. "control". Take Liberia, for example. It has, on the surface, been a staunch U.S. ally. But in 1973, during the height of the Yom Kippur War, William Tolbert, the President of Liberia, issued an executive order which stipulated that among other things that, "No vessel with a Liberian Registry shall be permitted

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Notice to Members of Former Marine Cooks & Stewards Union Rules Governing Suspensions of Benefits For Pensioners Who Return to Active Duty

The SIU Pacific District-Pacific Maritime Association Pension Plan Agreement provides that pension benefits will be suspended if a pensioner obtains certain types of employment subsequent to his retirement. The following are the types of prohibited employment:

- All retirees must not work in any employment covered by the Plan aboard any vessel operated by a Contributing Employer, for the Union, or under any collective bargaining agreement to which the Union is a party.

- Those persons who retire on or after January 1, 1976, in addition to the foregoing basic requirements, must not work in shoreside employment for a Contributing Employer which results in pension credits under a pension plan maintained by any seagoing union or in any seagoing employment in the maritime industry in any capacity in the Deck, Engine, Steward or Staff Officer Department, which employ-

ment is secured or commences in the same geographic area covered by the Plan.

- Those persons retiring on or after January 1, 1979, in addition to all of the above basic requirements, must not work in any capacity in the maritime industry which includes American and Foreign Flag vessels and includes employment on board commercial, exploratory, service or other vessels moving on the high seas, inland waterways, Great Lakes, coastal zones, harbors and noncontiguous areas, on or offshore ports, platforms or similar sites; but does not include the longshore industry or the ship construction or repair industry.

The Plan Agreement provides that the Trustees may determine the length of pension suspension for pensioners engaging in prohibited employment. The Trustees unanimously adopted the following rules for determining how long benefits

will be suspended in case a pensioner engages in prohibited employment after retirement:

RULE NO. 1:

- "When a pensioner notifies the plan office in writing before engaging in prohibited employment, his pension shall be suspended for any calendar month during which he is employed in prohibited employment at least one day."

RULE NO. 2:

- "When a pensioner engages in prohibited employment, without previously notifying the plan office in writing of his intention to engage in prohibited employment, his pension benefits will be suspended two months for every one calendar month during which he worked at least one day in prohibited employment."

Sea-Land Galloway Committee



Chief Steward Jimmy Lomax (left) secretary-reporter of the SS Sea-Land Galloway sits last month with the Ship's Committee of (l. to r.) Pantryman Gary Collier, steward delegate, Engine Delegate Bobby "Red" Harris and Deck Delegate Bob Tuttle. The S-L 7 paid off at Port Elizabeth, N.J.

