

LIBRARY SEP 1980 SOCIETY **LOG**

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PRESIDENT'S REPORT



THERE'S only one way to find out how good or bad you have it. Compare!

For us to get a true reading, we must compare three things.

How does our Union stack up today as opposed to 10 years ago?

How do our jobs and contracts compare to the rest of U.S. maritime labor?

How does our job security picture look when put up next to the rest of the nation's unionized workers?

In all three areas, we stack up pretty damn good.

Ten years ago, as the Vietnam War wound down, the SIU deep sea fleet numbered 134 vessels. A lot of them were old and ready for the scrap heap. Shipping was tough not only for the "B" guys, but for "A" seniority people as well.

Today, there's a big difference. We are now crewing over 210 ships. Most of them are new, modern high technology vessels. We have more than one job for every "A" book man. Shipping in general is very good for all ratings. No other seagoing union can say that.

In addition to advancement in the deep sea area, we have made great strides forward in the inland waterway industry.

Our jobs and our contracts today are second to none. We are continually advancing the level of importance and responsibility of the seaman's job. SIU members today, in large part thanks to the Lundeberg School, are better trained and more highly skilled professionals than ever before. And our contracts reflect this. We are making top level wages for the work we perform, and they're going to get better.

In relation to job security, we are in very good shape despite a weak economy and high unemployment.

Unionized workers in other industries, such as the auto, steel,

rubber, clothing and shipbuilding, are having very difficult times. Their main concern is not contractual gains any more. It is job security.

SIU members, though, enjoy top job security. And we have been able to maintain this security while making big steps forward in our contracts. There are very few organizations that can make this same claim.

Our goal now is to continually build on what we have achieved to protect our interests and advance even further.

Our job security is strong. But we want it stronger.

Our contracts are the best, but we want them better.

As always, reaching these objectives will not be easy. We have always had to fight for the good things. We've had to fight to hang on to them. And we'll have to fight to continue to move forward.

But we have a good organization. We have the people and the tools to get the job done.

We have a good program lined up for the future. We are very actively campaigning for the Carter-Mondale ticket. President Carter, in recent weeks, had repeatedly stated his commitment to a strong maritime industry.

In addition, we are working to gain a bigger role for the private merchant fleet in support and supply of the U.S. Navy.

We are working to achieve a program guaranteeing a fair share of future U.S. coal exports for American ships.

We are also deeply involved in the fight to win a fair bilateral shipping agreement with mainland China—an agreement that would reserve at least one third of the cargoes moving between the U.S. and China for U.S. ships.

Again, though, no one is going to hand these things to us unless we fight for them.

We are totally committed to these struggles. We put forth our best effort every day. We are seeing results in every aspect of our Union, our contracts and the level of our job security.

Brothers, you only get what you're big enough to take in this world. I say we're big enough to take it!

FRANK DROZAK

Constitutional Amendment on Regular Dues

Following is the complete text of a resolution submitted by the SIU-AGLIWD Executive Board calling for a constitutional amendment concerning dues.

The resolution was initially submitted to the membership for action at the regular membership meeting at Headquarters on Sept. 8, 1980. The resolution was overwhelmingly passed by the membership. It is likewise being presented to the membership at all other regular monthly membership meetings in September for action by the membership.

The constitutional amendment concerning dues will then appear on the ballot for final action by the membership in November and December.

RESOLUTION

WHEREAS, our regular dues presently in the sum of \$200.00 yearly as provided for in Article V, Section 1(a) of our Constitution, has remained unchanged for many years, and

WHEREAS, notwithstanding the membership's adoption several years ago of working dues related to days worked, in addition to such regular dues as provided in Article VI, Section 1(b) of our Constitution, costs of our Union operations have increased over the comparable years in percentage amounts in excess of

such working dues increase, and

WHEREAS, in order to discharge the Union's responsibilities to the membership it is necessary that our Union receive increased revenue so as to provide necessary and competent personnel and facilities as well as to preserve and further the Union's interest as an institution for the membership's benefit, and

WHEREAS, inflation the past several years has increased most substantially and it appears reasonably to continue for future years, necessitating that provision be now made to accommodate to the results of such future events, and

WHEREAS, it appears most fair and appropriate that any dues increases bear relationship to wage increases inclusive of cost of living increases negotiated by the Union for the membership, and

WHEREAS, such dues increases to be most fair and appropriate should be equal percentagewise with a maximum annual increase, to the percentage of such negotiated wage increases inclusive of cost of living increases so that if wage increases and/or cost of living increases are received by the membership in an amount for example of 9%, then the dues exclusive of dues related to days worked, shall be increased by 9%, and

WHEREAS, as stated, there

should be a maximum percentage to which dues shall be increased in any consecutive twelve months and which shall not be more than 10% annually over that in effect in the previous consecutive twelve months, and

WHEREAS, until otherwise decided by the membership as Constitutionally provided, such percentage increases of dues exclusive of dues related to days worked should take place at a time when such wage increases inclusive of cost of living increases occur, and

WHEREAS, in the interest of sound administrative procedures, such increases in dues, however, should not occur until the first calendar quarter immediately following the effective date of any such increases inclusive of cost of living increases, and

WHEREAS, your Executive Board has carefully reviewed this matter and unanimously agreed that the adoption of this Resolution is in the best interests of the membership and the Union and have authorized Vice President Leon Hall to submit this Resolution on behalf of your unanimous Executive Board as a proposed amendment to our Constitution and particularly Article V, Section 1(a), to be voted upon by our membership all in the manner provided by our

Constitution for Constitutional amendments.

NOW, THEREFORE, IT IS RESOLVED:

Article V, Section 1(a) of our Constitution shall be amended to read as follows:

"(a) dues annually in the sum of \$200.00 which shall be paid in equal quarterly amounts on a calendar year basis, no later than the first business day of each calendar quarter, except as herein otherwise provided, and such dues shall be increased from time to time by percentages equal to the percentage of negotiated wage increases inclusive of cost of living increases but not more than 10% annually over dues then in effect as provided in this paragraph (a) during the previous twelve months, and such dues inclusive of such percentages amounts, shall be payable in equal calendar quarterly amounts no later than the first business day of the calendar quarter commencing with the first calendar quarter immediately following any such increases, except as herein otherwise provided, and"

Fraternally Submitted
By the Executive Board

By: Leon Hall
Vice President, Atlantic Coast

Elect Drozak to N.Y. AFL-CIO Exec. Bd.

SIU President Frank Drozak has been elected to the Executive Board of the New York State AFL-CIO. The Federation was meeting at the Concord Hotel in Upstate New York late last month on the occasion of its 21st Constitutional Convention at the time of Drozak's election.

The election of President Drozak to the State's powerful Executive Board is significant because it gives the SIU and all of maritime labor a direct and influential voice in all of the Federation's policy decisions. New York State's contingent to the AFL-CIO carries a good deal of weight with the national federation because it is the largest state organization in the AFL-CIO representing over two million workers.

In remarks to the Convention delegates, President Drozak praised the late SIU President Paul Hall. Drozak spoke of Hall's "deep and lifelong commitment to the American labor movement." He also told the assembly of how he and Paul "worked together for 30 years" and how Hall taught him "the ins and outs of politics and its importance to labor."

In conclusion President Drozak said, "Paul Hall was a



Frank Drozak

great leader and I respected and admired him. I will strive to carry on with the tremendous work that he did for the American worker."

Among the many other speakers to address the Convention was Vice President Walter Mondale.

Mondale was on hand to accept the N.Y. AFL-CIO's endorsement of the Carter-Mondale ticket and also to get in a few digs on the GOP's Presidential hopeful Ronald Reagan.

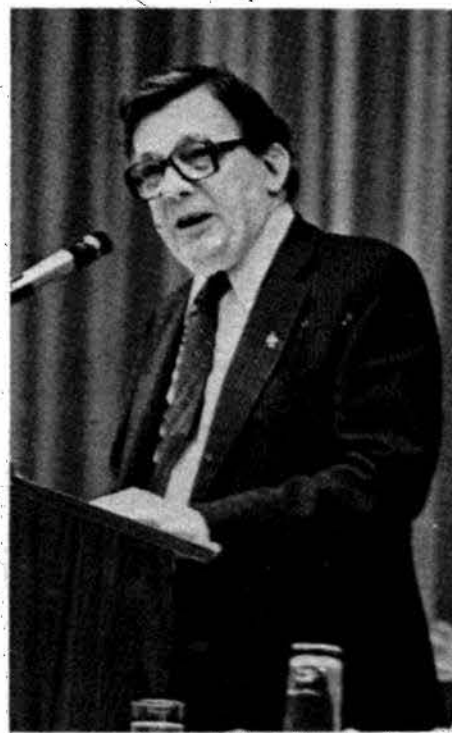
Governor Hugh Carey of New

York lauded the AFL-CIO's Committee on Political Education (COPE) saying, "the most valuable gem you could have... (is) a button for COPE."

Carey also lamented labor's loss since the last Convention of those "men who walked among us... giants among giants... that great trinity of George Meany, A. Philip Randolph and Paul Hall." These three men were some of the most important leaders labor ever will have. "They gave us inspiration and dedication," Carey said.

The final guest to appear before the Convention was AFL-CIO President Lane Kirkland. The head of the National Federation was adamant in his support for Jimmy Carter and organized labor's role in the reelection process: "Do not be misled by polls and premature prophecies. I have a faith in the people of this federation... that has never been disappointed."

"For labor there is no choice but Jimmy Carter. Blue collar workers did not invent Ronald Reagan. They are not guilty of Ronald Reagan. He is the product of corporate America. Preaching his anti-labor propaganda along the airwaves and along the 'rubber chicken' circuits of the country."



Lane Kirkland

The last order of business for the Convention before adjourning was to elect its executive officers. Unsurprisingly Ray Corbett, the New York State AFL-CIO President since 1962, and Secretary-Treasurer E. Howard Molinari were reelected. Although there was a smattering of opposition to Corbett it only served to show the broad-based and overwhelming support he has within the Federation. The cheers of "... we want Corbett, ... we want Corbett..." must still be resounding through the halls of the Convention center.

Upgraders to Be Reimbursed for Transport To and From Piney Point

Thinking about going to Piney Point for an upgrading course? Can't afford the transportation costs? Now, all SIU members headed for any upgrading course at HLS are entitled to reimbursement for economy class transportation costs to and from Piney Point, provided they successfully complete the course.

The transportation reimbursement applies to all Seafarers and Boatmen beginning a program at HLS after Sept. 1. This brand new benefit was voted by the

Board of Trustees of the Lundeberg School in order to better serve the needs of the Union membership.

Many SIU members have indicated in the past that, while they are anxious to participate in upgrading courses, they lack the funds to get to and from Piney Point. Thanks to the Trustee's action, this stumbling block to upgrading has now been cleared away.

If a Union member does not have the ready cash to get to

Piney Point, he can now apply for a transportation loan from the Union. See the Port Agent in your home port and he will advance you the economy class fare to and from Piney Point.

When you have successfully completed the course you're taking at HLS, the transportation loan will be cancelled. You will not owe anything for your economy class, round-trip transportation.

If you have the money on hand to pay your own fare to Piney Point, you are still entitled to the reimbursement. Once you have successfully finished that course, you can submit your transportation bill to the Seafarers Welfare Plan and you will be reimbursed.

The Board of Trustees action on transportation costs covers:

- round-trip economy-class plane, train or bus fare to and from Piney Point for Seafarers and Boatmen enrolled in any upgrading course at HLS after Sept. 1;
- bus fare from the airport to and from Lexington Park, Md., and cab fare between Piney Point

and Lexington Park.

You must successfully complete your upgrading course to be eligible for this reimbursement.

Lakes Seafarers Get COLA Hike

Effective Aug. 1, 1980, Great Lakes SIU members working under contracts with the Great Lakes Association of Marine Operators and Kinsman Lines received a 26 cents per hour cost of living add-on.

When added to the 54 cents per hour COLA Great Lakes Seafarers have already received so far this year, the total 1980 adjustment comes to 80 cents per hour.

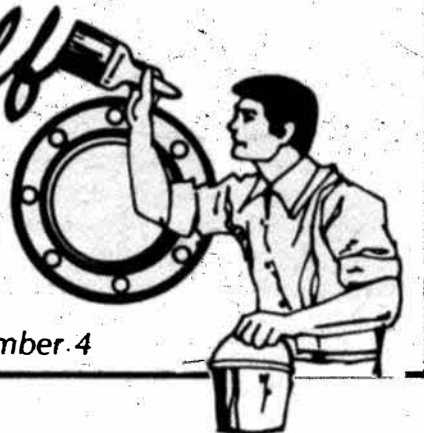
These COLA's are computed on the basis of the quarterly Consumer Price Index. For every .3 point rise in the Index, Great Lakes Seafarers receive a one cent per hour add-on.

Under the SIU's new collective bargaining agreement with Bob-Lo Co., seamen on Bob-Lo's passenger ferries will now also be receiving COLA adjustments. They received the same 26 cents per hour add-on as GLAMO and Kinsman Seafarers effective Aug. 1. As of Jan. 1, 1981, the 1980 COLA's will be rolled into base hourly wage rates.

*Why not paint
a better future
for yourself*
**Come to HLS.
Upgrade to AB.**

Course starts November 6

through December 4



U.S./China O.K. Historic Bilateral Trade Pact

THE fortunes of the U.S. flag merchant fleet took a major step forward this month as the United States and the People's Republic of China announced agreement on a history-making pact governing cargo sharing and port access between the two nations.

The shipping agreement, which is similar to the 1972 bilateral trading pact between the U.S. and the Soviet Union, guarantees a one-third share of U.S./China trade to the national fleets of each country with the remaining cargo open for bids from third-flag carriers.

The accord was scored as a major victory for both the Carter Administration, which has been negotiating for such an agreement since mid-1979, and for the SIU. The Union has been working hard to make sure that when the door to trade with China was opened, the U.S.-flag fleet and U.S. seamen would play a substantial role in it.

According to Secretary of Commerce Philip Klutznick the cargo sharing and port access agreement was initialed by U.S. and Chinese negotiators in Peking on Sept. 4. While the pact

must still be formally signed by both nations, such formalization is considered largely ceremonial and is expected to take place in Washington by the end of the month.

Commerce Secretary Klutznick called the cargo sharing agreement "historic" adding that it "will form a firm foundation for the equitable participation by the U.S. and PRC merchant fleets in the burgeoning trade moving between our two countries."

U.S./China trade is expected to total about \$4 billion this year and to rise to at least \$10 billion by 1985.

The trading pact was hammered out during a series of meetings between U.S. and Chinese negotiating teams, begun in the spring of 1979. Samuel B. Nemirow, assistant secretary of commerce for maritime affairs, headed the U.S. delegation. Doug Huamin, director of the Foreign Affairs Bureau of the PRC's Ministry of Communications led the Chinese team.

In addition to the 30-30-30 cargo sharing arrangement, the U.S./Chinese trading pact

assures the vessels of each nation "accelerated" access to the ports of the other. Also covered were tonnage duties and the treatment of U.S. seamen, but no details on these provisions have, as yet, been announced.

Since U.S.-Chinese negotiations began, the Carter Administration has promised to seek a cargo sharing arrangement which entitles the U.S.-flag fleet to an equitable share of the lucrative U.S./PRC trade. The SIU has

been working for such trading agreements between the U.S. and our trading partners for many years in the belief that bilateral trading pacts are a key to the revival of the American merchant fleet.

The Carter Administration has stood by their commitment and the successful conclusion of the U.S./China trading pact, which makes the jobs and job security of U.S. seamen a top priority, is the result.

Point Margo Committee



Bosun Bill Aycock (right) ship's chairman of the OBO Point Margo (Point Shipping) leads the Ship's Committee and a crewmember of (l. to r.) OS Gary Bergsvik, Engine Delegate Napoleon Rives, Deck Delegate Mark S. Johnson and Educational Director Anthony Potts. The ship paid off on Aug. 13 at Pier 12, Brooklyn, N.Y.

4 Brand New SIU Boats Christened in Houston

IT was an unusual sight. Four brand new tugs side by side at City Dock 4 in Houston, Tex.

The occasion was the recent mass christening of the four boats, all contracted to the SIU.

These four boats mean more jobs for SIU Boatmen. Three of them will be run by

G&H Towing and one by Bay Houston Towing.

The three G&H boats are: *Barbara Neuhaus*; *Mark K*, and *W.D. Haden, II*. The Bay Houston boat is the *Capt. W.D. Haden*.

The *Capt. W.D. Haden* is a sea going tug that will do offshore towing. Built in Halter Marine Shipyard in

New Orleans, La., the boat has a 4,200 horsepower diesel electric engine.

She's 105 feet in length, has a beam of 35 feet, and a draft of 16 feet.

Of the three G&H tugs, two—the *Barbara Neuhaus* and *Mark K*—were built at the Diamond shipyard in Savannah, Ga. The *W.D. Haden, II* was built in the

McDermott Shipyard in Morgan City, La.

All three will do shipdocking and other harbor work in the Galveston-Texas City, Tex. area as are their new sister boats, *Titan*, *Laura Haden*, and *Denia*.

The tugs are all 88 feet long, have a beam of 32 feet, a draft of 16 feet, and a horsepower of 3,000.



The namesake of the *Barbara Neuhaus* christens the SIU-contracted tug owned by G&H Towing.



Also christened at the ceremony in Houston, Tex. was the sea-going tug *Captain W.D. Haden* which is operated by SIU-contracted Bay Houston Towing.

AFL-CIO: Carter-Mondale Labor's 'Choice'

THE AFL-CIO will campaign vigorously for the reelection of President Jimmy Carter, calling him the "clear choice for labor."

The Carter-Mondale ticket won the strong support of the AFL-CIO Executive Council at its summer meeting in Chicago in late August. Then on Sept. 4, 1980 the Federation's General Board voted its endorsement for the Democratic team.

Labor's support of Carter, coupled with the campaigning of Sen. Edward Kennedy for the President, has considerably boosted the popularity of the Carter-Mondale ticket in the opinion polls.