Help Your Brother Down the Road to Sobriety

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

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

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

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

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

Alcoholic Rehabilitation Center

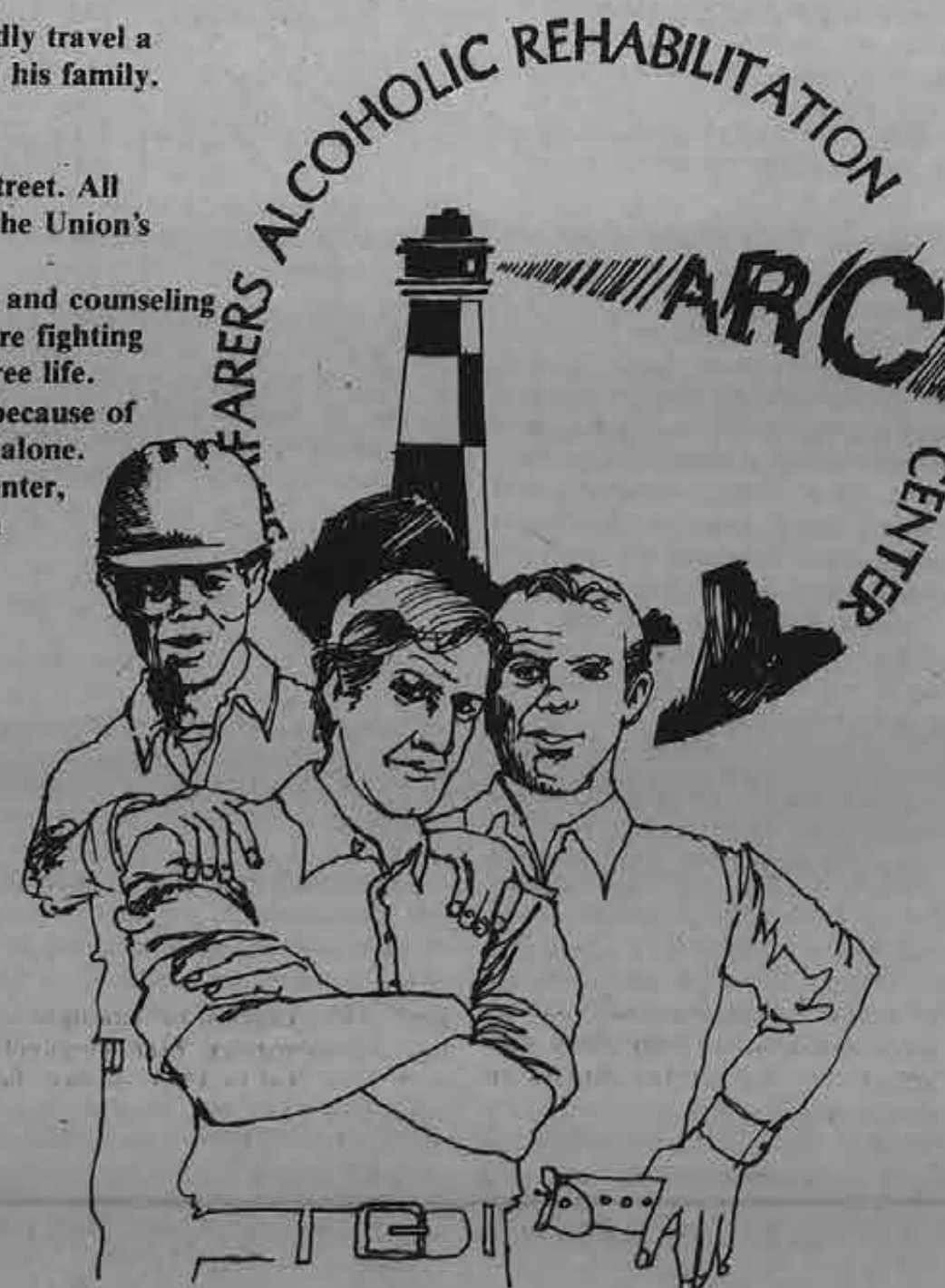
I am interested in attending a six-week program at the Alcoholic Rehabilitation Center. I understand that all my medical and counseling records will be kept strictly confidential, and that they will not be kept anywhere except at The Center.

Name Book No.

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

Telephone No.

Mail to: THE CENTER
Star Route Box 153-A
Valley Lee, Md. 20692
or call, 24 hours-a-day, (301) 994-0010





Pensioner James Bryant O'Keefe, 67, died of kidney disease in the San Francisco USPHS Hospital on Oct. 7. Brother O'Keefe joined the SIU in 1941 in the port of Philadelphia sailing as a QMED. He sailed 44 years and hit the bricks in the 1962 Robin Line beef. Seafarer O'Keefe was born in Mississippi and was a resident of San Francisco. Interment was in Pleasant Hill Cemetery, Sebastopol, Calif. Surviving are his widow, Theresa and a niece, Theresa Morelli of Brooklyn, N.Y.



Clarence Olson, 58, died of heart failure in the Southern Chester County Medical Center, West Grove, Pa. on Nov. 27. Brother Olson joined the Union in the port of Philadelphia in 1965 sailing as a mate, pilot and captain for the Independent Towing Co. from 1965 to 1978, Meyle Towing Co. from 1978 to 1979 and on the tug *Worley Forall* and *Barge No. 46* (Curtis Bay). He was a veteran of the U.S. Army in World War II. Boatman Olson was born in Philadelphia and was a resident of Berlin and Camden, N.J. Surviving are his widow, Sophie; a son, Frederick; three daughters, Mrs. Betty Dilks, Mrs. Judith A. Billman and Mrs. Christina Sylvas and a stepson, John R. David.

Clarence Ward Hollowell Sr., 50, died of a hemorrhage in the Pungo District Hospital, Belhaven, N.C. on Nov. 16. Brother Hollowell joined the Union in the port of Norfolk in 1976 sailing as a mate for C. G. Willis from 1975 to 1977, Allied Towing from 1975 to 1979 and for Ocean Towing from 1978 to 1979. He was a retired veteran of the U.S. Coast Guard. Boatman Hollowell was born in Aurora, N.C. and was a resident of Belhaven. Interment was in Community Cemetery, Belhaven. Surviving are his widow, Mildred; two sons, Leslie and Bryan and his parents, Mr. and Mrs. David Hollowell.

Robert Harley Knight, 50, died of heart failure in St. Luke's Hospital, Davenport, Ia. on Oct. 20 after becoming ill on a Mississippi towboat at Le Claire, Ia. Brother Knight joined the Union in the port of St. Louis in 1975 sailing as a chief engineer on the tugboats *Del Butcher* and *Jeffboat* (ACBL) and for National Marine and Inland Tugs from 1973 to 1979. He was a veteran of the U.S. Navy during the Vietnam War. Boatman Knight was born in Decatur County, Ind. and was a resident of Pensacola, Fla. Interment was in Barrances National Cemetery, Pensacola. Surviving is his widow, Peggie Marie.



Mitchell Tunstall "Mike" Reed, 54, died of lung disease in the New Orleans USPHS Hospital on Dec. 26. Brother Reed joined the SIU in 1942 in the port of Mobile sailing as a bosun. He was born in Mobile and was a resident of Chalmette, La. Burial was in Pine Crest Cemetery, Mobile. Surviving are his widow, Francine; a son, Mitchell Jr. and a daughter, Patti.



Pensioner Cornelio Acosta Rodriguez, 72, passed away from lung disease at home in Ponce, P.R. on Jan. 4. Brother Rodriguez joined the SIU in 1939 in the port of New York sailing as an AB for 35 years. He also sailed during World War II. Seafarer Rodriguez was born in Guayanilla, P.R. Burial was in Guayanilla Cemetery. Surviving is a son, Pedro of Ponce.

Pensioner Samuel Henry Jones, Jr., 60, died of heart-lung failure in the San Francisco USPHS hospital on Dec. 2. Brother Jones joined the Union in the port of San Francisco in 1958 sailing as a BR steward. He sailed 29 years. Seafarer Jones was born in New York City and was a resident of San Francisco. Interment was in the Bahia Cemetery, Novato, Calif. Surviving are his mother, Mrs. Oresta W. Riddick of Larchmont, N.Y. and a stepsister, Susan of San Francisco.

Pensioner George Vernon White, 79, died of lung failure in the Seattle USPHS Hospital on Nov. 10. Brother White joined the Union in 1943 on the West Coast sailing as a steward. He sailed 27 years and during the Vietnam War. Seafarer White was born in Oklahoma and was a resident of Everett, Wash. Cremation took place in the Seattle Crematory. Surviving is his widow, Aileen.

Michael Henry Culpepper, 22, died of injuries sustained in an auto accident while a passenger in Virginia Beach, Va. on Oct. 20. Brother Culpepper joined the Union in the port of Norfolk in 1975 following his graduation from the HLS, Piney Point, Md. sailing as an AB and tankerman for IOT from 1978 to 1979. He also sailed for the Arthur Levy Boat Service in 1974. Boatman Culpepper upgraded and earned his GED at the HLS. Born in Norfolk, he was a resident of Virginia Beach and Merritt Island, Fla. Burial was in Rosewood Memorial Park Cemetery, Virginia Beach. Surviving is his father, William of Merritt Island.

Pensioner Arthur Mahualoha Ahuna, 59, succumbed to pneumonia in the Iverson Memorial Hospital, Laramie, Wyo. on Sept. 15. Brother Ahuna joined the Union (the former MCS) in 1937 on the West Coast sailing as a BR steward. He sailed 40 years. Seafarer Ahuna was born in Hawaii and was a resident of Laramie. Cremation took place in the Ah Hoo Na Cemetery, Albany County, Wyo. Surviving are his widow, Lois; a brother, George of Kamula, Hawaii and a niece, Mrs. Elva Forster of Honolulu, Hawaii.



Cheyenne Christopher Morris, 22, died aboard the *SS Pittsburgh* (Sealand) in Naples, Italy on Nov. 20. Brother Morris joined the SIU following his graduation from Piney Point in 1973 sailing as an AB. He also upgraded at the HLS. Seafarer Morris was born in Norfolk and was a resident there. Surviving are his father, Capt. Charles Morris; his mother, Mrs. Shelby J. Mills of Norfolk; a brother and two sisters.



Pensioner Robert Ellsworth Clemo, 61, died on Jan. 1. Brother Clemo joined the Union (MC&S) in the port of San Francisco in 1965 sailing in the steward department for the Matson Line. He was a veteran of the U.S. Army in World War II. A native of Oakland, Calif., he was a resident of San Francisco. Surviving is his widow, Catherine.

Pensioner Philip Frederick Miller, 78, died of pneumonia in the San Francisco USPHS Hospital on July 27. Brother Miller joined the Union in 1936 on the West Coast sailing as a room steward for the Matson Line from 1958 to 1961. He sailed 47 years. Seafarer Miller also sailed in World War II. Born in Oregon, he was a resident of San Francisco. Cremation took place in the Baha Crematory, Novato, Calif. Surviving are his widow, Masie of Gresham-Portland, Ore.; a daughter, Mrs. Terry Arnold of Portland; a brother, Robert and a sister, Mrs. Frederick (Agnes) Andrus, both of Roseburg, Ore.