Shortly after the Republican Convention in July, Ronald Reagan looked like a sure bet. Carter was way down in the polls. And Reagan was riding the crest of national media coverage of the Republican Convention.

The tide began turning during the Democratic Convention in early August, especially after Ted Kennedy buried the political hatchet and announced his support for Carter.

At the present time, the Carter-

Republican Platform Labeled 'Retreat to America's Past'



House Speaker Thomas "Tip" O'Neill, center, holds hands aloft of victors President Carter and Vice President Mondale at the Democratic Convention in New York last month. The AFL-CIO has endorsed the Carter-Mondale ticket.

Mondale ticket has the look of a winner.

However, there are many borderline states where labor will be working extremely hard to insure victory for Carter. These states include Ohio, Illinois, New York, Pennsylvania and New Jersey.

Labor turned the tide for

Carter in '76 and plans to do the same in November.

In announcing its support for Carter-Mondale, the AFL-CIO Executive Council labeled the Republican platform as "conservative throughout...reactionary at times...and a retreat into America's past."

On the other hand, the Exec. Council called the Democratic

Party platform one which "prescribes specific programs to meet specific problems" confronting the nation and its workers.

The Council branded Ronald Reagan as an enemy of working people, and stated that a Reagan victory in November "would turn America and its government away from solving the pressing problems this nation faces."

AFL-CIO Exec. Bd. Hails Paul Hall's Achievements

CHICAGO, ILL.—The AFL-CIO Executive Council launched its summer meeting here with a special tribute to the memory of SIU President Paul Hall. Senior vice president of the Executive Council at the time of his death last June, Hall was hailed by the Council for his "integrity, honesty and commitment to improving the lot of workers."

"His dedication to trade union principles," the Council's statement continued, "and fervent belief in free trade unionism inspired his union, this federation and all who came in contact with him."

The Council made its statement on Aug. 20, Paul Hall's birthday. He would have been 66.

Below is the complete text of the AFL-CIO Executive Council's statement on the late Paul Hall.

Statement by the AFL-CIO Executive Council

on
PAUL HALL
Chicago, Ill.
August 20, 1980

Whereas, our friend and brother, Paul Hall, the president

of the Seafarers International Union and the senior member of this Council, has died; and

Whereas, his dedication to trade union principles and fervent beliefs in free trade unionism inspired his union, this federation and all who came in contact with him; and

Whereas, Paul Hall's career in the labor movement reflected the highest standards of integrity, honesty and commitment to improving the lot of all workers; and

Whereas, his wisdom counseled us and his friendship enriched us; and

Whereas, the leadership of Brother Hall within this Council and as chairman of the Economic Policy Committee and our convention's Resolutions Committee was reflected in our decisions and our commitment to social and economic justice; now therefore be it

Resolved, that the Executive Council of the AFL-CIO mourns the tragic death of Paul Hall, a brother who earned our respect and love; and be it further

Resolved, that this Council extends to his widow, Rose, and his children our deepest sym-

pathy and gratitude for so unselfishly sharing this great trade unionist and human being with us; and be it finally

Resolved, that a copy of this

resolution be spread upon the permanent records of the AFL-CIO and a suitably engrossed copy be presented to his family with our condolences.

U.S. Unemployment Stays at 7.8%

WASHINGTON, D.C.—The country's unemployment rate stayed at 7.8 percent in July almost unchanged since May with the jobless rate for blacks, Hispanics and teenagers soaring.

Looking for work and not finding it were 8.2 million persons. Most of them, the U.S. Bureau of Labor Statistics (BLS) reports, have been job-hunting for at least five weeks. More than 1.9 million workers have been jobless for 15 weeks and longer.

Manufacturing unemployment rose to a 10.3 percent rate up from June's 9.9 percent especially in the clothing, food and textile lines. Auto makers' joblessness remained unchanged at a hefty 25 percent! Construction unemployment dipped slightly to 16.1 percent from June's 16.5 percent.

While the jobless rate for white workers crept up one tenth of 1 percent last month to 6.9 percent, black unemployment rose to 14.2 percent. The Hispanic rate jumped to 10.9 percent. And the teenage jobless rate soared, too.

BLS Comm. Janet L. Norwood

testified before Congress' Joint Economic Committee that "Adult men have borne the brunt of the increase in joblessness since the recession began in January. Almost two thirds of the increase in unemployment has occurred among adult men."

However, the unemployment rate for adult women went up to 6.7 percent from June's 6.5 percent. It's the same rate for adult men.

The adult women's increase in the nation's labor force since January was termed by Dr. Norwood as "consistent with what you can expect in a recession. As during a period of declining real income, it is expected that other members of the family enter the work force."

Another dark spot in the unemployment picture was the fact that the figures on those who lost their last jobs were nearly doubled from layoffs, permanent cutbacks and plant closings.

It was reported that 3.8 million persons received jobless benefits through state insurance programs during the week of Aug. 2.

SIU Well Represented at Dems' Convention

Of the 3,000 Democratic delegates who met in New York City to nominate Jimmy Carter as their party's standard-bearer against Ronald Reagan, nearly 800 belonged to unions and related organizations. Of those 800 people, five were SIU and SIU-affiliated union officials.

The five delegates were Ralph Quinonez (UIW-N.Y.), John Faye (SIU-Phila.), Bill Dobbins (UIW-Ohio), Ed Turner (SIU-Calif.), and Felix Francis (UIW-

Virgin Islands).

The 800 labor delegates represented a powerful block of voters who could be counted upon to stand up for the rights of American workers.

National conventions have been, and continue to be, an important part of the political process.

For nearly a week, New York City played host to 3,000 Democratic delegates who met to nominate a President, fashion a

party platform and discuss pressing national issues. What was done during the week will have important consequences, not only on the 1980 Presidential election, but on the future course of American domestic and international policy. The free exchange of ideas that occurred at the Democratic Convention will help shape the manner in which Americans view the problems facing this country. It will also shape the way that Americans choose to solve those problems.

Fred Summers and Frank Pecquex, legislative reps for the SIU, were also on hand to meet with delegates to discuss maritime related issues. They were able to draw attention to the problems facing the maritime industry and to discuss the importance of such programs as bilateral treaties, more stringent cargo preference laws and increased maritime subsidies.

While the maritime industry did not make the front pages of the newspapers, it did receive considerable publicity among the people who count—the delegates

at the Democratic Convention, many of whom were highly placed state and local officials who play an important part in shaping American public opinion.

The five SIU officials were able to make use of their union's considerable resources in Washington. They were able to draw upon the expertise of a talented and well-informed research department, as well as the good-will of the other 800 labor delegates, a substantial number of whom belong to unions associated with the AFL-CIO Maritime Trades Department.

Behind the glamor that one associates with a political convention lies a great deal of hard work. The high-powered, fish-bowl atmosphere of a convention is seductive, and so are the parties and the excitement.

But the rewards that count are the new contacts that have been made for the maritime industry. It is a slow process, and an interdependent one. There are numerous stops, one of which is the Democratic Convention.

Carter Names Drozak to Top Level Trade Committee

WASHINGTON, D.C.—SIU President Frank Drozak has been named by President Carter to an important trade committee.

Along with 45 other leaders from labor, business, education, and community groups, Drozak received a Presidential Commission to be a member of the Advisory Committee for Trade Negotiations (ACTN). His appointment is for a two-year period.

The late SIU President Paul

Hall, who passed away on June 22 of this year, had been a member of this Committee. Early in 1976 he was appointed by then President Gerald Ford. He was then reappointed by Carter.

Some of the other labor leaders on the Committee are: Murray Finley, president of the Amalgamated Clothing & Textile Workers Union; Douglas Fraser, president of the United Auto Workers, and Lloyd McBride, president of the Steelworkers.

Dems Vote Plank to Restore Competitive Fleet

NEW YORK, N.Y.—Delegates to the Democratic National Convention held here last month pledged action to restore "a strong, competitive and efficient American-flag ocean transportation system," to the United States.

The maritime plank voted into the Party Platform acknowledged the "significant reduction in the ability of our merchant marine to compete for the carriage of world commerce because of economic policies pursued by other nations. Action must be taken," the plank states, "to revitalize our merchant marine."

This nation badly needs an "American-flag ocean transportation system, staffed with trained and efficient American personnel and capable of carrying a substantial portion of our international trade," the statement reads. To achieve this objective the Democrats called for creation of "a coherent, consistent and responsive maritime policy."

While the maritime plank is, of necessity, a short statement of the Party's commitment to rebuilding the U.S.-flag merchant fleet, the statement contains key elements on which a strong,

active maritime policy can be built.

The Platform supports the three elements crucial for the renaissance of our merchant marine—a beefed up domestic shipbuilding program "to satisfy the commercial and national security requirements of the U.S.," employment of American seamen to man the fleet; and ensuring a "substantial portion" of U.S. international trade to our fleet.

Those three criteria—U.S. built ships, jobs for American seamen and cargoes to keep the fleet moving—were clearly spelled out for the Democrats by SIU and MTD President Frank Drozak at Platform Committee hearings in June.

"It is essential," Drozak told the Platform Committee, "that the Democratic Party reaffirm President Carter's goal to revitalize our merchant marine." The SIU President stressed that the American merchant fleet must be able to fulfill both its commercial role and its function as a "military auxiliary in time of war or national emergency."

Responding to Drozak's testimony on the urgency of restoring the U.S.-flag merchant

fleet and spurred on by congressmen and senators who back the SIU's position, the Platform Committee endorsed the maritime plank and Convention delegates voted it into the Platform.

In addition to promising action towards a viable U.S. maritime policy, the plank

pledged "continued commitment to the Merchant Marine Act of 1970 and greater utilization of the private merchant marine by the Navy for its support functions."

During the Republican Convention, held in Detroit in July, the GOP adopted a similar maritime plank as part of their Party Platform.

Dem Plank on U.S. Maritime

Below is a complete transcript of the pro-maritime plank adopted by the Democratic National Convention last month.

"To meet the needs of international commerce and national security, this nation must have a strong, competitive and efficient American-Flag ocean transportation system. In recent years, there has been a significant reduction in the ability of our merchant marine to compete for the carriage of world commerce because of economic policies pursued by other nations. Action must be taken to revitalize our merchant marine.

"To achieve this objective, we must develop a coherent, consistent and responsive maritime policy which will encourage the development and maintenance of an American-flag ocean transportation system, staffed with trained and efficient American personnel and capable of carrying a substantial portion of our international trade in a competitive and efficient manner.

"Our maritime policy must also lead to the development and maintenance of a domestic shipbuilding and ship repair mobilization base adequate to satisfy the commercial and national security requirements of the United States. Furthermore, we pledge continued commitment to the Merchant Marine Act of 1970 and greater utilization of the private merchant marine by the Navy for its support functions."

Jimmy Carter's Record on Maritime Is Good

NOW that the Democratic Convention is over and Jimmy Carter is the official Presidential nominee of his party, you'll find more and more people jumping on his bandwagon.

But the SIU has supported Carter for President for nearly a year. This Union was instrumental at that time in forming the Labor for Carter Committee. We supported Carter in '76 too.

Our reason is simple. We support Carter because of his record on maritime issues. He has been a backer of a strong U.S. maritime industry and that means more job security for Seafarers and Boatmen.

Of course more has to be done. But the Union's position is that Carter's record in his first term holds promise for more good things for maritime if he's elected to a second term.

Below is a partial list showing Carter's maritime record in his first term. Judge for yourself:

- **Early in his Presidency**—July 1977—Carter came out in support of a cargo preference bill. This legislation would have required that 9.5 percent of U.S. cargo must be carried on American-flag ships by 1982. The bill was defeated in the House of Representatives.

- Carter was a vigorous supporter of the **Passenger Ship Bill** which he signed into law late last year. This piece of legislation brought passenger ship service back under the American flag. Already the SIU is manning the passenger liner *Oceanic Independence*.

- **The Carter Administration** has consistently backed a healthy maritime budget. Each year strong proposals for appropriations for the **Construction and Operational Differential Subsidies** and for Title XI of the Merchant Marine Act have come from the White House. Also, earlier this year when big budget cuts were being recommended in Congress, Carter opposed any cuts in the maritime budget on the grounds of national defense. His stance helped win the battle in the House Budget Committee against cutting maritime monies.

- In 1978 Carter signed a bill that clarified Title XI of the Merchant Marine Act of 1936 so that **Great Lakes and inland vessel operators** would be eligible for mortgage guarantees on the same basis as deep sea operators.

- That same year the President signed Public Law 95-269

which allows the **private dredging industry** to bid competitively with the Army Corps of Engineers.

- **Legislation to allow the much needed construction of a new Lock and Dam 26 at Alton, Ill.** was signed into law by the President in 1978. When completed, this new Lock and Dam should ease the huge traffic backups on a vital stretch of the Mississippi River.

- In 1977 Carter signed legislation mandating that 50 percent of the oil purchased overseas for a Strategic Petroleum Reserve Program be carried on U.S.-flag ships.

- **The Ocean Shipping Act**

was signed into law by President Carter in 1978. Its purpose is the regulation of the rate-cutting practices of certain state-owned carriers, like the Russians, operating in the U.S. trades.

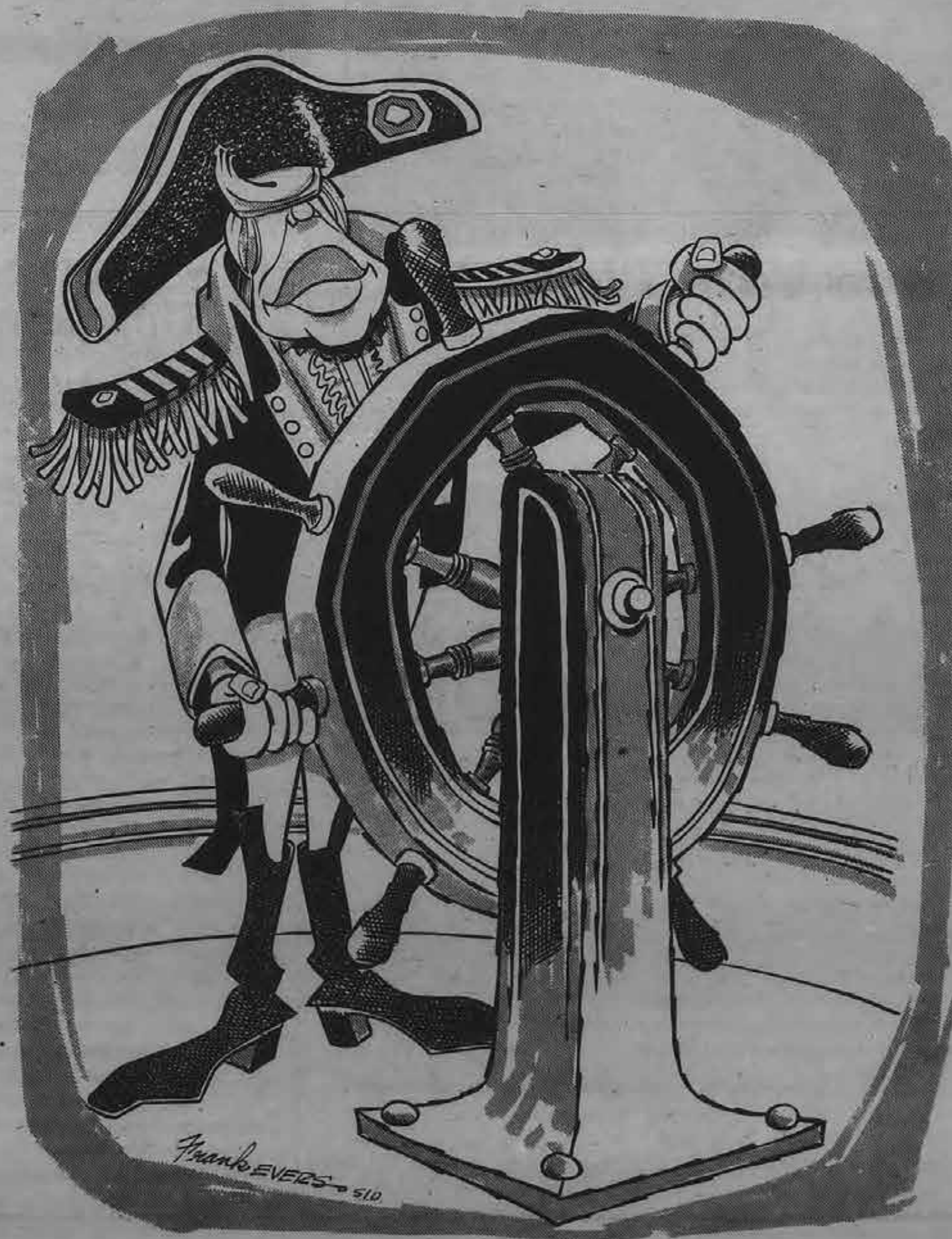
- On Sept. 29, 1979 Carter signed the Export Administration Act which bans the export, sale, or swap of Alaskan crude oil under most circumstances. Strongly supported by the SIU, this law, insures that, except under certain conditions, Alaskan crude will be carried on American-flag ships.

- Just this summer Carter signed the Deep Seabed Hard Mineral Resources Act with its crucial "man American" provisions intact. This law makes

sure that American seamen will play a key role in the new sea mining industry.

- President Carter, in 1978, signed into law the Outer Continental Shelf Lands Act. This Act, which sets regulations for offshore drilling of oil and natural gas on the U.S. outer continental shelf, is a landmark law that protects and promotes jobs for Americans in this industry.

These are the reasons why your Union is supporting Carter. When you go into the voting booth you will be making your own choice for President. But as a Seafarer or Boatman you owe it to yourself to keep the above points in mind.



The SIU in Washington

Seafarers International Union of North America, AFL-CIO

September 1980

Legislative, Administrative and Regulatory Happenings

Labor Behind SIU in Securing Coal Exports for U.S. Flag Ships

THE SIU's position that the proposed increase of U.S. coal exports to our allies must include plans for use of U.S. flag ships has drawn the support of the AFL-CIO.

In a letter to Dr. John C. Sawhill, deputy secretary of the Department of Energy, AFL-CIO President Lane Kirkland made labor's position on exported coal clear. He stated, "the Merchant Marine Acts of 1936 and 1970 declare that it is the policy of the United States to foster the development of a merchant marine owned and operated under the U.S. flag and composed of vessels constructed in the United States, and this policy should be a major consideration in the deliberations of the Interagency Coal Export Task Force."

Plans for the expansion of U.S. coal exports were developed recently at a top

level meeting in Europe by Pres. Jimmy Carter and the heads of state of six U.S. allies, including Italy, France, Britain, Canada, West Germany and Japan.

The leaders pledged to conserve oil and increase their use of alternative energy sources, mostly coal.

They further agreed that the U.S. would be the "chief producer and exporter of coal for the international market." Also it was agreed that the Western Europeans and Japan would double or triple their purchases of coal from the U.S. within the next 20 years. This of course means transportation by ships.

Initially, there was no talk at all of the use of U.S. flag ships for carriage of any of the coal. That's where the SIU stepped in and raised strong objections. At

briefings for key industry and labor groups in July—sponsored by the Administration—SIU President Frank Drozak made the SIU's position clear: U.S. ships must get their fair share of the cargoes.

Since that time, the Administration has set up the Interagency Coal Export Task Force. And one of the things the Task Force will study closely is the role of American ships in future coal export plans.

In his letter of support for the SIU's position, AFL-CIO President Kirkland suggests "negotiating bilateral ocean shipping arrangements with our trading partners with respect to coal shipments." He further urged the Task Force "to investigate every avenue to promote the U.S. policy regarding our merchant marine."

El Paso, Algerian LNG Negotiations Moving Along

THE impasse between El Paso Gas Co. and the Algerian government, which has idled six SIU-contracted El Paso LNG carriers, will hopefully soon be resolved.

On-again, off-again negotiations since last March made real progress last month when Algeria dropped its demand from \$6 per thousand cubic feet of gas to \$3.80. However, the \$3.80 figure is nearly \$2 higher than the \$1.94 El Paso had been paying when Algeria demanded price hikes.

SIU legislative representatives, who have been monitoring the negotiations,

said that the Algerians appear close to settling the impasse, providing they get a price increase as well as technical assistance and training from the U.S.

concerning LNG energy development.

The *Log* will keep the membership posted on any new developments concerning the El Paso vessels.

Seniority Upgraders View SIU Political Action Program



A recent class of the "A" Seniority Upgrading program liked what they saw during a field trip to Washington, D.C. to view the SIU political action team. Above photo shows Upgraders James Allen, Mark Clark, Michael Donlon,

Vincent Guzman, Thomas Kilbride, Jonathan Haight, James Harris, Daniel Kayser, Robert Seratt and Fred Reyes, Jr., who was accompanied by his wife.

Water Projects Reform Moving Along in Committee

THE SIU is closely monitoring the Water Projects Reform legislation, which is presently being marked up by the Water Resources Subcommittee of the Senate Environment Committee. Chairman of the Subcommittee is Sen. Daniel Patrick Moynihan (D-N.Y.). The legislation would authorize certain water development projects, including deepening the channel in Galveston to accommodate deepwater vessels.

The SIU is mainly concerned with cost sharing proposals which would tack on some heavy money burdens on the industry. Such water projects have traditionally been funded in total by the Federal government, since such projects benefit the economy and security of the entire nation.

Carter's Statement to AFL-CIO General Bd.

On Sept. 4, 1980, President Carter appeared at the General Board meeting of the AFL-CIO in Washington, D.C. to accept the Labor Federations endorsement of the Carter-Mondale ticket.

Of special interest to SIU members, President Carter reemphasized his Administration's commitment to "strengthen our maritime industry."

Below is the complete text of the President's statement to the General Board meeting. SIU President Frank Drozak represented the SIU at this meeting.

It is an honor as President to meet again with the General Board of the AFL-CIO. I have gotten to know many of you personally, and I have benefited from your advice.

Almost four years ago to the day, I met with the General Board. Soon after that, I was elected President, and Fritz Mondale was elected Vice President of the United States.

We could not have done that without your help, and Fritz and I will always be grateful. We have regarded that support, not as a gift, but as an obligation to the working families of America. With your help, we are going to renew that contract to serve working Americans.

Four years ago, a changing of the guard began. We ended eight years of Republican neglect of our country's most complex problems. Instead, we began to face up to these problems to tell the American people the truth, and to begin building lasting solutions. These last 3½ years have not been easy. But they have been creative years. Today we can face the future much better prepared than before.

A changing of the guard of a different kind has taken place in the labor movement.

We all miss George Meany deeply. For a quarter-century, he embodied the American labor movement. He was the spirit and strength of working America.

That torch has now passed to the able hands of Lane Kirkland and Tom Donahue. It has fallen to them and to you to carry on the great unfinished work of the labor movement.

Change has also come to your Executive Council. I share with you the loss of a man whom I respected as you did, Paul Hall. And I share your pride in congratulating your newest Executive Council members, Bill Konyha, John Sweeney, and Joyce Miller.

I share another bond with all of you. As leaders, we are concerned, above all, with the future.

Each one of us knows that there are no shortcuts or substitutes for hard work in the struggle for a humane, decent world to pass on to our children.

The November election will help determine if that struggle is successful. Seldom has the choice been so clear. The American people will be choosing not just between two men, not just between two parties—but between two futures.

I believe Americans will choose once again a future of thoughtful change and human progress—to get on with the job we have begun.

In recent days, our country has drawn inspiration from the workers of Poland. We have been inspired by their discipline, their tenacity, and their courage under the most difficult possible circumstances.

The Polish workers have demonstrated something you and I have long known—that free trade unions are a basic instrument of democracy, and that human rights and labor rights are indistinguishable.

I cannot help but believe that the resolve of the Polish workers was strengthened by the solidarity of free trade unions around the world—including the AFL-CIO.

At home, American labor has helped lead this country through a half-century of unprecedented social and economic progress. Every advance in this half-century—Social Security, civil rights, Medicare, aid to education, one after another—came with the support and leadership of American labor. You have represented all the people, not just your members. You have been the voice of forgotten people everywhere.

Thirty-two years ago, Harry Truman said, "It is time that all Americans realized that the place of labor is side by side with the businessmen and with the farmer, and not one degree lower."

We can no longer ignore this advice—the economic stakes are too high. It is time for our country to accept labor as an equal partner in our economic life.

In the last 3½ years, we have begun to establish, bit by bit, such a partnership of government, labor, and business.

Last week, we took another step forward with what can be central to rebuilding our nation's industrial base—the President's Economic Revitalization Board composed of leaders from American labor, industry, and the public. Heading the Board will be Irving Shapiro, of DuPont, and Lane Kirkland.

For the first time, we can build a consensus for our economic future. The Board will advise me on the full range of issues. It will recommend the outlines for an industrial development authority—to help mobilize both public and private capital, including employee pension funds, to restore and create jobs in areas affected by economic dislocation.

We are involved in nothing less than a redefinition of the way labor,

business, and government work together. It will not be easy, but you and I realize that it is absolutely essential to have creative ideas from all segments of our country.

This consensus-building must mean that, once and for all, we recognize the legitimate rights of labor. I am still with you for passage of common situs legislation. I will veto any attempt to repeal Davis-Bacon. I will resist any effort to weaken minimum wage or occupational safety and health protection.

This country needs, and I support, Labor Law Reform. And I will stand with you until we get it passed.

As I have faced the immense economic challenges of this decade, I cannot forget the great help labor has been. You have helped forge our nation's first energy policy. As a nation, we have learned that we must reduce our dangerous dependence on foreign oil. And we have cut oil imports by 20 percent.

We have begun the immense task of rebuilding our nation's energy base—creating a new synthetic fuels industry, using American resources, conserving energy, keeping American capital here, and creating millions of American jobs.

When the history of these years is written, I believe it will say that on energy we fundamentally altered our nation's future for the better. I believe it will also say that we began a fundamental rebuilding of our nation's industrial base.

The program I announced last week, which you helped write, will continue to fight inflation, and at the same time will create a million new jobs in the next two years.

More important, we will put new, more efficient tools in the hands of American workers. We will provide jobs in growing, competitive industries which can meet and turn back foreign competition. I have no doubt that American workers can compete with any in the world—if we give them the tools and technology to do the job. I intend to do just that.

We will direct investments to communities and industries hit hard by economic change. We will help retool our automobile industry to produce the fuel-efficient cars that the public wants to buy.

We will help modernize our basic industries, like steel, and encourage high-technology industries. We will help rebuild our cities and towns with job-producing investments.

We will rebuild our transportation system both to carry goods and to improve public transit.

Finally, we will invest heavily in our human resources. We will provide new training and new skills to workers hit by sudden economic change. We will strengthen existing programs for those lacking the skills needed for the future.

Two years ago, we passed the

Humphrey-Hawkins Act to reaffirm our commitment to the goal of full employment. This year, we are laying the foundation for reaching that goal—a foundation of secure energy supplies, greater productivity, steady economic growth, and stable prices.

In the next few years, we must also continue our urban policy that has begun to reverse the decline of many cities. We must gain passage of our welfare reform proposals that would lift 1½ million families out of poverty and reduce the financial burden on state and local governments.

We must enact our proposed expansion of youth employment programs, to provide skills and jobs for hundreds of thousands of young people.

I stand ready with you to help enact national health insurance.

We must strengthen our maritime industry, both for our economic security and military security.

Finally, I want the United States to continue to stand for peace in the world. We have been at peace for 3½ years, a peace based on both our military and moral strength. With your help, we have reversed an eight-year decline in defense spending. Our military power is unsurpassed today, and will stay that way as long as I am President.

That strength allowed us to negotiate the SALT II agreement successfully. We ratified the Panama Canal Treaties, and have sustained our foreign aid programs.

We helped bring together two ancient enemies. The people of Egypt and Israel no longer face each other across barbed wire. Instead, they talk face-to-face, and through their ambassadors, about the right road to peace. Three years ago, few dreamed that such a thing could be possible.

We can be proud that the United States once again stands up in defense of human rights, including trade union rights, throughout the world.

Let me add that we must expand human rights at home, also, by ratifying the Equal Rights Amendment.

We have accomplished much together, often against great odds. We have had to take the heat for unpopular decisions. When we have spoken the truth, it has not always been welcome. We have faced our problems squarely.

The American labor movement was built on realism, persistence, and democratic values. Our nation's future depends on those same qualities—qualities which today are still abundant in the American people.

More remains for us to do, and we must fight for it. But we are fighting for it shoulder-to-shoulder, and together, we will win.

Herb Brand, Transportation Inst. Head, Retires

**Former Log Editor
Assumes Role as
Board Chairman**

HERB Brand has retired as President of the Transportation Institute (T.I.) to become Chairman of its Board of Trustees. He will replace Joseph Kahn, who passed away earlier this year.

Mr. Brand has spent a lifetime advocating policies that would lead to the establishment of a strong American flag Merchant Marine. For many years he was editor of the *Seafarers Log*. On the basis of the reputation he established there for intellectual honesty and tough-minded fairness, he was chosen to become the first president of the Transportation Institute when it was formed 11 years ago.

During his stewardship, the Transportation Institute has become one of the leading centers for maritime research in the country. Both labor and management have come to look upon Herb Brand as one of the leading spokesmen for the American flag Merchant Marine.

"Herbie Brand," relates John Yarmola, the National Field Coordinator for the AFL-CIO Maritime Trades Department, "is unique. He understands that the maritime industry needs to take a united stand on issues that affect its future. He touches a lot of bases. You know, he has opened up a lot of doors for this

industry. People know that he is a fair guy. They trust him. Better yet, they listen to him."

As both editor of the *Seafarers Log* and President of the Transportation Institute, Herb Brand has fashioned an important legacy.

Jim Gannon, the present editor of the *Log*, said the following: "During his years at the *Log*, Herb Brand established the highest standard of excellence in labor journalism, which is witnessed in part by the many awards that the paper won while he was here. Even though he hasn't been editor since 1969, his influence can still be found in the paper. For those who have followed Herb—and there have been several of us—it has been a difficult standard to maintain. But it is a standard of excellence that we are proud to uphold."

But it is as President of the Transportation Institute, a non-profit organization aimed at promoting maritime research and development, that Herb Brand will be primarily remembered.

He fashioned, from scratch, one of the most capable research departments in all of Washington, D.C. The quality of its work—the imaginative and thorough approach it has taken towards solving the problems confronting the maritime industry—has impressed a great many people.

Congressional Committees have often felt the need to draw



Herb Brand

upon the organization's acknowledged expertise when debating the merits of intricate pieces of maritime legislation.

Over the years, the Transportation Institute has been in the forefront of advancing new and dynamic concepts in the field of maritime education and development. Bilateral treaties, ocean mining legislation, cargo preference laws: the list of programs devised by the Institute is almost endless. When asked to single one out, however, Herb Brand becomes characteristically modest.

"No, I wouldn't single out one policy," said Brand, "because to do so would be counterproductive. The government agencies were content to sit back after the Merchant Marine Act of 1936 was passed. They were so content

that they let the American flag Merchant Marine fall apart. You can not stop and be content. It is a constant, daily grind to stay on top of new problems and developments."

"I feel that we have taken a balanced view of the maritime industry, especially where the industry is a victim of unfair policies formulated by government agencies that have no real understanding of the merchant marine. We talk about developing a competitive fleet, but other nations are far beyond the talking stage. This country needs to develop a coherent maritime policy."

If it is true that one can be judged by one's friends, then Herb Brand need not worry. He has counted many famous and important people among his friends and acquaintances. In his own quiet way, he has made a great many converts for the U.S. maritime industry.

Throughout his career, Herb Brand has consistently impressed people with his warm manner, wry humor and quick intelligence. He still continues to do so. Peter Luciano, who has become Executive Director of the Transportation Institute, sums it up best when he said: "We will all miss Herb as President. But we don't really feel that he is leaving. As you know, he'll be Chairman of the Board. He will continue to shape the character of the T.I. His most important work is still ahead of him."

Energy From Ocean: A Promising Concept

Carter Signs OTEC Bill: Could Mean Future U.S. Maritime Jobs

PRESIDENT Carter has signed into law S. 2492, the Ocean Thermal Energy Conversion Act of 1980. The bill is expected to foster the commercial development of the ocean thermal energy conversion process (OTEC), which is a new and promising source of energy.

The bill establishes a much-needed Federal regulatory framework that will oversee the OTEC industry. It also extends the existing system of "Ship Financing" to cover commercial development of OTEC vessels. Title XI of the Merchant Marine Act of 1936, which governs "ship financing," makes most U.S. vessels, floating drydocks and mobile offshore drilling rigs eligible for operating and construction differential subsidies.

Lack of regulatory guidance and confusion over financing provisions have hindered the development of the OTEC industry.

It is estimated that a full functioning OTEC program would result in thousands of additional maritime jobs. Under the terms of S. 2492, and the Merchant Marine Act of 1936, vessels used to service OTEC marine structures would have to be documented under the laws of the United States.

The energy crisis has forced Americans to experiment with some fairly unorthodox programs so that alternatives to foreign oil can be developed. One of the most promising programs under consideration has been OTEC.

OTEC is a process that would

use seawater to help generate electricity. The idea was first formulated nearly 100 years ago by a French physicist, Arsene d'Arsonval. It received little attention because of the abundance of oil and coal that was then in existence.

Now, of course, oil is in short supply. Coal is being opposed by environmentalists who fear that its long-term use could be ecologically harmful.

According to d'Arsonval, there exist differences in the temperature of water found on the surface of the ocean, and water found at lower depths. D'Arsonval felt that some of these differences could be large enough to be used in closed and open cycle turbine systems.

What modern-day descendants of d'Arsonval want to do is

to place, floating, moored or self-propelled marine structures in those areas of the oceans where thermal differences are large enough to generate electricity.

Looks Promising

The initial results have been promising. A small experimental program conducted onboard a converted U.S. navy barge moored off Hawaii generated 50 kilowatts of electricity during a three month period.

The major stumbling block with OTEC has been how to get the stored electricity from the marine structures to the land. Dependable cables need to be developed.

Progress, however, has been made with developing a cable strong enough to do the job.

Jimmy Carter Means Business

A year ago, President Carter sent a letter to Rep. John Murphy (D-N.Y.), then chairman of the House Marine & Fisheries Committee. In that letter, the President re-stated his belief that "the American Merchant Marine is vital to our nation's welfare."

Underscoring that belief, the President's letter presented an outline of the "steps which (must) be taken to reverse the decline and to begin to improve the strength of this essential industry."

Congressman Murphy, U.S. maritime's most vocal and loyal friend in Congress, incorporated many of the suggestions included in the President's letter into one huge, far-reaching piece of legislation. Known as the Maritime Omnibus bill, the complicated measure never reached the floor of Congress because of an inability of the many segments of the industry to agree on language.

But President Carter has continued to support a variety of measures aimed at revitalizing the U.S.-flag merchant fleet. "This effort," Carter wrote to Murphy in July, 1979, "will take time, ingenuity and investment from both the public and private sectors."

President Carter's maritime policy letter is reprinted, in full, below. Carter's support for a strong American merchant marine is as solid today as it was a year ago. The SIU is confident that during his next four years as President, many of the goals Carter has targeted for the rebirth of the U.S.-flag merchant marine, goals he shares with the SIU, will be realized.

To Chairman John M. Murphy

As you know, for the past year an Interagency Task Force within the Administration has been reviewing federal maritime policies. The conclusions and recommendations of this group were recently forwarded to me. I want to share with you the results of that review and urge action by your Committee to address the issues raised by the Task Force.

I share your belief that the American Merchant Marine is vital to our nation's welfare. More than nine-tenths of all our imports and exports move by sea, and American ships play a large part in facilitating our world trade.

The maritime industry, including our ports, ocean shipping companies and shipbuilding yards provides jobs to 1.5 million Americans, and contributes \$22 billion to our economy. Most importantly, our Merchant Marine provides a critical reserve and auxiliary to our Navy in times of war or national emergency.