Pensioner David D. Davis, 68, died of a probable heart attack in the Portland (Ore.) Porthaven Retirement Villa on Sept. 14. Brother Davis joined the MC&S in 1945 sailing as a chief cook. He was a resident of Portland. Interment was in the Sunset Hills Memorial Park Cemetery, Portland. Surviving are three brothers, Richard and Walter of Portland and James of Haches, Wash. and a sister, Mrs. Martha L. Thomas, also of Portland.

Pensioner Herbert Alfred Doughty, 86, passed away from lung failure in the Royal Sussex County Hospital, Hove, England on Mar. 8, 1979. Brother Doughty joined the MC&S in 1932 in the port of San Francisco sailing as a room waiter and steward. He began sailing in 1916. Seafarer Doughty also sailed during World War II. Born in England, he was a resident of Hove. Burial was in Hove Cemetery. Surviving are two sons, Francis of Randwick, Sydney, New South Wales, Australia and Herbert of Clovis, Calif.; a sister, Eva of Brighton, England and a niece, Sylvia Doughty of Kingston-Up-on-Thames, England.

Pensioner John Panas, 82 succumbed to hepatitis on May 25, 1979. Brother Panas joined the MC&S in 1940 sailing as a chief cook for APL and the Matson Line until his retirement in 1962. He began sailing in 1932. Seafarer Panas was born in Poland and was a resident of Jersey City, N.J. Burial was in Holy Cross Cemetery, Lyndhurst, N.J.



Michael Francis "Mike" Curry, 64, died in San Francisco on Dec. 5. Brother Curry joined the SIU in the port of New York in 1957 sailing as a bosun and ship's delegate. He sailed 38 years. Seafarer Curry was torpedoed during World War II aboard the *SS William Lery* (NMU) off Durban, South Africa in 1943. He was also a veteran of the U.S. Army in that war. A native of Pottsville, Pa., he was a resident of Middlesex, N.J. Surviving are his widow, Mary of Philadelphia; a brother, John of Pottsville and three sisters, Clariss of Providence, Ky.; Mrs. Marie Wallaa of Middlesex and Mrs. Lea Weinert.



Ephraim Rollison Muse, 57, died of heart disease aboard the *Sealand Philadelphia* in Anchorage, Alaska on Jan. 20. Brother Muse joined the SIU in the port of New York in 1958 sailing as a fireman-watertender. He was a veteran of the U.S. Navy in World War II. Seafarer Muse was born in Bayboro-Cash Corner, N.C. and was a resident of Grantsboro, N.C. Burial was in Sand Hill Cemetery, North Carolina. Surviving is his mother, Olive.

Pensioner Ignacio Guzman, 77, died of heart-lung failure in the San Francisco General Hospital on Oct. 17. Brother Guzman joined the MC&S in 1938 in the port of San Francisco. He started sailing in 1923 and sailed during World War II. Seafarer Guzman was born in Mexico and was a resident of San Francisco and Bayamon, P.R. Interment was in the Holy Cross Cemetery, Colma, Calif. Surviving are a nephew, David Gaytan and a cousin, Jose Gaytan of San Francisco.

Pensioner Henry Ernest Murray, 71, passed away from pneumonia in the Merritt Is. (Fla.) Nursing Home on Oct. 25. Brother Murray joined the Union in the port of Philadelphia in 1961 sailing as a mate for the Independent Pier Co. from 1934 to 1972. He was born in Philadelphia and was a resident of Merritt Is. Interment was in the St. George Cemetery, Clarksville, Del. Surviving are his widow, Dorothy and a son, Rexel.



Pensioner John Alfred Denais, 67, died of a heart attack at home in Fort Lauderdale, Fla. on Oct. 13. Brother Denais joined the SIU in the port of New Orleans in 1956 sailing as a chief steward. He sailed 30 years and during the Vietnam War. Seafarer Denais was a veteran of the U.S. Army Infantry veteran of the U.S. Army Infantry in World War II earning the Asiatic-Pacific Campaign Medal. He was born in St. Pierre on Miquelon Is., off the coast of Canada. Burial was in the Queen of Heaven Cemetery, North Lauderdale, Fla. Surviving are a son, John of Fort Lauderdale and a brother, Paul of Los Alamitos, Calif.



Pensioner Peter Anthony Serano, 70, died of heart failure in San Jacinto Methodist Hospital, Baytown, Tex. on Dec. 6. Brother Serano joined the

SIU in 1948 in the port of New York sailing as a bosun. He was a veteran of the U.S. Navy in World War II. Seafarer Serano was born in San Juan, P.R. and was a resident of Channelview, Tex. Interment was in San Jacinto Memorial Park Cemetery, Harris County, Tex. Surviving are his widow, Jennie and a daughter, Eileen.