Over the years the Federal government has played a significant role in the development of our maritime industry. Federal investments have helped to build most of our major harbors and port facilities. Our military and commercial vessel construction programs have provided a key source of employment for our nation's shipyards. Direct federal subsidies and preferential cargo policies have greatly benefitted our ocean shipping companies.

Despite continuing efforts by the Federal government in these areas, with total federal investments in our shipbuilding and ship operating industries reaching \$706 million in 1978, our Merchant Marine faces an increasingly uncertain future. American liner companies have experienced intense competition from the fleets of other nations, with two American companies bankrupted within the last year.

Our American flag bulk fleet has developed little capacity to compete internationally, but rather has been largely restricted to the coastwise trade. Our shipbuilding industry has been unable to win enough new ship construction orders to sustain its current capacity nationwide. Overall the decline of our Merchant Marine is illustrated in simple numbers: from a fleet of 1224 ships in 1950, our fleet had shrunk to 582 ships by this year. Our ships now carry only about 5% of our foreign trade.

We must not allow this unhealthy trend to continue. Steps must be taken to reverse the decline and to begin to improve the strength of this essential industry. This effort will take time, ingenuity and investment from both the public and the private sectors. Under my Administration, the Federal government will continue to play a central role in this effort.

In this period of budget constraint, additional federal actions to support the maritime industry must focus first on improvements in existing programs. In particular, federal regulation of the ocean

shipping industry deserves prompt review by the Congress. Current laws appear to need substantial revision. In addition our programs to encourage construction of dry bulk vessels should be overhauled. Our national policies favoring open ports and free competition for cargo must be reaffirmed in light of recent developments around the world. Perhaps most importantly, the Federal government itself must begin to address maritime problems in a more unified and coherent way.

LINER REGULATION

Throughout the world most ocean liner shipping is organized into liner conferences. These groups of ship operators, who meet to set standards for service and tariffs in each trade, are generally recognized and supported by most countries. Recently the United Nations Conference on Trade and Development promulgated a Code of Conduct which sanctioned the existence of, and established standards for these conferences.

In the United States, we have recognized and accepted this international regime of cooperation in the organization of the liner trades. Under our laws, the conferences are granted immunity from antitrust prosecution if their agreements are filed with and approved by the Federal Maritime Commission. In light of the potential anti-competitive impacts of some aspects of the conference system, our laws place significant restrictions on conferences, for example by requiring that they be open to membership by any new participant in the trade.

In order to end the uncertainty and delay that currently surrounds federal regulation of ocean shipping, it is necessary to revise substantially our laws governing the liner conferences. Our laws must be rewritten to define clearly the standards of acceptable conference practices and the limits of conference antitrust exemptions, and to reemphasize our commitment to competition in ocean shipping. The process for FMC approval of conference agreements should be expedited. And the jurisdictional responsibilities of the various agencies should be clarified.

Specifically the Shipping Act of 1916 should be amended to:

- **Reestablish the primacy of the Federal Maritime Commission in regulating ocean shipping.** The FMC, operating under the guidance of the Shipping Act and the antitrust laws should have the basic responsibility to confer antitrust immunity and to enforce the Shipping Act.

- **Redefine the limits of the antitrust immunity available to the conferences under Section 15 of the Act.** The law should specify a broad group of conference agreements with the least anti-competitive impacts that are presumptively approvable by the FMC. Agreements determined by the FMC to fall into this group should be approved speedily without formal hearings. For example, agreements that promote efficiency and do not significantly threaten competition such as terminal sharing, equipment interchange or space chartering should be presumed acceptable. Similarly, agreements implementing government-to-government negotiations should receive prompt, presumptive approval by the FMC.

- **Shorten the timetable for FMC action.** Presumptively acceptable agreements should be acted on by the FMC within 30 days. Agreements subject to full hearing should be required to be approved or disapproved within one year. If the approval process cannot be completed within these time tables, conditional approval or disapproval should be required, subject to final review when the record is complete.

Amending the Shipping Act in accord with these principles should speed up and greatly simplify the regulatory process that applies to ocean liner shipping. It should continue to protect against anti-competitive abuses while promoting efficiency and stability in the industry.

- **Authorize antitrust exemption for Shippers Councils.** In other countries around the world, groups of shippers using ocean transportation are permitted to organize themselves into "shippers councils" to discuss their mutual concerns with the shipping conferences. Until now such councils have lacked antitrust protection in the United States.

When It Comes To Maritime

Because shippers councils can provide a valuable forum for exchange of information and discussion of shared concerns between shippers and ship operators, and because shippers councils can be a valuable counterweight to the collective power of the conferences, these councils should be eligible for antitrust immunity. The approval, after a hearing, of these antitrust exemptions and the policing of these groups' activities to assure that they serve the public interest should be the responsibility of the FMC. In order to assure that shippers councils function within the limits of their antitrust exemptions, these groups should be required to maintain verbatim records of their meetings.

MERCHANT MARINE PROTECTION

Dry Bulk Incentives

About 40 percent of U.S. ocean-borne foreign trade, more than 310 million tons, consists of dry bulk cargoes. Continued dry bulk trade growth is forecast. U.S. ships presently carry less than two percent of this trade. There are only 19 dry bulkers in the U.S.-flag fleet, of which 13 are over 30 years old.

There is a need to modernize and expand the dry bulk segment of our fleet. Our heavy dependence on foreign carriage of U.S. bulk cargoes deprives the U.S. economy of seafaring and shipbuilding jobs, adds to the balance of payments deficit, deprives the Government of substantial tax revenues, and leaves the United States dependent on foreign flag shipping for a continued supply of raw materials to support the economy.

Extensive consultation with industry has revealed that the Merchant Marine Act of 1936, even as amended in 1970, is still too restrictive to encourage bulk ship construction and operation. Specifically, restrictions on foreign resales, international trading rights, repair in foreign shipyards, and eligibility to own both foreign and U.S. flag vessels should be significantly revised. Legislation to accomplish these goals is being forwarded to the Congress along with this letter.

Enactment of the proposed legislation would establish the basis for **accelerating the rebuilding of the U.S.-flag dry bulk fleet** toward a level commensurate with the position of the United States as the world's leading bulk trading country.

Cargo Sharing Agreements

Historically, the United States has pursued a policy of free competition in ocean shipping, including open ports and unrestricted access by ships of all nations to cargo moving internationally. This policy has served well to facilitate our international trade and to hold down shipping costs. Only in a few cases, for example, in our bilateral trade with the Soviet Union, have we entered into agreements reserving shares of cargo for national flag carriers. In these special circumstances, in which

national policies of other nations might operate to exclude American operators from the trade, we have recognized that our national interest required affirmative action by the U.S. Government.

Throughout the world many nations have enacted or are considering measures to limit unrestricted cargo access. The UNCTAD Code of Conduct for Liner Conferences which sanctions cargo sharing on a basis of 40% for the host country, 40% for the trading partner and 20% for third flag carriers, is one example of this trend.

This trend is neither wise nor necessary. As the largest trading nation in the world we have much to gain by a continuation of policies that allow all ships to operate freely to transport cargo. In light of these considerations we will continue to resist the imposition of cargo sharing regimes whether bilaterally or multilaterally.

At the same time we should not allow our interests to be compromised by the actions of other nations which may impede the ability of our ships to participate in world trades. Cargo sharing policies adopted by other nations cannot be allowed to force our ships from any trades in which they should be entitled to compete. While it is our policy to refrain from cargo sharing agreements as a general matter, we will be prepared as in the past to protect the competitive rights of U.S. carriers.

* * * *

Knowing that you share my strong commitment to the revitalization of our Merchant Marine, I hope that we can work together in the weeks and months ahead to fashion a strong legislative program.

The reforms I have suggested may provide solutions to some problems. I hope that your Committee can give these proposals early and favorable consideration as part of the legislative process I know you have already begun.

Within the Executive Branch **I intend to ensure that federal actions promote rather than harm our Merchant Marine.** To help achieve this goal, and to provide a clearer, more unified presentation of the Administration's views I have designated the Maritime Administration within the Commerce Department as the Administration's chief spokesman in maritime affairs.

This will not, of course, prevent other Departments from performing their particular responsibilities or from testifying before the Congress in their areas of special expertise as they may relate to maritime matters.

However, in the future, when positions are taken by the Administration, **the Maritime Administration will have primary responsibility to articulate and explain them.**

I am also urging the Maritime Administration and other executive agencies to **vigorously and fully carry out their responsibilities for implementing existing laws aimed at supporting our maritime industry.** In particular, provisions in existing laws calling for substantial or exclusive use of American flag vessels should be vigorously pursued, and exemptions in these laws should be reexamined.

Finally, I believe that we must all share in the effort to preserve and enhance our maritime industry. This applies not just to the executive and legislative branches of the Federal government, but to the public as well.

For example, **I urge American importers and exporters to consider using, where possible, American flag vessels to transport their goods.** Similarly, American ocean shipping companies should give every consideration to use of American shipyards to supply their new tonnage. Each of us can make only a small contribution to the important goal of rebuilding our maritime industry. Working together, however, we can be confident of our future as a great maritime nation.

Sincerely,
Jimmy Carter

A Capsule of Carter's Ideas

President Carter's program for strengthening the U.S.-flag merchant marine includes:

- enacting legislation to speed up the re-building of the U.S.-flag dry-bulk fleet to a level commensurate with the nation's position as the world's leading bulk trader;
- rewriting laws governing ocean liner shipping conferences to define acceptable conference practices and the limits of anti-trust exemptions;
- amending the Shipping Act of 1916 to re-establish the primacy of the FMC in regulating ocean shipping;
- designating the Maritime Administration as the chief spokesman in maritime affairs to ensure that federal actions promote rather than harm our merchant marine;
- implementing existing laws which call for substantial or exclusive use of American-flag vessels;
- urging American importers and exporters to use U.S.-flag ships and urging American shipping companies to use U.S. shipyards to supply new tonnage, where possible;
- while not endorsing cargo-sharing agreements, calling for measures "to protect the competitive rights of U.S. carriers."

At 18, Jeff Yarmola Is SIU's Youngest QMED

JEFF Yarmola will not be 19 years of age until Oct. 28, but last month he completed all of the required training needed to earn a full QMED rating. He thus becomes the youngest Seafarer to achieve the full engineroom rating.

Ever since he came to the Seafarers Harry Lundeberg School in June 1978, Jeff has been an achiever. He worked hard during the three months he spent at the school as a Trainee, and graduated in the top third of his class.

During that time, he also worked hard to earn a high school equivalency diploma through the Lundeberg School's GED Program. Jeff said he wanted that diploma because "I might some day want to go on to get a college degree."

But Jeff also worked hard at his trade. When he graduated from HLSS in October 1978, Jeff took a berth as wiper on the LNG carrier *Leo* which was just coming out of the yard at Quincy, Mass. He stayed on her six months and he earned the commendation from the ship's engineers for his hard work and willingness to learn.

In August 1979, Jeff came back to the Lundeberg School to prepare for a fireman/oiler/watertender endorsement. Again, hard work and willingness to learn paid off, and Jeff got his FOWT endorsement in October. Then, in November 1979 he shipped as oiler on the *Sea-Land Panama*. In February of this year, he got off the *Panama* and shipped as oiler aboard the T-2 tanker *Point Julie*.



Seafarer Jeff Yarmola

When he got off the *Point Julie* in May, he came back to the Seafarers Harry Lundeberg School to begin a three-month program to earn the endorsements he would need to become a Qualified Member of the Engine

Department. He successfully completed all of the courses and passed the Coast Guard examination in August.

In the course of this training at HLSS, Jeff earned ratings as Pumpman, Machinist, Electrician, Refrigeration Engineer, Deck Engineer, and Junior Engineer.

Jeff Yarmola is not through yet. This month he will be back at HLSS to begin the SIU "A" Seniority Program. When he completes that program next month, Jeff will be a fully-rated engine room Seafarer—and a full member of the Seafarers Union.

That's quite an accomplishment for anybody. For a young man who dropped out of high school—and is not yet 19 years old—that's an accomplishment to be really proud of.

Seafarer Revives Drowning Victim Finds CPR Training Is For Real

SEAFARER Raymond Picciolo can tell you that CPR/First Aid training is for real. And there is a woman who is alive today because Seafarer Picciolo kept his cool and put into practice what he had learned at the Seafarers Harry Lundeberg School of Seamanship in Piney Point.

Brother Picciolo had come back to the Lundeberg School in May to begin upgrading for a Q.M.E.D. endorsement. One evening, he and several other upgraders were having a seafood dinner at nearby Evan's Crab House when they heard a commotion outside.

When they looked, they saw

some people pulling a woman from the water. Running quickly



Seafarer Raymond Picciolo stands at the end of the pier on St. George's Island where he earlier revived a woman who had fallen into the water.

out to the dock, Picciolo sized up the situation immediately. There was panic and pandemonium. "Nobody seemed to know what to do," Picciolo said later. "Somebody was pumping her trying to get the water out of her. She wasn't breathing."

Picciolo remembered that the first thing to do was to get the person breathing. And that is just what he did. Using mouth-to-mouth resuscitation, he quickly restored her breathing and kept her respiring until an ambulance arrived with emergency breathing apparatus.

"I just used normal procedures for cases like this, the same way I had learned while I was a Trainee

at the Lundeberg School," Picciolo explained. "One of the real plusses in training for these emergencies, is that you know right away what to do. You don't panic."

Picciolo made another pertinent observation. He said: "I will feel a lot more secure out there on a ship hundreds of miles from a doctor knowing that many of my shipmates have been trained in lifesaving techniques through the HLSS programs."

Seafarer Picciolo graduated from the Lundeberg School in February 1979. He upgraded to FOWT in August, and completed his Q.M.E.D. training last month.

ITF Convention Draws Delegates from 60 Nations



The recent conference of the International Transport Workers Federation drew delegates from hundreds of maritime and other transportation unions from more than 60 nations. The U.S. delegation (photo left) included SIU President Frank Drozak (left) and SIU Senior West Coast Representative Ed Turner. In the photo at right, the delegates pause momentarily from business for a quick pix. Among issues addressed at ITF conference were bilateralism, the growing danger of flag-of-convenience ships and more.

Transcolorado Crew Saves 67 'Boat People'

IN the choppy and rain-beaten waters of the South China Sea last month, SIU members helped rescue 67 Vietnamese refugees.

The Seafarers were aboard the *Transcolorado* (Hudson Waterways) on the morning of Aug. 11 when the refugees' 40-foot boat was spotted drifting in the water.

There was a heavy squall in progress when the boat was sighted about 50 yards from the ship. The *Transcolorado*, which is chartered by the Military Sealift Command, was on her way from Diego Garcia in the Indian Ocean to the U.S. Naval Station at Subic Bay in the Philippines.

According to SIU Bosun Victor Ardowski, a pilot ladder was used to bring the stronger refugees on board while a

stretcher was used for the children, babies, and those who were sick.

According to the MSC, besides Brother Ardowski, other SIU members involved in the rescue included: Deck Maintenance Paul Whitlow; Able Seamen Bill Fernandez, William MacDonald, Leo Larsen, John Smith, and Robert Wilson; OS Pedro Alma; Wiper Donald Rezendes, and Messmen Adolphe Lamonthe and John Shaw.

Ardowski wrote a letter to the Union noting that on the evening of the rescue "a Special Meeting was called" and it was "passed on to us that the Captain thanked every one for the help and cooperation in getting the refugees aboard ship and a job that was well done."

Also, the SIU brothers decided at the meeting to take up a voluntary contribution to help the boat people.

The contributions were used to buy items for the refugees from the ship's Slop Chest, such as, toothbrushes, toothpaste, combs, candies, gum, cigarettes, and some Tee shirts.

SIU crews have been involved in a number of rescues of Indochinese refugees. Just this past June the SIU-contracted *LNG Virgo* (Energy Transportation), along with a Navy tanker, helped rescue 185 boat people in the South China Sea (August 1980 *Log*).

The 67 refugees taken aboard the *Transcolorado* had been at sea three days, a relatively short time compared to some boat

people.

According to a news release by the MSC, a medical officer at Subic Bay said the condition of the 67 boat people was the best among any refugees that had been brought there. "There were minor cuts and scratches, otherwise they were in great shape," the officer said.

Although in good physical condition, the captain of the ship said the refugees "looked utterly bedraggled and fatigued when they were picked up, but were very well behaved."

He added, "it seemed they were always using the washing machines trying to clean their dirty clothes."

The 523-foot *Transcolorado* carries cargo for the U.S. Armed Forces worldwide.

'Sunset' Bill Could Black Out Key Maritime Programs

WASHINGTON, D.C.—A bill has been initiated in the Senate that could destroy important Federal maritime and labor programs.

Numbered S. 2, the so-called "sunset" bill would require automatic termination of nearly all Federal programs at least once every ten years. No program could continue unless new authorizing legislation was passed and signed into law.

The AFL-CIO, the Maritime Trades Department (MTD), the SIU, and other labor unions are actively working against this bill.

SIU and MTD President Frank Drozak sent out letters to the Union's port agents as well as to MTD's Port Councils asking them to contact Senators on this crucial issue.

He explained that the legislation "would subject labor and maritime programs, such as the National Labor Relations Act and the Merchant Marine Act, to attack and dismantlement on an ongoing basis."

Drozak points out that this legislation is unnecessary. When Congress considers funding for Federal programs, it has the right to review those programs. Also, Congress has the power to conduct oversight hearings on these programs.

As Drozak notes, "This 'sunset' process would add a tremendous burden to the regular legislative workload, and it is clear that an in-depth evaluation would be impossible."

Under the schedule laid down in the bill, Congress would have to review about 200 programs

every two years. Altogether, there would be nearly 1,000 Federal programs which would have to compete against each other for re-enactment.

As the AFL-CIO points out, "Congress must improve its oversight of Federal programs, but this bill is a process without substance. Many Federal programs took several years of debate and discussion before enactment. In the legislative 'pressure cooker' climate, it will be impossible for Congress to give the same thoughtful attention to the re-enactment of these programs."