James Robert Jordan, 20, died of injuries in Monroe County (Ala.) Hospital sustained in an auto accident in Reton, Ala. on Aug. 28. Brother Jordan joined the Union in the port of Mobile in 1979 sailing as a deckhand on the dredge *Albatros* (Radcliff Materials). He was born in Pensacola, Fla. and was a resident of Evergreen, Ala. Burial was in Oakdale Cemetery, Conecuh County, Ala. Surviving are his parents, Mr. and Mrs. James D. and Aletha Jordan of Evergreen.

Edward Eugene Cooper, 56, succumbed to lung failure in the Veterans Administration Medical Center, Huntington, W. Va. on Jan. 29. Brother Cooper joined the Union in the port of St. Louis in 1967 sailing as lead deckhand and mate for Inland Tugs in 1966 and for the American Barge Line for 13 years. He was a veteran of the U.S. Army in World War II. Boatman Cooper was born in Kentucky and was a resident of Portsmouth, Ohio. Interment was in Mt. Zion Cemetery, South Shore, Ky. Surviving are his widow, Frances and his mother, Madelee of South Port, Ky.

Pensioner Nicholas Grego, 78, died of natural causes in the Staten Island (N.Y.) USPHS Hospital on Dec. 28. Brother Grego joined the Union in the port of New York in 1963 sailing as a deckhand for the Erie-Lackawanna Railroad from 1925 to 1967. He was born in Yugoslavia and was a resident of Ridgewood, Queens, N.Y. Interment was in St. Charles Cemetery, Farmingdale, L.I., N.Y. Surviving are his widow, Mary and two sons, Nicholas Jr. and Tomasa.

Robert Wayne Guthrie, 56, died of respiratory failure in the John Sealy Hospital, Galveston, Tex. on Sept. 30. Brother Guthrie joined the SIU in 1943 in the port of Boston sailing as a chief pumpman for 19 years. He sailed as a 3rd assistant engineer for MEBA District 2 for 11 years. Seafarer Guthrie retired in 1976 in the port of Houston. Born in Des Moines, Ia., he was a resident of Coldspring, Tex. Burial was in Woodlawn Cemetery, Crowley, La. Surviving are his widow, Maudrey Margaret; his mother, Zola of Houston and a sister, Mrs. Thelma Cornwell of Des Moines.

Pensioner Thomas Arthur Render, 61, died of pneumonia in the Merle W. Medical Center, Klamath Falls, Ore. on Dec. 1. Brother Render joined the MC&S in 1936 sailing as a chief steward. He was a resident of Dorris, Calif. Burial was in the Picard Cemetery, Dorris. Surviving is his widow, Virginia.



Pensioner Wilfred Joseph Moore, 51, died of cancer in West Palm Beach, Fla. on Jan. 6. Brother Moore joined the SIU in 1945 in the port of New York

sailing as a chief steward. He upgraded at Piney Point in 1973. Seafarer Moore was born in Rochester, N.H. and was a resident of West Palm Beach. Burial was in Mt. Calvary Cemetery, Somersworth, N.H. Surviving are his parents, Mr. and Mrs. Eugene and Merilda Moore of Somersworth.

Pensioner Leonard Joseph DeRosia, 71, died of heart failure in the U.S. Veterans Administration Medical Center, Saginaw, Mich. on Jan. 13. Brother DeRosia joined the Union in the port of Alpena, Mich. in 1952 sailing as a deckhand and in the steward department for Huron Cement. He was a veteran of the U.S. Army in World War II. Born in Alpena, he was a resident there. Burial was in Evergreen Cemetery, Alpena. Surviving are his widow, Meta and a son, Leonard Jr.

Pensioner Jurel Powell, 68, died of heart-lung failure in the Ouachita Hospital, Hot Springs, Ark. on Nov. 11. Brother Powell joined the Union in 1947 in the port of Detroit sailing as an AB and wheelsman on the *SS Ste. Claire* from 1971 to 1975 and the *SS G. A. Tomlinson* in 1970. He also sailed for the Bob-Lo Steamship Co. from 1967 to 1970 and the Wyandotte Chemical Steamship Co. from 1952 to 1963. Laker Powell was born in Meyers, Ark. and was a resident of Miami, Fla. and Percy, Ark. Burial was in the Peak Cemetery, Royal, Ark. Surviving are a brother and sister-in-law, Mr. and Mrs. Martin W. Powell of Hot Springs and Royal and a niece, Judy Kilby of Royal.