In hearings on the bill before the Senate Rules Committee, the AFL-CIO urged that Committee to shape an alternative to the bill.

AFL-CIO Associate Legislative Director Howard Marlowe suggested that there should be a bill that assures periodic reviews of major programs but that does not contain the risky self-destruct mechanism of the "sunset" bill.

He also pointed out that the one area in which this bill does not require a review is tax expenditures—an area where it is most justified. Tax expenditures are special benefits or loopholes that enable individuals or business enterprises to claim special deductions or tax credits.

"If anything needs sunset or oversight, it is tax expenditures which escape all of the current review mechanisms in the authorizing, budget and appropriations

processes," Marlowe told the Committee.

Below is a list of just some of the programs that affect Seafarers and Boatmen and that could be terminated if the "sunset" bill becomes law:

- Agricultural export programs
- U.S. Public Health Service
- National Labor Relations Act
- Occupational Safety and Health Act
- Minimum Wage Law
- Merchant Marine Act of 1970
- Navigation Assistance
- Deepwater Port Act
- Maritime Subsidies
- Inland Waterways Programs
- River and Harbor Development
- Cargo Preference Laws

Ogden Leader Committee



SIU Rep Teddy Babkowski (2nd left) is at a payoff of the *ST Ogden Leader* (Ogden Marine) on July 31 at Stapleton Anchorage, S.I., N.Y. With him are the Ship's Committee of (l. to r.) 2nd Pumpman F. Karlsson, engine delegate; Chief Steward R. Maldonado, secretary-reporter; Cook/Baker A. Romero, bosun Joe R. Calangel, ship's chairman, (standing) Chief Pumpman James H. Wall, educational director and Chief Cook Earl Gray, steward delegate.

Personals

Paul G. King

Please contact the editor of the *Log* at (212) 499-6600 Ext. 242.

Ken Long

Please contact, Gary Collier, 517 S. Allen, Bernie, Mo., 63822. Very Urgent!

Gordon Reynold Dolan

Please contact, Mrs. Cortland Dolan, 1462 Elliott Road, Paradise, Ca. 95969.

William J. Smith

Please contact, Mrs. Annie Smith, 343 E. Pershing St., Pritchard, Ala., 36610. Tel. (205) 457-8055.

Jim Sawyer

Please contact, Francisco Alvarez, 2914 Partridge Ave., Los Angeles, Ca. 90039. Tel. (213) 661-1202.

Norman Evans

Bert Winfield

Mark Flores

Please contact, Red Campbell at Union Headquarters. Re: Overtime claim which has been resolved.



Politics and porkchops—that's what the SIU is all about and that was the theme sounded by SIU President Frank Drozak, presiding at Port Agents Conference held Aug. 28 and 29 in Algonac, Mich.



Filling in the Union port agents on actions taken at the latest Board of Trustees meeting is SIU Secretary-Treasurer Joe DiGiorgio.



SIU Senior West Coast Representative Ed Turner talks about the SIU-crewed *Oceanic Independence*, now cruising the Hawaiian Islands, and about the SIU's efforts to bring back the U.S.-flag passenger ship industry.

Port Agents Conference Held in Algonac

A Port Agents meeting was held in the Algonac hall last month to focus on how the union's leadership can better bring home the bacon for the SIU membership. It was the second Agent's meeting to be held this year.

Attention centered around the role that the union is expected to play in the upcoming elections. A strategy is being devised that will maximize union participation at state, national and grass-roots levels.

The role that the Port Agents play in developing strong inter-union ties was discussed, as was the role that they play in fashioning strong grass-roots political machines.

It was stressed that the Washington operation is only one phase of this union's political commitment, and that the strength of the Washington operation depends in large part on the kind of grass roots machinery that the Port Agents are able to fashion.

Long range economic issues were analyzed, especially the development of this nation's coal resources and the role that the maritime industry will be expected to play in the transportation of that energy source from mining areas to processing sites.

The Agents discussed ways of improving the servicing of vessels, especially in those inland areas that pose special problems by their physical make-up (locks and channels as opposed to clearly defined ports).

Contracts between this union and shipping companies were studied. Many of the Agents

passed along suggestions given to them by members on ways to strengthen existing clauses.

The union's building program was discussed. The Port Agents were advised that the new union

hall in Mobile has been completed, and is being readied for occupancy.



The SIU's strike against ACBL's inland waterways companies is still going strong, says Union Vice President in charge of the Gulf, Joe Sacco.



Algonac Port Agent Jack Bluit talks about the slump in the automobile industry and how it's impacted on Great Lakes shipping.



Firing up the Port Agents conference with his call to hang tough and hang together is SIU Vice President in charge of Lakes and Inland Waters Mike Sacco.



Red Campbell, vice president in charge of contracts and contract enforcement, told the port agents that knowing the terms of the Union's collective bargaining agreements is a key part of the port agent's job.

Convenience Flags More Rampant Than Ever

BACK in the 1970's a rash of devastating oil spills caused destruction of some of the world's most beautiful and productive coastlines and focused international attention on unsafe, flag-of-convenience tankers.

Spurred on by the murmurings of a world concerned about its environment, the Intergovernmental Maritime Consultative Organization, (IMCO) a U.N. agency, drew up a treaty in 1978 aimed at preventing pollution-causing accidents.

In July of this year, the International Transport Workers Federation (ITF), which includes representatives of hundreds of unions from more than 60 countries, restated its condemnation of registration of ships under flags-of-convenience.

ITF delegates scored shipowners who use flags-of-convenience as a means of avoiding "their own countries' higher taxes, safety standards and operating costs," while depriving their own nationals of "jobs, foreign exchange balances and other economic and national security advantages."

Since money supposedly talks in any language, the ITF imposes fines on flag-of-convenience shipowners who pay their crews below the prevailing wage rates of ITF member unions.

That penalty fund has grown fat over the last few years with the levies collected from unscrupulous flag-of-convenience shipowners. But the number of ships flying the flags of Liberia, Panama and other third world countries has also continued to grow.

International accords calling for marine and crew safety on flag-of-convenience vessels are important barometers of world opinion. They indicate growing concern about the clear dangers to the environment and to seamen posed by an ever-increasing fleet of unsafe, under-regulated flag-of-convenience vessels.

But those accords, as far as the



United States is concerned, don't go far enough. Because it's not just our coastlines which are threatened by runaway flag vessels. It's the security of this nation which is threatened as well.

Today ships flying the flag of Liberia number over 2,600, more than five times the size of the American merchant fleet. About half of those vessels are owned by U.S.-based oil companies. And they

carry almost half of U.S. oil imports.

Liberian registry suits the oil giants just fine. They gleefully skirt U.S. tax, safety and manning laws. And the United States theoretically retains control over American-owned tankers in case of war or national emergency.

Liberia, however, has repeatedly reminded the world that, under international law, they have the option to requisition every single ship sailing under Liberian registration. The U.S. government has simply assumed they didn't really mean it.

Yet, seven years ago, during the Arab/Israeli Yom Kippur War, Liberia turns its back on U.S. policy and refused to allow the ships flying its flag to supply Israel with oil. That incident took place under the regime of Liberian President William R. Tolbert. His was considered a stable regime. Liberia was one of the countries the U.S. supposedly carried around in its pocket.

Today, Liberia's "stable" government is gone, toppled by a bloody military coup. The country's current chief of state, a 28-year-old Army sergeant owes no particular allegiance to the United States. But

the U.S. blithely continues to assume that we can count on the support of U.S.-owned, Liberian-registered vessels if we should need it.

For the past two decades the SIU has been trying to get the U.S. government to wake up to the fact that our almost total reliance on foreign flag vessels for carriage of our oil and other crucial raw materials is begging for trouble.

We have fought for legislation to ensure an adequate share of U.S. cargoes for U.S. flag vessels. We have called on Administration after Administration and Congress after Congress to beef up support of the American merchant fleet; to enter into bilateral shipping agreements with our trading partners; to amend U.S. laws which make it more attractive for U.S. corporations to move their vessels and their loyalties to other shores.

We are prepared now, as always, to do our part and fulfill the military support function of the U.S. merchant marine. But without an adequate number of ships flying under Old Glory; ships capable of carrying a decent percentage of this nation's cargo, the United States herself is dangerously unprepared.

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'Round-the-World' Maiden Run for Ben Harrison

THE number '23' has to be a lucky one for a brand new SIU-contracted LASH vessel.

Waterman Steamship's 894 foot LASH was named for America's 23rd President, Benjamin Harrison, took on her SIU crew in the port of New Orleans and left on her maiden voyage on the 23rd day of July.

She's bound for what a Water-

man spokesman called a "round-the-world" journey. Starting from the U.S. Gulf and East Coasts, the *Benjamin Harrison* will be calling at Long Beach, Ca., before heading to Taiwan, the Philippines, Indonesia, Singapore and the return home via the Suez Canal. The entire round trip is expected to take about 90 days.

Built at Louisiana's Avondale

Shipyards, the *Benjamin Harrison* can carry up to 25,500 tons of general cargo. The vessel has a beam of 100 feet and weighs in at 32,230 gross tons.

The newly-built, modern LASH *Benjamin Harrison* brings to nine the number of vessels in Waterman's current fleet. That fleet will grow to 13 ships by sometime next year, capping the major rebuilding program Waterman began in 1973.

Next due out of Avondale Shipyards will be the LASH *Edward Rutledge*, slated to be delivered later this year. The company is also constructing three RO/RO's at Sun Shipyard in Chester, Pa. In addition, Waterman will shortly take over the third of three LASH's from Central Gulf Co. Formerly called the *Green Valley*, the ship will be re-christened *Button Gwynett* and will be crewed by Seafarers,

as are all Waterman's vessels.

All-in-all, Waterman, one of the SIU's oldest contracted companies has staged a remarkable comeback. Just a few short years ago, Waterman's fleet had dipped drastically and the company was in trouble.

Waterman's re-emergence as a major ship operator followed on the heels of enactment of the 1970 Merchant Marine Act. The Act's Title XI Construction Differential Subsidy program allowed Waterman to launch the shipbuilding program which will have added eight new ships to the company's fleet between 1973 and 1981—an average of one new vessel every year.

SIU-contracted Waterman Steamship Co. has weathered some rocky times in years past. But it looks like smooth sailing for the veteran company in the years ahead.



The brand new Waterman LASH, *Benjamin Harrison*, sails out of the port of New York on her maiden 'round-the-world' voyage.

Upgrading at Piney Point Makes a Lot of Sense

THERE are a number of reasons why an SIU member might want to go down to the Harry Lundeberg School to upgrade.

The school is situated in a historic section of Maryland that is just an hour and a half from either Baltimore or Washington. The campus is beautiful. There is an abundance of educational and recreational facilities: pools, boats, a bowling alley, movies, libraries.

Most seamen, however, go to Piney Point because IT PAYS.

In just five or six weeks at the HLS, an Ordinary Seaman can increase his base monthly wage by \$240.00. With overtime, that translates into, approximately, an extra \$2,500 for every six month period that he works.

Even in these inflation-ridden times, \$2,500 is damn good money.

What is true for an O.S. is equally true for a wiper or a utility-messman. In five or six weeks at Piney Point, members who sail under these ratings can raise their base monthly wages by \$100-\$300.

In just several visits at Piney Point, over a two or three year period, a wiper can upgrade from the lowest rating in the engine room to QMED. QMEDs make \$1,688.65 a month base pay. With overtime, it's a hell of a lot more.

Of course, a QMED rating is not the end of the line. There are specialized courses offered at

Piney Point, such as refrigeration or diesel training, that make a person's QMED rating more marketable. A QMED with a course in refrigeration can write his own ticket. He not only makes top dollar; he is in total control of where and when he works.

A lot of QMEDs overlook the specialized courses offered at Piney Point. That is a mistake. No one can predict what changes will occur in the maritime industry. One thing is certain, though: the more qualifications a member has, the better his chances are for employment.

Charlie Svenson, director of Public Relations at the Harry

Lundeberg School, makes this point: "It really is a matter of budgeting one's time. If a member can allot one month per year for upgrading at the Point, he can increase his earnings dramatically. A guy could ship out six months, stay home five months and upgrade for one month. He'd make a pretty decent living and still see his wife and kids."

People will do anything for money. The best thing about Piney Point is that one can increase one's earning power without having to do anything disagreeable.

For five or six weeks, a member spends several hours a day learning important new

skills. At night, he can see a movie or go bowling. Food is plentiful, and free. Living expenses are minimal.

On the weekends, he can go home to see his family. Or he can stay on base and make use of the facilities: boats, swimming pools, volleyball courts. Historic Washington, D.C. is nearby, and so is Baltimore, which boasts the best nightlife of any major American city. There are other upgraders at the Point, and they all are good people.

As Charlie Svenson says, all it takes is a little management. And a little common sense. Take a look for yourself:

The Bottom Line Is More Money

| RATING | MONTHLY RATE | TIME AT HLS | NEW RATING | MONTHLY BASE RATE |
|--------------------|--------------|-------------|-----------------------|---------------------|
| O.S. | \$ 876.77 | 4 weeks | A.B. | \$1105.68 |
| Wiper | \$1015.20 | 4 weeks | FOWT (Engine Utility) | \$1105.68-\$1243.77 |
| FOWT | \$1243.77 | 12 weeks | QMED | \$1688.65 |
| Utilityman/Messman | \$ 847.57 | 6 weeks | Assistant Cook | \$1150.14 |
| Assistant Cook | \$1150.14 | 6 weeks | Cook & Baker | \$1296.66 |
| Cook & Baker | \$1296.66 | 6 weeks | Chief Cook | \$1327.99 |
| Chief Cook | \$1327.99 | 6 weeks | Chief Steward | \$1688.65 |
| | | | Chief Steward | \$1688.65 |

(See el. requirements)

Report of Credentials Committee on Candidates for 1980 General Election of Officers, 1981-1984 Seafarers International Union Atlantic, Gulf, Lakes & Inland Waters District



The duly elected Credentials Committee goes over the records of those nominated for elective office for 1981-1984 for the Seafarers International Union, AGLIWD. Committee members include: Otis Paschal, Juan Patino, David Manzanet, Bob Scarborough, Frank Teli (committee chairman) and Eddie Polise. Also in above photo are SIU headquarters representative John Faye, seated second from left, and Pete McDonald, seated second from right, who is head of the SIU Data Center. Faye and McDonald were present to hand over official nominations and records of nominees.

Following is the complete text of the Report of the Credentials Committee, which examined the credentials of candidates for elective office or job in the Seafarers International Union, AGLIWD for the years 1981 to 1984.

The report was presented to the membership initially at the regular membership meeting in the port of New York on Sept. 8, 1980 and was acted on affirmatively by the membership. The same procedure will take place at all regular membership meetings in the month of September.

WE, the undersigned members of the Credentials Committee, were duly elected at the regular membership meeting held in Headquarters—Port of New York on August 4, 1980. We have examined the credentials of candidates for elective office or job in the Seafarers International Union of North America—Atlantic, Gulf, Lakes & Inland Waters District for the years 1981-1984, in accordance with Article XI, Section 1, and submit the following report.

Your Committee qualified or disqualified those members who submitted for office based upon the Union Constitution, particularly those provisions contained in Articles XII and XIII. We also took into consideration the provisions contained in the merger agreements between the SIUNA-AGLIWD and Marine Cooks & Stewards Union as well as the SIUNA-AGLIWD and the Inland Boatmen's Union-A&G pertaining to the election of officers. The applicable Constitutional provisions are as follows:

ARTICLE XII, Qualifications for Officers, Headquarters Representatives, Port Agents, Patrolmen and Other Elective Jobs.

Section 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(a) He has at least three (3) years of seetime in an unlicensed capacity aboard an American-flag merchant vessel or vessels. In computing time, time spent in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction, shall count the same as seetime. Union records, Welfare Plan records and/or company records can be used to determine eligibility; and

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination; and

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and

the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes, or if such seetime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days; and

(d) He is a citizen of the United States of America;

(e) He is not disqualified by law. He is not receiving a pension from this Union's Pension Fund, if any, or from a Union-Management Fund to which Fund this Union is a party or from a company under contract with this Union.

(f) He has not sailed in a licensed capacity aboard an American flag merchant vessel or vessels within 24 consecutive months immediately prior to the opening of nominations.

Section 2. All candidates for, and holders of, other elective jobs not specified in the preceding sections shall be full book members of the Union.

Section 3. All candidates for, and holders of elective offices and jobs, whether elected or appointed in accordance with this Constitution, shall maintain full book membership in good standing.

ARTICLE XIII—Elections for Officers, Headquarters Representatives, Port Agents and Patrolmen

Section 1. Nominations.

Except as provided in Section 2(b) of this Article, any full book member may submit his name for nomination for any office, or the job of Headquarters Representative, Port Agent or Patrolman, by delivering or causing to be delivered in person, to the office of the Secretary-Treasurer at headquarters, or sending, a letter addressed to the Credentials Committee, in care of the Secretary-Treasurer, at the address of headquarters. This letter shall be dated and shall contain the following:

(a) The name of the candidate.

(b) His home address and mailing address.

(c) His book number.

(d) the title of the office or other job for which he is a candidate, including the name of the Port in the event the position sought is that of Agent or Patrolman.

(e) Proof of citizenship.

(f) Proof of seetime and/or employment as required for candidates.

(g) In the event the member is on a vessel, he shall notify the Credentials Committee what vessel he is on. This shall be done also if he ships subsequent to forwarding his credentials.

Continued on Page 20

Report of Credentials Committee

Continued from Page 19

(h) Annexing a certificate in the following form, signed and dated by the proposed nominee:

"I hereby certify that I am not now, nor, for the five (5) years last past, have I been either a member of the Communist Party or convicted of, or served any part of a prison term resulting from conviction of robbery, bribery, extortion, embezzlement, grand larceny, burglary, arson, violation of narcotics laws, murder, rape, assault with intent to kill, assault which inflicts grievous bodily injury, or violation of Title II or III of the Landrum-Griffin Act, or conspiracy to commit any such crimes."