Pensioner Richard Edward Darling, 64, succumbed to hepatitis in the San Francisco St. Mary's Hospital on Oct. 28. Brother Darling joined the merged MC&S in 1936 in the port of San Francisco sailing as a chief storekeeper for APL. He was born in Nebraska and was a resident of Daly City, Calif. Burial was in Woodlawn Memorial Park Cemetery, Colma, Calif. Surviving are his widow, Evelyn—also a MC&S retiree—a brother, Robert of Alta Loma, Calif. and a sister, Mrs. Frederick Widoe of Omaha, Neb.

Pensioner Russell Dewitt Koons, 55, died of a heart attack in the Urbandale Hospital, Alexander County, Ill. on Dec. 19. Brother Koons joined the Union in the port of St. Louis in 1974 sailing as a mate and engineer on the towboat *John Matthews* (ACBL) from 1974 to 1979 and for the Southland Towing and Inland Tug. He was a former member of the NMU and Steelworkers Union. Boatman Koons was a veteran of the U.S. Army in World War II. Born in Rising Sun, Ind., he was a resident of Georgetown, Ind. Burial was in the Patriot Cemetery in Indiana. Surviving is his widow, Violet.

Pensioner Earl E. Arthur, 70, died of a hemorrhage on Jan. 4. Brother Arthur joined the Union (MC&S) in 1943 sailing for the American President Line. He was born in Tennessee and was a resident of Richmond, Calif. Burial was in Woodlawn Memorial Park Cemetery, Colma, Calif.



Glen George Miller, 53, succumbed to lung failure in the Baltimore USPHS Hospital on Nov. 5. Brother Miller joined the Union in the port of

Frankfort, Mich. in 1971 sailing as an AB. He sailed aboard the *M/V Viking* (Ann Arbor, Mich. RR Car Ferries) and the *Str. City of Milwaukee* from 1978 to 1979. And he was a veteran of the U.S. Navy in World War II. Laker Miller was born in Bemidji, Minn. and was a resident of Frankfort. Interment was in the Benzonia Township (Mich.) Cemetery. Surviving are his widow, Viola; two sons, Robert and Edward and his parents, Mr. and Mrs. Edward Miller.

Pensioner Antonio Ortiz Flores, 62, died of cancer in the San Francisco USPHS Hospital on Nov. 26. Brother Flores, a chief steward, first sailed on the West Coast in 1935. He also sailed during World War II. Born in San Lorenzo, P.R., he was a resident of Palmas, Calif. Interment was in Live Oak Memorial Park Cemetery, Monrovia, Calif. Surviving are a brother, Carmelo of Inglewood, Calif.; two sisters, Rosa of Los Angeles and Mrs. Mary de Ferrer of Culver City, Calif.; a nephew, Nibeth Ferrer and three nieces, Nigia Ferrer of Culver City, Nadia Ferrer and Nora Ferrer.

Pensioner Jay Shannon, 85, succumbed to heart-lung failure in the Los Angeles Veterans Administration Hospital on Jan. 18. Brother Shannon joined the Union (MC&S) in 1934 sailing as a chief steward. He first sailed on the West Coast in 1915. And he also sailed in World War II. Born in Kansas, he was a resident of Long Beach, Calif. Cremation took place in the Angeles Abby Crematory, Compton, Calif. Surviving are a sister, Mrs. Julia Stewart of Patterson, Calif.; four nephews and two nieces.

Pensioner James Patrick Dalton, 68, died of natural causes in the Staten Island (N.Y.) USPHS Hospital on Dec. 28. Brother Dalton joined the Union in the port of New York in 1960 sailing as deckhand and assistant tug dispatcher for Penn Central Railroad from 1939 to 1976. He worked on the Greenville Piers and was a member of the MM&P Union from 1947 to 1960. Boatman Dalton was born in Jersey City, N.J. and was a resident of Bay Head, N.J. Burial was in Holy Name Cemetery, Jersey City. Surviving are his widow, Margaret; two sons, James Jr. and John; nine daughters, Jacqueline, Bernadette, Mary Ellen, Margaret Mary, Eileen, Kathy, Judith, Anne and Therese and a sister, Mary of Jersey City.

Walter Donald Harris, 42, died of natural causes in the F.G. Riley Memorial Hospital, Meridian, Miss. on Dec. 24. Brother Harris joined the Union in the port of Mobile in 1974 sailing as a chief engineer for ACBL from 1972 to 1979. Boatman Harris was a former member of MEBA and the Steelworkers Union. He was a veteran of the U.S. Navy. Born in Cuba, Ala., he was a resident of Meridian. Interment was in Clay Memorial Cemetery, Cuba. Surviving are his widow, Mary and his parents, Mr. and Mrs. Eugene Harris.



Pensioner Charles Alton Lodriguss, 68, died of heart failure in the New Orleans USPHS Hospital on Aug. 22. Brother Lodriguss joined the

Union in the port of New Orleans in 1956 sailing as a chief engineer and 1st assistant engineer for Dixie Carriers from 1956 to 1977. He sailed 39 years. Boatman Lodriguss was born in La Rose-Prerre Port, La. and was a resident of Harvey, La. Interment was in the McDonogh Cemetery, Gretna, La. Surviving are his widow, Zoila; a son, Sidney and a daughter, Anna Maria.

William Earl Cheshire, 47, died of natural causes at home in the port of Paducah, Ky. on Nov. 29, 1979. Brother Cheshire joined the Union in 1976. He sailed for Inland Tug Co. from 1975 to 1979, ACBL and Northern Towing. Boatman Cheshire was a veteran of the U.S. Army in Ft. Leonard Wood, Mo. Burial was in Dry Bayou Cemetery, Hayti, Mo. Surviving are his widow, Mary; three sons, Charles, James and George and his parents, Mr. and Mrs. George and Mary Cheshire.

Pensioner Benjamin F. Viray, 71, died of a heart attack in the Kaiser Hospital, San Mateo, Calif. on June 24. Brother Viray joined the MC&S in 1923. He was born in the Philippines and was a resident of San Mateo. Burial was in the Woodlawn Memorial Park Cemetery, Colma, Calif. Surviving are a daughter, Mrs. Gloria Paez of South San Francisco; a grandson, Steven Di Choso and a granddaughter, Joann DiChoso, both of San Bruno, Calif.

Pensioner Ernesto Gonzalez Alonso, 67, died of lung failure in Arecibo, P.R. on June 18. Brother Alonso joined the Union on the West Coast sailing as a waiter and room steward for 17 years. He sailed on the *SS China Bear* (Pacific Far East) *SS President Hayes* (American President Line) and the *SS California* (Matson). In 1959, he was on the Matson Shoregang. Seafarer Alonso was born in Hatillo, P.R. and was a resident of Arecibo. Surviving are a son, Ernesto Jr.; two daughters, Carmen Ana and Mrs. Peter Revon of New Brunswick, N.J. and Libia, P.R.; a sister, Ines of Arecibo and a brother-in-law, Ernesto A. Rojas of Guaynabo, P.R.

Pensioner Harry Herman Rubin, 86, passed away from heart failure at home in Oceano, Calif. on Oct. 26. Brother Rubin joined the MC&S in 1933 in the port of San Francisco sailing as a room steward on passenger ships for 40 years. He also sailed during World War II. Seafarer Rubin was born in Russia and was a naturalized U.S. citizen. Interment was in the Arroyo (Calif.) Grande Cemetery. Surviving are his widow, Betty Lou; a stepson, Arthur and a stepdaughter, Mrs. Darlene Kidd of Atascadero, Calif.



During their practical training students Fred Minor and Chester Patton disassemble a troughing idler to make repairs.



Above. Another repair that may be made is fixing a tear in the conveyor belt. Art Elmodhji tightens a fastener that was used to secure a tear. Left. Instructor Bill Foley, Mark Misso and Salf Shajira examine the various tools that can be used for fasteners. Below. Scott Corstaine and George Harrison roll out a conveyor belt during their shop instruction.



Abdul Mawari uses a grease gun on a fitting on the idler.



Great Lakes Seafarers

The first group of Great Lakes Seafarers to complete the Conveyor Department course graduated from HLS in March. This course was developed by HLS Staff in cooperation with industry Representatives to prepare SIU members to work as conveyormen and gatemen aboard self-unloading ships on the Lakes.

During the four-week course, the classroom instruction followed a seminar format. The students and instructor shared their knowledge of the equipment and operations aboard self-unloaders.

While enrolled in the Conveyor Department course, students

learned about conveyor belts, their construction, maintenance and storage, motors, drives, ball bearings, hydraulic systems, and troubleshooting. The class also spent one week in the HLS welding shop and received instruction in basic welding techniques for making repairs and adjustments to equipment.

The class was visited by company and manufacturer representatives. Lou Ervin and Floyd Brown, Vice Presidents of the American Steamship Company, showed the students some of the equipment that is used on their company's vessels.

Field Engineer Bill Bilges of Flex Company demonstrated his company's fasteners that are used on the conveyor belts. During Mr. Bilges' presentation, each student in the class was able to practice with the fasteners.

The Conveyor Department course is designed to help Great Lakes Seafarers improve their job skills, advance their careers and build their earning-power. The course will be offered again in June. To enroll, fill out the upgrading application in this issue of the *Log*, and mail it to HLS. Do it soon — it's a great opportunity for Great Lakes Seafarers.