Dated Signature of Member

Book No.

Printed forms of the certificate shall be made available to nominees. Where a nominee cannot truthfully execute such a certificate, but is, in fact, legally eligible for an office or job by reason of restoration of civil rights originally revoked by such conviction or a favorable determination by the Board of Parole of the United States Department of Justice, he shall, in lieu of the foregoing certificate, furnish a complete signed statement of the facts of his case together with true copies of the documents supporting his statement.

Any full book member may nominate any other full book member in which event such full book member so nominated shall comply with the provisions of this Article as they are set forth herein, relating to the submission of credentials. By reason of the above self nomination provision the responsibility, if any, for notifying a nominee of his nomination to office, shall be that of the nominator.

All documents required herein must reach headquarters no earlier than July 15 and no later than August 15 of the election year.

The Secretary-Treasurer is charged with safekeeping of these letters and shall turn them over to the Credentials Committee upon the latter's request.

Your Committee reviewed the *Agreement of Merger between the SIUNA-AGLIWD and Marine Cooks and Stewards Union*, particularly the following provisions:

"5. All MCS elected or appointed regular officers shall continue to be employed by A&G in such capacity as A&G may determine for the balance of the term of A&G elected officers, which subject to new elections, terminate in December, 1980."

"8. All MCS full book members in good standing, possessing such status pursuant to Article III of the MCS Constitution in effect immediately prior to this merger, shall be 'full book members' under the terms of the A&G Constitution which is hereafter set forth, without payment of any A&G initiation fee. A suspended MCS full book member as defined in Article III, Section 3 of the above MCS Constitution shall not possess the aforesaid 'full book member' status in the A&G unless within ninety (90) days after the effective date of this merger he has paid all his union monetary obligations past due in an amount which was then required in addition to dues which may be required under the A&G Constitution."

"10. Upon approval of the merger in the manner hereinafter provided, dues obligations of former MCS members in the A&G shall accrue and be payable for the third calendar quarter of 1978 in the amount as provided by the A&G Constitution. The foregoing shall be in addition to any other union monetary obligation that such MCS members had to MCS for the period prior to July 1, 1978 and which pursuant to paragraph 6(a) of this Agreement are assigned to A&G upon approval of this merger."

"11. In connection with Article XII of the A&G Constitution hereafter set forth which constitutes the qualifications for candidates for union office, the terms, 'union, its subsidiaries and its affiliates', shall in addition to being applicable to the A&G be equally applicable to the MCS prior to this merger; the term 'Welfare Plan records', shall in addition to being applicable to the Welfare Plan to which A&G is a party shall be equally applicable to the Welfare Plan to which MCS was a party prior to this merger; the term 'seaside in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union', shall be equally applicable to such vessels covered by contract with the MCS prior to this merger."

"12. For all purposes of the A&G Constitution hereafter set forth, the term 'good standing' or 'continuous good standing in the Union' shall include such status of members in the MCS prior to this merger."

"13. The A&G Constitution hereafter set forth, provides in Article XIII, Section 2(e) thereof, that candidates for office who were nominated and qualified in previous elections for any office or enumerated jobs, shall be conclusively presumed to possess the qualifications for such office or job,

required by such Constitution's provision Article XII, Section 1(a), to wit, 'at least three (3) years seetime,' more specifically set forth in such latter Article and Section. It is understood that such conclusive presumption shall not be applicable however, to eligibility candidacy for any office or job in any MCS elections which were held and conducted prior to the instant merger."

"15. All A&G members' regular calendar quarterly dues as provided in Article V, Section 1(a) of the A&G Constitution hereafter set forth, is \$50.00. In addition, the amount of A&G members' regular working dues is as provided in Article V, Section 1(b) of said A&G Constitution. Upon merger approval as hereafter provided, and commencing with July 1, 1978, all former MCS members shall pay both the regular and working dues as their constitutionally required dues at times and in the amounts provided for in such Article V, Section 1(a) and (b)."

Your Committee also reviewed the *merger agreement between the SIUNA-AGLIWD and the Inland Boatmen's Union of the SIUNA-AGLIWD*, particularly the following provisions:

"3. All IBU elected regular officers, to wit, National Director, Area and Assistant Area Directors and Secretary-Treasurer, except those who may already be employed as A&G officers or job holders, shall continue to be employed by A&G in such capacity as A&G may determine, for the balance of their present term of office, which expires in November, 1977."

"6. All IBU members in good standing, possessing such status pursuant to the IBU Constitution in effect prior to this merger shall be 'full book members' under the terms of the A&G Constitution as amended and which Constitution shall be hereafter set forth. A suspended IBU member as so defined in the present IBU Constitution, shall not possess membership status in the A&G unless within 90 days after the effective date of this merger, he has paid to the A&G all his IBU union monetary obligations past due."

"7. Upon approval of the merger in the manner hereafter provided, dues and initiation obligations of former IBU members to the A&G shall accrue and be payable for the fourth calendar quarter of 1976 (October-December). The foregoing shall be in addition to any other union monetary obligation that such union member had to the IBU for the period prior to October 1, 1976, and which pursuant to Paragraph '4' of this agreement is assigned to A&G upon approval of this merger."

"8. In connection with Article XII, Sections 1(a) and (c) of the A&G Constitution hereafter set forth, and which sets forth qualifications for elective office or job, the term 'union, its subsidiaries and its affiliates', as used therein shall, in addition to being applicable to the A&G, be equally applicable to the IBU, prior to this merger."

"9. For all purposes of the A&G Constitution hereafter set forth, the terms 'good standing or continuous good standing in the union', shall include such status of members in the IBU prior to this merger."

"12 (b) A&G has advised that with respect to Article V, Section 1(b) of its amended Constitution, to date, the membership has determined that its provisions be applicable solely where vacation benefits are negotiated effective on or after September 15, 1975, and provided such negotiated vacation benefit be increased by not less than \$350.00 per year for a full year's employment, over that in effect on September 15, 1975."

Further, in order to ascertain the meaning of the term "member in good standing" which is used in Article XII, Subsection 1(b), the Committee referred to Article XXIV, Section 9 of our Constitution which reads as follows:

"Section 9. The term, 'member in good standing', shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term, 'member,' shall mean a member in good standing."

Your Committee also referred to Article XXIV, Section 13 for the definition of the term "seaside". This section reads as follows:

"Section 13. The term 'seaside' shall include employment upon any navigable waters, or days of employment in a contracted employer unit represented by this Union."

We also noted in Article XXIV, Section 14, the meaning of the term "in an unlicensed capacity aboard an American flag merchant vessel or vessels." This portion of the Constitution reads as follows:

"Section 14. The term 'in an unlicensed capacity aboard an American flag merchant vessel or vessels,' shall include persons employed in an unlicensed or licensed capacity aboard dredges, tugboats, towboats and similar vessels used to tow, propel, or push barges or other conveyances or assist merchant vessels in docking or undocking, or persons otherwise employed in a contracted employer unit represented by the Union."

After full and careful deliberations, the Committee made its decisions and sent appropriate notification to candidates. The ultimate decisions of this

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Report of Credentials Committee

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Committee are later set forth. In arriving at these ultimate decisions, the Committee was most concerned with carrying out a stated principle of our Union which is that "every qualified member shall have the right to nominate himself for, and, if elected or appointed, to hold office in this Union."

In connection with the foregoing, we have also consulted with the Secretary-Treasurer who, under our Constitution, has the obligation to insure appropriate election procedures as legally required (Article XIII, Section 7). Our Secretary-Treasurer has further consulted with the Union's Counsel as to the law applicable in Union nominations and elections.

Review of Credentials

The following is a complete listing of all men who submitted their credentials to the Committee. Their names and the office or job for which they submitted such credentials are listed in the order in which this Committee feels they should be placed on the general ballot, that is, in alphabetical order under the office or job for which they run, and that the Ports, following the Headquarters' offices, beginning with Boston, be arranged on the ballot geographically, as has been done in the past. After each man's name and book number is his qualification or disqualification, followed by the reason for that decision.

President

Leo Cronsohn, C-801 Qualified Credentials in order.
Frank Drozak, D-22 Qualified Credentials in order.
Sidney Rothman, R-325 Disqualified Was not in continuous good standing for three (3) years prior to nomination. Does not have 100 days seetime from January 1, 1980 to time of nomination.

EXECUTIVE VICE-PRESIDENT

Anthony C. Aronica, A-449 Qualified Credentials in order.
Ed Turner, T-8001 Qualified Credentials in order.

SECRETARY-TREASURER

Joseph DiGiorgio, D-2 Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF CONTRACTS AND CONTRACT ENFORCEMENT

Angus "Red" Campbell C-217 Qualified Credentials in order.
Robert O'Rourke, O-3 Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE ATLANTIC COAST

Leon Hall, Jr., H-125 Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE GULF COAST

Joe Sacco, S-1287 Qualified Credentials in order.

VICE-PRESIDENT IN CHARGE OF THE LAKES AND INLAND WATERS

Mike Sacco, S-1288 Qualified Credentials in order.

HEADQUARTERS REPRESENTATIVE

Jack Bluit, B-15 Qualified Credentials in order.
John Fay, F-363 Qualified Credentials in order.
George McCartney, M-948 Qualified Credentials in order.
Steven Troy, T-485 Qualified Credentials in order.

NEW YORK AGENT

Jack Caffey, C-1010 Qualified Credentials in order.

NEW YORK JOINT PATROLMAN

Perry Ellis, E-295 Disqualified Was not in continuous good standing for three (3) years prior to time of nomination. Does not have 100 days seetime from January 1, 1980 to time of nomination.

Ernesto V. Erazo, E-34 Disqualified Was not in continuous good standing for three (3) years prior to time of nomination. Does not have 100 days seetime from January 1, 1980 to time of nomination.

Horace Hamilton, H-8001 Qualified Credentials in order.

Luige Iovino, I-11 Qualified Credentials in order.
Earl I. "Emil" Lee, Jr., L-8001 Qualified Credentials in order.
Frank Mongelli, M-1111 Qualified Credentials in order.
Carl L. Peth, III, P-755 Qualified Credentials in order.
George Ripoll, R-708 Qualified Credentials in order.
Trevor Robertson, R-723 Qualified Credentials in order.
Robert Selzer, S-1258 Qualified Credentials in order.

PHILADELPHIA AGENT

Ted Babkowski, B-1 Qualified Credentials in order.

PHILADELPHIA JOINT PATROLMAN

Robert N. "Joe" Air, A-61 Qualified Credentials in order.
Stephen J. Papuchis, P-5198 Qualified Credentials in order.

BALTIMORE AGENT

George Costango, C-5795 Qualified Credentials in order.

BALTIMORE JOINT PATROLMAN

Richard H. Avery, Jr.,
A-20017 Qualified Credentials in order.
Robert A. Pomerlane, P-437 Qualified Credentials in order.

MOBILE AGENT

D. L. (Sheriff) Dickinson,
D-227 Qualified Credentials in order.
Thomas L. Glidewell, G-467 Qualified Credentials in order.

MOBILE JOINT PATROLMAN

Jack M. Dalton, D-337 Qualified Credentials in order.
Hubert Hollis Johnson, J-192 Qualified Credentials in order.
Edward "Edd" W. Morris,
M-1358 Qualified Credentials in order.
Oscar M. Raynor, R-520 Disqualified Was not in continuous good standing for three (3) years prior to time of nomination.

Darry Sanders, S-2016 Qualified Credentials in order.
George Vukmir, V-269 Qualified Credentials in order.

NEW ORLEANS AGENT

Gerald A. Brown, B-1159 Qualified Credentials in order.

NEW ORLEANS JOINT PATROLMAN

Donald C. Anderson, A-5244 Qualified Credentials in order.
Leo Bonser, B-1193 Qualified Credentials in order.
James E. Todd, T-512 Disqualified Was not in continuous good standing for three (3) years prior to time of nomination.

Mike Worley, W-752 Qualified Credentials in order.

HOUSTON AGENT

Louis Guarino, G-520 Qualified Credentials in order.

HOUSTON JOINT PATROLMAN

Patrick Pillsworth, P-1079 Qualified Credentials in order.
John Ruiz, R-1116 Qualified Credentials in order.
Harmando Salazar, S-1966 Qualified Credentials in order.
F. E. "Gene" Taylor, T-180 Qualified Credentials in order.

SAN FRANCISCO AGENT

Juan J. Reinos, R-70 Qualified Credentials in order.

SAN FRANCISCO JOINT PATROLMAN

Dominic "Frank" Boyne, B-8 Qualified Credentials in order.
Gentry Moore, M-8001 Qualified Credentials in order.

DETROIT AGENT

Jack Allen, A-674 Qualified Credentials in order.

DETROIT JOINT PATROLMAN

Byron F. Kelley, K-12039 Qualified Credentials in order.

ST. LOUIS AGENT

James A.O. Martin, M-5290 Qualified Credentials in order.

ST. LOUIS JOINT PATROLMAN

M. Joe Sigler, S-2101 Qualified Credentials in order.

Disqualifications

As you will note in the foregoing sections of the Committee's Report, the provisions of the SIU Constitution governing election procedures made it mandatory that some of the nominees be disqualified. In light of these

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circumstances, the Committee wishes to call to the attention of all members, the necessity of following all requirements and procedures, which are established by our Constitution to govern eligibility to candidacy to Union office. However, at this time the Committee particularly desires to point out the provisions of Article XIII, Section 2(c) of the Constitution, which spell out in detail the right of a disqualified candidate to appeal from the decision of the Credentials Committee and how he does it.

In compliance with Article XIII, Section 2(b) of our Constitution, and in an attempt to give every nominee every consideration, and to try to prevent any disqualification by this Committee, David T. Manzanet, Book #M-1412, and Juan J. Patino, Book #P-622, of the Credentials Committee, remained at the entrance of the Headquarters building of the Union until midnight of Friday, August 15, 1980, to receive any credentials that might have been delivered either by mail or by hand after the closing of business hours by the Union.

The Committee points out, that in the **President's Pre-Balloting Report** approved by the membership as per the Constitution, and published in the May SEAFARERS LOG, the exact offices and jobs for which nominations were to be made, was set forth.

In passing upon the credentials for certain of the nominees, this Committee had to make a number of disqualifications, and the following are the details relative to each of those disqualifications:

1. Sidney Rothman, R-325—Candidate for President.

Based upon an examination of available Union records, Brother Rothman has failed to establish that he has one hundred (100) days of seetime between January 1, 1980 and the time of nomination, as required by Article XII, Section 1(c) of our Constitution, which reads as follows:

"ARTICLE XII, SECTION 1—Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(c) He has at least one hundred (100) days of seetime in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of, the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seetime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days;"

Brother Rothman was disqualified also under the provisions of Article XII, Section 1(b) of the Union Constitution which reads as follows:

"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination."

Union records indicate that Brother Rothman paid his dues for the 2nd Quarter of 1980 on May 8, 1980 whereas they should have been paid no later than April 30, 1980, and there is no record of dues payment for the 3rd Quarter of 1980 which were due no later than July 30, 1980. Union records further reveal that the above monetary payment requirements were not excused by reason of the provisions of Article III, Section 3, hereafter set forth:

"ARTICLE III, SECTION 3—Members more than one quarter in arrears in dues shall be automatically suspended, and shall forfeit all benefits and all other rights and privileges in the Union. They shall be automatically dismissed if they are more than two quarters in arrears in dues. An arrearage in dues shall be computed from the first day of the applicable quarter, but this time shall not run:

(a) While a member is actually participating in a strike or lockout.

(b) While a member is an in-patient in a USPHS or other accredited hospital.

(c) While a member is under an incapacity due to activity in behalf of the Union.

(d) While a member is in the armed services of the United States, provided the member was in good standing at the time of entry into the armed forces, and further provided he applies for reinstatement within ninety (90) days after discharge from the armed forces.

(e) While a member has no opportunity to pay dues, because of employment aboard an American-flag merchant vessel. The provision of this Subsection (e) shall be inapplicable when such merchant vessel is operating upon the Great Lakes or upon the harbors, rivers or territorial waters of the United States."

Your Committee also referred to the following relevant provisions of the Constitution:

"ARTICLE V, SECTION 1—All members' dues shall consist of:

(a) dues in effect on July 1, 1975, which shall be paid quarterly on a calendar year basis, no later than the first business day of each quarter, except as herein otherwise provided, and;

(b) the sum of \$50.00 for each ninety days worked in twelve consecutive months for contracted employers and for days worked subsequent to such first ninety days in such twelve consecutive months, which are less than ninety, a proportionate sum of such \$50.00 which shall be equal to the percentage which such worked days bear to ninety days. Dues payable under this subsection (b) shall be payable on the day that the member receives payment for his earned compensatory credit on account of having worked such days, anything to the contrary herein notwithstanding, and shall become effective as to members in the manner designated and determined by majority vote of the membership by secret ballot. When so determined by the membership, members in the employ of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction as provided for in Article XII, Section 1(a) and (c) shall pay, in addition to that provided for in paragraph (a) immediately above, the sum of Fifty (\$50.00) Dollars quarterly on a calendar year basis, no later than the first business day of each quarter, while so employed."

"ARTICLE XXIV, SECTION 9. The term 'member in good standing,' shall mean a member whose monetary obligations to the Union are not in arrears for thirty days or more, or who is not under suspension or expulsion effective in accordance with this Constitution. Unless otherwise expressly indicated, the term 'member,' shall mean a member in good standing."

Based upon the Constitutional provisions set forth above, this Committee, as per Article XIII, Section 2(c) and in order to assure adequate notice of its decision, informed Brother Rothman of his disqualification by telegram sent on August 7, 1980 to the address listed by him in his letter of nomination. Moreover, the telegram was followed by a letter which was sent Special Delivery-Certified Mail Return Receipt Requested, dated August 8, 1980 from the Committee to Brother Rothman that set forth the reasons for his disqualification. Enclosed with the letter was a copy of the Union Constitution in the event Brother Rothman wishes to appeal the disqualification decision of the Committee.

2. Perry Ellis, E-295—Candidate for Joint Patrolman, Port of New York.

Based upon an examination of available Union records, Brother Ellis has failed to establish that he has one hundred (100) days of seetime between January 1, 1980 and the time of nomination, as required by Article XII, Section 1(c), of our Constitution which reads as follows:

"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman, provided:

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seetime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days;"

Further, Union records indicate that Brother Ellis paid his dues for the 2nd Quarter of 1980 on June 10, 1980, whereas they should have been paid no later than April 30, 1980. Accordingly, he was disqualified under the provisions of Article XII, Section 1(b), which reads as follows:

"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination."

Based upon the constitutional provisions set forth above, and further supported by Article III, Section 3; Article V and Article XXIV, Section 9, previously referred to and contained herein, the Committee disqualified Brother Ellis for the job of Joint Patrolman-Port of New York. In accordance with the requirements of Article XIII, Section 2(c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Ellis of his disqualification by radiogram sent on August 8, 1980 to the vessel stated in his letter of nomination. Moreover, the radiogram was followed by a Special Delivery-Certified Mail Return

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Receipt Requested letter dated August 8, 1980 from the Committee to Brother Ellis that set forth the reasons for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Ellis would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

3. Ernesto V. Erazo, E-34—Candidate for Joint Patrolman—Port of New York.

Union records indicate that Brother Erazo did not pay his dues for the 4th Quarter of 1977 until December 30, 1977, whereas they should have been paid no later than October 30, 1977; he did not pay his 1st Quarter 1978 dues until March 31, 1978, whereas they should have been paid no later than January 30, 1978; and he did not pay his dues for the 2nd Quarter of 1978 until May 10, 1978, whereas they should have been paid no later than April 30, 1978. Brother Erazo was, therefore, disqualified under the provisions of Article XII, Section 1(b), which reads as follows:

"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination."

Further, based upon an examination of available Union records, Brother Erazo has failed to establish that he has one hundred (100) days of seetime between January 1, 1980 and the time of nomination, as required by Article XII, Section 1(c) of our Constitution which reads as follows:

"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(c) He has at least one hundred (100) days of seetime, in an unlicensed capacity, aboard an American-flag vessel or vessels covered by contract with this Union or one hundred (100) days of employment with, or in any office or job of the Union, its subsidiaries and its affiliates, or in any employment at the Union's direction or a combination of these, between January 1 and the time of nomination in the election year, except if such seetime is wholly aboard such merchant vessels operating solely upon the Great Lakes or, if such seetime is wholly aboard tugboats, towboats or dredges and contractual employment thereon is for fixed days with equal amount of days off, he shall have at least sixty-five (65) days of such seetime instead of the foregoing one hundred (100) days;"

Based upon the constitutional provisions set forth above, and further supported by Article III, Section 3; Article V and Article XXIV, Section 9, previously referred to and contained herein, the Committee disqualified Brother Erazo for the job of Joint Patrolman—Port of New York. In accordance with the requirements of Article XIII, Section 2(c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Erazo of his disqualification by telegram sent on August 15, 1980 to the address stated in his letter of nomination. Moreover, the telegram was followed by a Special Delivery-Certified Mail Return Receipt Requested letter dated August 15, 1980 from the Committee to Brother Erazo that set forth the reasons for his disqualification. A copy of the Union Constitution was enclosed with the aforementioned letter so that Brother Erazo would have available the procedure to be followed in appeal from the disqualification decision of the Committee.

4. Oscar M. Raynor, R-520—Candidate for Joint Patrolman—Port of Mobile.

Based upon an examination of Union records, Brother Raynor did not pay his 1st Quarter 1979 dues until April 30, 1979, whereas they should have been paid no later than January 30, 1979. Further, that he did not pay his 1st Qtr. 1980 dues until May 1, 1980, whereas they should have been paid no later than January 30, 1980. Brother Raynor was, therefore, disqualified under the provisions of Article XII, Section 1(b), which reads as follows:

"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination;"

Your committee's decision was further supported by Article III, Section 3; Article V and Article XXIV, Section 9, previously quoted herein. As per the requirements of Article XIII, Section 2(c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Raynor of his disqualification by radiogram sent on August 13, 1980 to the vessel stated in his letter of nomination. Moreover, the radiogram was followed by a Special Delivery-Certified Mail Return Receipt Requested letter dated August 13, 1980 from the Committee to Brother Raynor that set forth the reason for his disqualification for the job of Joint Patrolman—Port of Mobile. A copy of the Union Constitution was also sent along with the aforementioned letter so that he would have

available the procedure to be followed should he wish to appeal the decision of the Committee.

5. James E. Todd, T-512—Candidate for Joint Patrolman—Port of New Orleans.

Based upon an examination of available Union records, Brother Todd did not pay his 4th Quarter 1977 dues until January 20, 1978, whereas they should have been paid no later than October 30, 1977. Further, records indicate that Brother Todd paid his dues for the 2nd Quarter of 1978 on May 16, 1978, when they should have been paid no later than April 30, 1978. Our Union Constitution provides:

"ARTICLE XII, SECTION 1. Any member of the Union is eligible to be a candidate for, and hold, any office or the job of Headquarters Representative, Port Agent or Patrolman provided:

(b) He has been a full book member in continuous good standing in the Union for at least three (3) years immediately prior to his nomination;"

Based upon the provisions of Article XII, Section 1(b), and further supported by Article III, Section 3; Article V and Article XXIV, Section 9 previously carried herein, the Committee disqualified Brother Todd for the job of Joint Patrolman—Port of New Orleans.

In accordance with the requirements of Article XIII, Section 2(c) of our Constitution, and in order to assure adequate notice of its decision, the Committee informed Brother Todd of his disqualification by radiogram sent on August 8, 1980 to the vessel stated in his letter of nomination. Moreover, the radiogram was followed by a Special Delivery-Certified Mail Return Receipt Requested letter dated August 8, 1980 from the Committee to Brother Todd that set forth the reason for his disqualification. Along with the aforementioned letter, the Committee sent a copy of the Union Constitution so that he would have available the procedure to be used should he wish to appeal the disqualification decision of the Committee.

Conclusion

The membership can readily see from the foregoing report, that your Committee has made every effort possible within the confines of our Constitution to qualify every nominee.

All credentials received as of Tuesday, August 5, 1980, were turned over to the Committee in good order at 9:00 A.M. on that date, and those received by mail subsequently, but not later than August 15, 1980, have similarly been furnished to the Committee in good order. All credentials have been examined in strict accordance with the Constitution. Any defect in the credentials disposed of by the Committee has been the sole responsibility of the sender and no person adversely affected by such defect has denied this to the Committee.

The Committee, in closing out its report this day, had turned over to it credentials of Brother Charles L. Shirah, S-309, for nomination for office of Joint Patrolman, Port of Mobile. These credentials were received by the Brooklyn Post Office some time this morning, August 18, 1980, as noted on the envelope, and delivered Special Delivery to the Union by the Post Office on or about 9:30 A.M.

Our Constitution, Article XIII, Section 1, specifically states that all credentials must reach headquarters no later than August 15th of the election year. In fact, two members of the Committee were present at Union Headquarters on August 15th up to 12 Midnight to receive any timely nominations. None was received.

Under the Constitution, any candidate has more than sufficient time for nomination to office. He has almost unlimited time to file his credentials, as long as they are received within the thirty-day period July 15-August 15. We also note that Brother Shirah did not post his credentials until July 29, 1980. In view of the clear constitutional language and most liberal opportunity for a member to timely nominate himself, we find this candidate unqualified.

Fraternaly submitted,

CREDENTIALS COMMITTEE

Frank Teti, T-93, Deck Dept. Chairman

David T. Manzanet, M-1412, Deck Dept.

Edward Polise, P-74, Engine Dept.

Juan J. Patino, P-622, Engine Dept.

Bob L. Scarborough, S-1440, Steward Dept.

Otis Paschal, P-752, Steward Dept.

Dated: August 18, 1980

At Sea & Ashore

New York

The SIU-contracted Cove Shipping Co. early last month applied to MARAD for Title XI financing to build four new 52,200 dwt, 11,400 diesel hp product tankers. Each vessel would cost about \$71.6 million. Deliveries would be in 1981 and 1982 by an unnamed builder.

Cove now has 10 tankers, all under 70,000 dwt.

SS United States

If all ends well, the creme de la creme of the U.S. passenger liners, the *SS United States* (US Cruises) will be cruising again by the end of 1981.

The 990-foot luxury liner, which holds the world's transatlantic speed mark, is now in drydock at the Norfolk Shipyard. She last sailed in 1969.

Seattle builder and realtor Richard A. Hadley paid MARAD \$2.5 million in May toward the \$5 million purchase price. Soon the Hawaiian tycoon will ask MARAD for a long term Title XI construction loan.

Refurbishing will cost around an estimated \$70 million. Plans call for a new deck, two tennis courts, three outdoor swimming pools (one indoor pool is already on the ship) six restaurants featuring American, Continental, Polynesian, French, health, fast food and English fare and 25 shops a mile long.

If U.S. Cruises raises the cash to refit the *United States* and successfully settles a pending law suit, the BIG US will cruise six months a year between the West Coast and Hawaii and six months around-the-world.

New Orleans LOOP

The nation's first oil port for supertankers, the Louisiana Offshore Oil Port (LOOP) is due to pump its first barrels of oil—a quarter of the U.S. imports—in the spring. Most of the major construction was finished late last month.

When the \$640-million port is completed, 500,000 dwt supertankers will offload enough crude to make gasoline to fill 8.5 million auto gas tanks.

Supports and decks for the offshore platforms have been set up at the site 19 miles in the Gulf south of Grand Isle. Four-story mooring buoys have been towed to the LOOP and were set in place. Underground oil storage caves, big enough to hold a 5-day supply for the U.S., are being drilled near Golden Meadow, La. Pipelines 4-feet in diameter to the shore have been laid.

Ports Newark-Elizabeth, N.J.

The 54-year-old, 7,414-foot N.J. Central Railroad Bridge spanning Newark Bay (N.J.), which was a navigational hazard to giant containerships sailing between Ports Newark and Elizabeth and the port of New York, is undergoing demolition.

Dynamiters have already blasted away the cement counterweights on the little used 134-foot east lift span dropping it into a closed position. Then the east span was blown away. Meanwhile, the west channel remains open since May.

The bridge has been little used since the 1960s when the railroad and the Baltimore and Ohio Railroad cut back their commuter and freight runs.

Recently the west lift span was dynamited leaving the east and west towers to be blown down with the remaining bridge deck to be removed piece-by-piece.

The entire project, with dredging of a 600-foot wide channel, is set for completion by next March.

Mobile

Waterman Steamship has on order a new LASH turbine ship totaling 43,000 dwt at Avondale Shipyards, New Orleans. The 32,000 hp LASH is worth \$70 million.

Waterman also has on order three R/O R/O vessels totaling 70,500 dwt at Sun Shipyard, Chester, Pa. The 32,000 hp ships will cost \$207.1 million to build.

Great Lakes

American Steamship has on order two bulk carriers totaling 27,000 dwt at the Bay Shipyard, Sturgeon Bay, Wisc. The 7,000 hp ships are worth \$55 million.

SS Manukai and Manulani

Since it takes 300 barrels of fuel a year to run the steam whistles on the *SS Manukai* and *SS Manulani* (Matson Line) they are being replaced with electric whistles.

The brand new 720-foot, 38,800 dwt *SS Kauai* and *SS Maui* containerships on the West coast-Hawaii run were built with electric whistles.

Matson also has on order one 26,000 dwt turbine containership of 32,000 hp worth \$75.5 million at the Sun Shipyard, Chester, Pa.

Ogden Marine

Ogden Marine has on order two products diesel tankers totaling 84,000 dwt at the Avondale Shipyards, New Orleans. The 15,000 hp ships will cost \$100 million to build.

Del Mundo Committee



SIU Rep Teddy Babkowski (seated center) makes out dues receipt for Chief Steward G. T. Aquino (on his left) secretary-reporter of the *SS Del Mundo* (Delta Line) at a payoff on Aug. 11 at Port Newark, N.J. The rest of the Ship's Committee and a crewmember are (standing left) Educational Director U.H. Sanders Jr. and (seated l to r.) Deck Delegate Rex A. Rayner, Recertified Bosun Clifton Jordan, ship's chairman; 3rd Cook Glenn D'Ambrosio and Steward Delegate Diane Michener.



Monthly Membership Meetings

| Port | Date | Deep Sea Lakes, Inland Waters | UIW |
|---------------|---------|----------------------------------|-----------|
| New York | Oct. 6 | 2:30 p.m. | 7:00 p.m. |
| Philadelphia | Oct. 7 | 2:30 p.m. | 7:00 p.m. |
| Baltimore | Oct. 8 | 2:30 p.m. | 7:00 p.m. |
| Norfolk | Oct. 9 | 9:30 a.m. | 7:00 p.m. |
| Jacksonville | Oct. 9 | 2:00 p.m. | — |
| Algonac | Oct. 10 | 2:30 p.m. | — |
| Houston | Oct. 13 | 2:30 p.m. | 7:00 p.m. |
| New Orleans | Oct. 14 | 2:30 p.m. | 7:00 p.m. |
| Mobile | Oct. 15 | 2:30 p.m. | — |
| San Francisco | Oct. 16 | 2:30 p.m. | — |
| Wilmington | Oct. 20 | 2:30 p.m. | — |
| Seattle | Oct. 24 | 2:30 p.m. | — |
| Piney Point | Oct. 11 | 10:30 a.m. | — |
| San Juan | Oct. 9 | 2:30 p.m. | — |
| Columbus | Oct. 18 | — | 1:00 p.m. |
| Chicago | Oct. 14 | — | — |
| Port Arthur | Oct. 14 | 2:30 p.m. | — |
| St. Louis | Oct. 17 | 2:30 p.m. | — |
| Cleveland | Oct. 16 | — | — |
| Honolulu | Oct. 9 | 2:30 p.m. | — |

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



Dispatchers Report for Deep Sea

JULY 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 | 4 | 2 | 0 | 0 | 0 | 0 | 8 | 6 | 3 |
| New York | 99 | 31 | 13 | 73 | 39 | 5 | 161 | 55 | 22 |
| Philadelphia | 9 | 3 | 1 | 6 | 4 | 0 | 18 | 5 | 1 |
| Baltimore | 16 | 13 | 1 | 16 | 17 | 4 | 40 | 18 | 6 |
| Norfolk | 19 | 8 | 9 | 9 | 9 | 2 | 34 | 17 | 17 |
| Tampa | 20 | 10 | 3 | 15 | 15 | 1 | 16 | 8 | 5 |
| Mobile | 20 | 7 | 0 | 18 | 21 | 0 | 28 | 8 | 1 |
| New Orleans | 74 | 16 | 1 | 66 | 37 | 4 | 131 | 24 | 6 |
| Jacksonville | 38 | 12 | 5 | 30 | 16 | 1 | 59 | 20 | 7 |
| San Francisco | 44 | 13 | 6 | 37 | 16 | 5 | 80 | 17 | 9 |
| Wilmington | 23 | 10 | 8 | 19 | 7 | 7 | 36 | 19 | 16 |
| Seattle | 39 | 17 | 5 | 62 | 22 | 7 | 46 | 22 | 17 |
| Puerto Rico | 10 | 2 | 2 | 20 | 16 | 3 | 13 | 3 | 0 |
| Houston | 68 | 31 | 8 | 68 | 37 | 8 | 111 | 35 | 13 |
| Piney Point | 1 | 2 | 2 | 1 | 11 | 2 | 0 | 0 | 0 |
| Yokohama | 0 | 0 | 0 | 2 | 1 | 0 | 5 | 0 | 0 |
| Totals | 484 | 177 | 64 | 442 | 268 | 49 | 786 | 257 | 123 |
| ENGINE DEPARTMENT | | | | | | | | | |
| Boston | 2 | 3 | 0 | 3 | 0 | 0 | 4 | 4 | 4 |
| New York | 87 | 34 | 3 | 77 | 19 | 1 | 143 | 69 | 13 |
| Philadelphia | 7 | 7 | 1 | 8 | 3 | 1 | 7 | 10 | 0 |
| Baltimore | 16 | 7 | 2 | 18 | 11 | 1 | 36 | 12 | 4 |
| Norfolk | 15 | 9 | 3 | 4 | 7 | 0 | 30 | 13 | 5 |
| Tampa | 9 | 5 | 1 | 7 | 6 | 1 | 11 | 7 | 3 |
| Mobile | 25 | 9 | 0 | 25 | 11 | 1 | 26 | 12 | 0 |
| New Orleans | 52 | 18 | 2 | 58 | 16 | 0 | 106 | 38 | 6 |
| Jacksonville | 19 | 11 | 2 | 14 | 11 | 1 | 29 | 11 | 4 |
| San Francisco | 31 | 5 | 2 | 36 | 16 | 2 | 62 | 11 | 1 |
| Wilmington | 12 | 6 | 2 | 9 | 11 | 0 | 16 | 12 | 7 |
| Seattle | 31 | 11 | 3 | 38 | 16 | 2 | 38 | 18 | 9 |
| Puerto Rico | 8 | 5 | 0 | 13 | 13 | 1 | 9 | 6 | 0 |
| Houston | 64 | 27 | 0 | 42 | 29 | 1 | 97 | 28 | 5 |
| Piney Point | 1 | 3 | 0 | 1 | 8 | 0 | 0 | 0 | 0 |
| Yokohama | 1 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 |
| Totals | 380 | 160 | 21 | 353 | 178 | 12 | 615 | 251 | 61 |
| STEWARD DEPARTMENT | | | | | | | | | |
| Boston | 0 | 4 | 0 | 0 | 0 | 0 | 2 | 5 | 0 |
| New York | 55 | 21 | 1 | 39 | 36 | 0 | 72 | 41 | 9 |
| Philadelphia | 1 | 4 | 0 | 1 | 3 | 2 | 6 | 3 | 0 |
| Baltimore | 11 | 6 | 0 | 16 | 10 | 1 | 14 | 8 | 1 |
| Norfolk | 10 | 4 | 0 | 3 | 9 | 4 | 22 | 6 | 3 |
| Tampa | 3 | 1 | 1 | 2 | 2 | 1 | 5 | 1 | 2 |
| Mobile | 16 | 0 | 0 | 14 | 10 | 1 | 20 | 3 | 0 |
| New Orleans | 32 | 3 | 1 | 29 | 15 | 2 | 54 | 14 | 2 |
| Jacksonville | 13 | 1 | 1 | 11 | 7 | 0 | 24 | 4 | 2 |
| San Francisco | 15 | 4 | 11 | 22 | 1 | 4 | 32 | 14 | 28 |
| Wilmington | 8 | 3 | 5 | 5 | 1 | 4 | 17 | 5 | 13 |
| Seattle | 19 | 3 | 6 | 24 | 19 | 3 | 24 | 4 | 11 |
| Puerto Rico | 6 | 3 | 1 | 16 | 8 | 1 | 10 | 2 | 1 |
| Houston | 33 | 4 | 1 | 36 | 30 | 1 | 54 | 3 | 0 |
| Piney Point | 1 | 5 | 1 | 2 | 31 | 1 | 0 | 0 | 0 |
| Yokohama | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 0 |
| Totals | 224 | 66 | 30 | 221 | 182 | 26 | 356 | 114 | 72 |
| ENTRY DEPARTMENT | | | | | | | | | |
| Boston | 2 | 4 | 1 | | | | 6 | 11 | 3 |
| New York | 23 | 121 | 62 | | | | 39 | 268 | 183 |
| Philadelphia | 3 | 22 | 5 | | | | 7 | 40 | 6 |
| Baltimore | 8 | 25 | 11 | | | | 11 | 47 | 19 |
| Norfolk | 10 | 29 | 10 | | | | 16 | 59 | 28 |
| Tampa | 2 | 19 | 4 | | | | 4 | 18 | 7 |
| Mobile | 4 | 17 | 7 | | | | 6 | 22 | 9 |
| New Orleans | 18 | 59 | 11 | | | | 37 | 99 | 32 |
| Jacksonville | 7 | 24 | 6 | | | | 12 | 65 | 21 |
| San Francisco | 16 | 30 | 24 | | | | 25 | 70 | 105 |
| Wilmington | 4 | 26 | 46 | | | | 11 | 51 | 128 |
| Seattle | 16 | 26 | 11 | | | | 17 | 40 | 36 |
| Puerto Rico | 8 | 14 | 9 | | | | 9 | 16 | 9 |
| Houston | 22 | 51 | 20 | | | | 27 | 74 | 54 |
| Piney Point | 1 | 40 | 0 | | | | 0 | 0 | 0 |
| Yokohama | 0 | 2 | 0 | | | | 1 | 0 | 0 |
| Totals | 144 | 509 | 227 | | | | 228 | 880 | 640 |
| Totals All Departments | 1,232 | 912 | 342 | 1,016 | 628 | 87 | 1,985 | 1,502 | 896 |