Advance at HLS



During their practical training students Fred Minor and Chester Patton disassemble a troughing idler to make repairs.



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Advance at HLS

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	April 28 May 26 June 23 July 21 August 18 September 15 November 10	Able Seaman	April 24 May 22 June 19 July 17 August 14 September 11 November 6
QMED	May 22 September 25	Steward Recertification Program	May 12 July 14 September 8 October 13
FOWT	April 10 May 8 July 3 July 31 September 25 October 23 November 20	Bosun Recertification Program	April 7 August 11
Marine Electrical Maintenance	May 12 August 18	A Seniority Upgrading Program	April 7 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	Lifeboat	April 10 April 24
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	April 14 June 9 October 27		
Engine Room Automation	May 12 September 15		
Towboat Operator Scholarship Program	April 7 July 7 September 29		
Celestial Navigation	August 4	Assistant Cook	
1st Class Pilot	October 6	Cook & Baker	
Quartermaster	May 26 October 13	Chief Cook	
		Chief Steward	

These courses will be scheduled as needed to accommodate applicants.



Jose Antonio Quinones

Seafarer Jose Antonio Quinones, 28, joined the SIU in the port of New York in 1973. He upgraded to FOWT at the HLS in 1975. In 1978, he completed the Basic Welding Course there. Brother Quinones earned his firefighting, lifeboat and CPR tickets. He was born in Ponce, P.R., resides in Brooklyn, N.Y. and ships out of the port of New York.

Hilary Anthony Thein

Seafarer Hilary Anthony Thein, 25, graduated from the HLS in 1976. Brother Thein got his AB ticket there in 1978. He has the firefighting, lifeboat and CPR endorsements. Thein was born in Princeton, N.J., lives in Federal Way, Wash. and ships out of the port of Seattle.

Wendell G. Burton

Seafarer Wendell Gray Burton Jr., 23, graduated from the HLS Entry Trainee Program in 1977. He upgraded to AB there in 1979. Brother Burton has the firefighting, lifeboat and cardio-pulmonary resuscitation (CPR) endorsements. Though not a "Rhodes scholar", he was a freshman at the Western Carolina College, was a treecutter and likes camping and photography. He was born in Winston-Salem, N.C. where he resides and ships out of the port of Norfolk.

John William Boughman

Seafarer John William Boughman Jr., 23, whose grandfather was port Capt. Edwin Boughman, is a 1974 Piney Point graduate. Brother Boughman upgraded to QMED there last September. He has his LNG, firefighting, lifeboat and CPR tickets. Born in Ridgewood, N.J., he is a resident of Mawah, N.J. Boughman has worked on a newspaper and sailed on the lakes during summers away from Long Island University, Southampton, L.I., where he studied creative writing for two years. He sails out of the port of New York.

Michael Joseph Martin

Seafarer Martin Joseph Martin, 24, in 1973 graduated from the HLS. He earned his AB endorsement there in 1977. Brother Martin earned his firefighting, lifeboat and CPR tickets. He was born in Philadelphia and lives and ships out of that port.

Michael Peter Marth

Seafarer Michael Peter Marth, 23, graduated from Piney Point in 1975. Brother Marth upgraded to FOWT there in 1976. He has the firefighting, lifeboat and CPR tickets. A native of Palmerton, Pa., he lives in Northampton, Pa. and ships out of the port of Philadelphia.

Raphael Semmes Vargas

Seafarer Raphael Semmes Vargas, 27, is a 1977 graduate of Piney Point. He upgraded to AB there in 1979. Brother Vargas, whose steelworker father, Ted, was a merchant mariner in 1958, holds the firefighting, lifeboat and CPR tickets. He is a veteran of the U.S. Navy during the Vietnam War serving as an instrumentman aboard the USS Puget Sound. He collects stamps and coins. Vargas was born in Princeton, W. Va., lives in Baltimore and ships out of that port city.

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.

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)

Deepsea Member ☐ Inland Waters Member ☐ Lakes Member ☐

Book Number Seniority

Date Book Was Issued Port Issued Port Presently Registered In

Social Security # Endorsement(s) or License Now Held

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

Entry Program: From to (dates attended)

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

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

Dates Available for Training

I Am Interested in the Following Course(s)

DECK

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

ENGINE

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

STEWARDS

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

ALL DEPARTMENTS

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

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE

DATE

RETURN COMPLETED APPLICATION TO:
LUNDEBERG UPGRADING CENTER,
PINEY POINT, MD. 20674

Keep US Shipshape We Need A Space In Washington



LOG

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

April 1980



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