*"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 July was good to excellent in all A&G deep sea ports, as it has been for the last several years. A total of 1,731 jobs were shipped last month to SIU-contracted deep sea vessels. Of these, only 1,016 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.

Directory

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& Inland Waters
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of North America

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Joe DiGiorgio, secretary-treasurer
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Skin Cancer: Occupational Hazard of Seamen

CANCER of the skin is the most common of all the cancers of man. It comprises about one-sixth of all new cancers diagnosed each year. In spite of this fact, "about 90-95 percent of all skin growths can be readily treated with early detection," says Dr. Axel W. Hoke, Chief, Dermatology Service of the San Francisco Public Health Service Hospital.

One of the reasons most cancers of the skin can be treated successfully is how easily the body's surface skin can be reached. Precancerous or cancerous tumors can be recognized by sight by a trained physician and can often be felt by the fingers while they are still very small. The location of the tumor on or under the skin eases the task of total removal.

The single most important cause of cancer of the skin is the damage to surface skin cells by **continued and frequent exposure to the sun's rays.**

Fishermen, merchant seamen and others who spend a great deal of time in the sun have enough damage to the skin to get a leathery complexion in later life. They can also develop solar keratoses, scaly spots that may

turn into cancer of the skin.

Tanning is the skin's immediate reaction to attack by the sun's ultraviolet light. Dermatologists (skin doctors) consider tanning a response to injury to the skin. The penetrating ultraviolet rays, depending on the dose involved, apparently kill some of the skin cells at once. Other cells are injured and the resulting tissue changes handicap the natural growth of nearby cells. Exposure to the sun's rays over long periods of time results in noticeable changes. Such changes include a mottling, or network, of brown spots mixed with yellowish areas. Later, some spots turn near-white from scarring.

Face Cancer Common

More than 90 per cent of skin cancers occur on body areas unprotected by clothing against the sun's ultraviolet light. These areas are the face, ears, and neck and the backs of the hands. Almost all cancers of the lip develop on the lower lip rather than the upper. The protruding lower lip, unprotected by the nose, is more exposed to direct ultraviolet rays. The same is true for the upper and lower eyelid since the upper eyelid is shaded by more bone.

The evidence which indicates the sun as the primary cause of cancer of the skin is so strong that dermatologists for years have been warning the public against over-exposure to sunlight—especially persons with blue eyes and fair skins who are particularly susceptible to sun damage.

What You Can Do

Avoiding the effects of the sun's rays is a matter of using common sense with an understanding of materials available to prevent absorption of ultra-violet light by the skin.

Clothing worn outdoors should be light-colored and have a tight weave—like a broadcloth shirt. Necessary lengthy exposure to the sun can be made less harmful by the use of protective clothing such as sun hats, long sleeves, and gloves.

Sunscreening chemicals are being put into lotions and creams more and more today because they absorb ultraviolet light waves before they hit the skin. The better lotions allow you to stay in the sun longer with less risk of burning, and this is their chief value. However, don't expect even the best lotions to protect you from unlimited sun

exposure. Also, it is possible to burn through a tan. Some sun preparations that provide the best protection against burn are: A-Fil, NosKote, RV Pacque, and Zinc Oxide Ointment.

When To Seek Medical Help

Changes in the skin quickly become obvious. A blemish, scaling or any other defect on the skin's surface stirs instant curiosity as to its cause and how to get rid of it. There is no rule of thumb by which a person can identify a skin condition that is either cancerous or likely to trigger the growth of a skin tumor.

When a pigmented mark or elevation or a red, scaling blemish persists, bleeds, or changes in character, (especially in areas exposed to sunlight), it is best to seek the advice of a skin disease specialist immediately. The dermatologist deals with skin lesions so often that he becomes expert at sorting out changes or characteristics that can be considered danger signs.

It is of the greatest importance that a **tumor be clinically diagnosed as cancer before any method of treatment is selected.**

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:

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.

Chicken Workers Vow to Pluck Strike Victory

IN the town of Laurel, Miss. a march and rally was held recently that brought together representatives from unions, churches, civil rights and community groups from across the South.

The 4,000 marchers, including Seafarers, came together to back the 15-month strike of 200 courageous workers at Sanderson Farms, a chicken processing plant in Laurel.

Since Feb. 27, 1979 these men and women have been on strike for better working conditions and better pay from their repressive employer.

The workers, a majority of whom are black women, are members of Local 882 of the International Chemical Workers Union (ICWU). Based in Akron, Ohio, the ICWU is an affiliate of the AFL-CIO Maritime Trades Department whose head is SIU President Frank Drozak. The MTD Executive Board has passed a resolution pledging full support to the strikers.

There is a nationwide AFL-CIO supported boycott in effect against Sanderson Farms products. They are packaged under the labels **Miss Goldy** and **Southern Beauty**.

At the rally, one of the speakers was SIU New Orleans Port Agent **Gerry Brown**. He told the crowd that the labor movement must return to the fighting spirit of its early days in order to meet the needs of workers in the 1980's.

Leading the march was ICWU President **Frank D. Martino** and **Dr. Joseph E. Lowery**, president of the Southern Christian Leadership Conference (SCLC), a civil rights group.

Besides the SIU, unions



Addressing the rally is SIU New Orleans Port Agent Gerry Brown.

4,000, Including SIU, March Against Union Busting Fowl Co.



Labor and civil rights leaders came to help the striking workers at Sanderson Farms. From the left are: ICWU Vice President Ralph Brannon; unidentified woman; United Furniture Workers Vice President Willie Rudd; ICWU President Frank Martino; ICWU Secretary-Treasurer William J. Sparks; Mrs. Evelyn Lowery; Dr. Joseph Lowery, president of the Southern Christian Leadership Conference (SCLC); C. T. Vivian of the SCLC; Amalgamated Clothing and Textile Workers (ACTWU) Executive Vice President Sol Stetin, and Mary Clayton, president of the ACTWU local union in Laurel.

represented at the march and rally included: the Furniture Workers; the United Automobile Workers; the International Union of Electrical Workers; Amalgamated Clothing and Textile Workers Union; Oil Chemical & Atomic Workers; American Federation of State, County, and Municipal Employees; Bakery and Confectionary Workers; Steelworkers; Sheetmetal Workers; Operating Engineers; Teamsters; Communications Workers, and locals of the ICWU from at least nine states. A large banner proclaimed the presence of the Coalition of Black Trade Unionists.

The march was endorsed by the leaders of 175 national organizations and 67 organizations and prominent individuals in Mississippi.

Many of these groups have formed a coalition called the Committee for Justice in Mississippi.

"We have brought together the coalition that people have been hoping for throughout the decade of the 1970's," said Martino. "We have united labor, civil rights, women's and church groups, and we don't think anybody or anything can stop us now."

The magnet that pulled them together are those 200 steadfast workers.

Before they went on strike, these men and women were working under primitive conditions. For instance, they had only been allowed to use the bathroom three times a week. Their work on the chicken processing lines is hard and dirty. Yet their pay was

barely above minimum wage (\$2.95 to \$3.15 an hour).

The company has violated the Occupational Safety and Health Act, and the Equal Employment and Child Labor Laws, according to ICWU. Sexual harassment was also frequent.

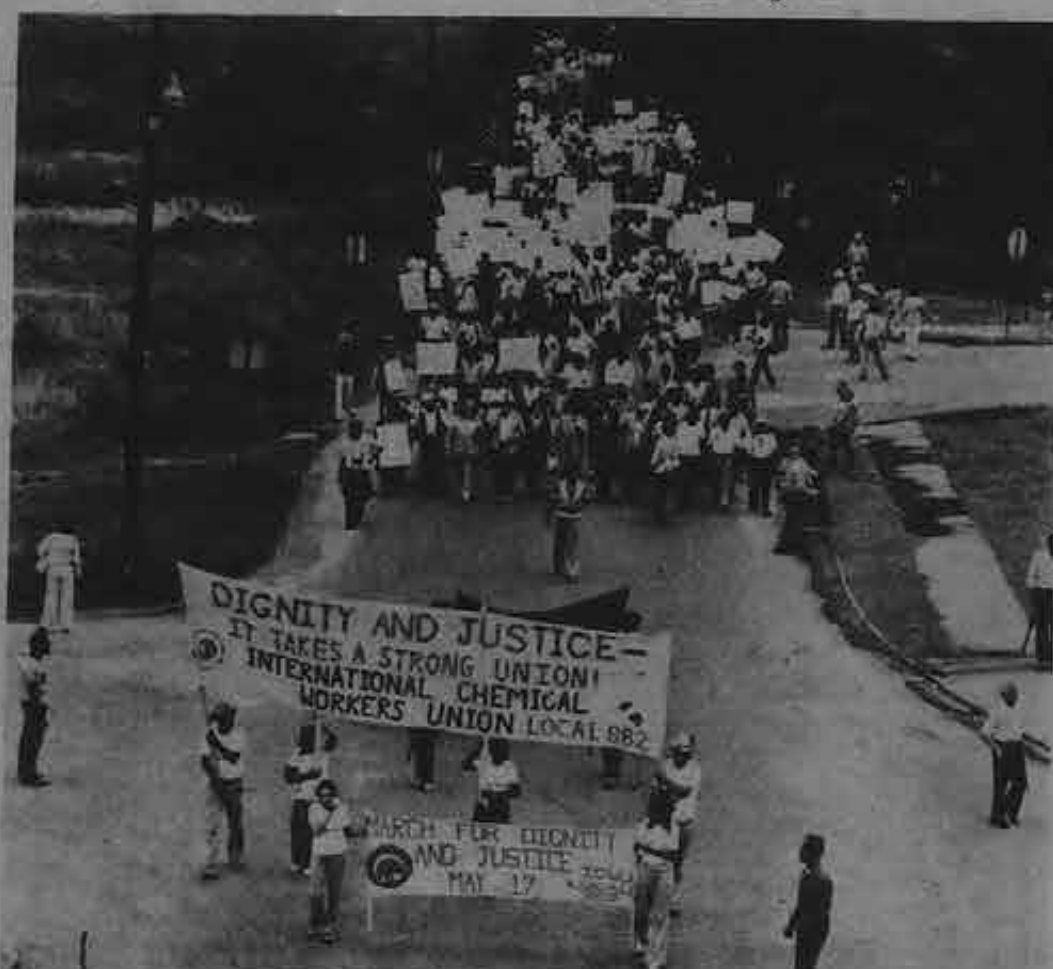
The National Labor Relations Board has cited the company for refusing to bargain in good faith. Unfair labor charges are pending before the Board.

Regrettably, the way workers are treated at Sanderson Farms is not unique. As Martino said at the march and rally in Laurel, "...we have come to see this strike and this struggle is about a lot more than just Sanderson Farms. It's about more than just Laurel. All over the South, there are plants with inhumane and

killing working conditions like those at Sanderson."

Proud of the fact that so many groups have come together to support this struggle, Martino said, "We've been kept separate and apart for too long by those who knew perhaps better than we that if we could forge this kind of unity some changes would be made. We are here today to say that we will be kept separate no longer."

And echoing the feelings of the marchers, Martino told them, "We have come together in Laurel, and we are going to win in Laurel, when the Sanderson workers win. And we are going to go on from here to crack open the anti-union South and win victories for working people all across this region."



A march for "Dignity and Justice" was held in Laurel, Miss. in support of Local 882 of the International Chemical Workers Union.

Polish Power! Workers Strike for Liberty

HUNDREDS of thousands of striking workers who paralyzed Poland's shipyards, factories and coal mines for close to three weeks won a stunning victory this month as the Polish government bowed to their demands for worker-controlled trade unions, among other issues.

Strikers at shipyards in Gdansk,

in northern Poland, were the first to walk off their jobs and the first to sign an accord with the government.

Hammered out in meetings between strike leaders and a team of government negotiators, the Polish government agreed to a package of demands unprecedented in a Soviet-bloc country. The agreement includes:

- the right of workers to strike and to form independent trade unions;
- an easing of official censorship;
- job promotion by merit rather than based upon membership in the Communist Party.

The strikers also demanded the release of jailed political dissidents, a demand which the Polish government has reportedly complied with.

But Poland's problems did not end with the apparent settlement of the shipyard workers strikes. Even as those jubilant workers returned to their jobs and as striking longshore

employees in the port city of Szczecin, 200 miles west of Gdansk began unloading the first of dozens of waiting ships, more than 150,000 coal miners walked off their jobs in Silesia.

The striking Polish workers captured the international limelight and support from many quarters.

President Carter reportedly sent messages directly to Chancellor Helmut Schmidt of West Germany, Prime Minister Margaret Thatcher of Britain and Pres. Valery Giscard d'Estaing of France urging the West to "respond sympathetically" to expected requests for large-scale economic aid from Poland after all the strikes were settled.

U.S. Longshoremen showed their solidarity with the striking Poles by refusing to handle Polish cargo. In addition, the United Auto Workers contributed \$25,000 to an international fund for the strikers.

Notice On Job Call Procedure (Inland)

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

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

Dispatchers Report for Inland Waters

JULY 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 | 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 | 1 | 0 |
| Baltimore | 2 | 3 | 3 | 0 | 0 | 0 | 6 | 9 | 7 |
| Norfolk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tampa | 1 | 2 | 1 | 0 | 2 | 1 | 5 | 1 | 1 |
| Mobile | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 |
| New Orleans | 1 | 3 | 8 | 1 | 1 | 6 | 4 | 6 | 5 |
| Jacksonville | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| San Francisco | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wilmington | 1 | 6 | 5 | 0 | 1 | 1 | 8 | 8 | 9 |
| Seattle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Puerto Rico | 8 | 9 | 6 | 0 | 5 | 1 | 13 | 8 | 10 |
| Houston | 46 | 5 | 11 | 44 | 4 | 1 | 35 | 4 | 22 |
| Port Arthur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Algonac | 7 | 2 | 7 | 1 | 0 | 3 | 8 | 3 | 14 |
| St. Louis | 1 | 18 | 0 | 1 | 18 | 0 | 0 | 0 | 0 |
| Piney Point | 4 | 6 | 73 | 0 | 0 | 3 | 9 | 12 | 155 |
| Paducah | 73 | 54 | 115 | 47 | 31 | 16 | 93 | 55 | 225 |
| Totals | | | | | | | | | |
| 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 | 1 | 0 | 0 |
| Baltimore | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Norfolk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 |
| Tampa | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mobile | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Orleans | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Jacksonville | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| San Francisco | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 2 |
| Wilmington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seattle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Puerto Rico | 1 | 1 | 0 | 1 | 1 | 1 | 1 | 2 | 1 |
| Houston | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Port Arthur | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Algonac | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| St. Louis | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Piney Point | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1 | 3 |
| Paducah | 1 | 2 | 5 | 1 | 2 | 1 | 5 | 5 | 11 |
| Totals | | | | | | | | | |
| 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 | 1 | 0 | 0 |
| Baltimore | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Norfolk | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tampa | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 0 | 1 |
| Mobile | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Orleans | 1 | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 |
| Jacksonville | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| San Francisco | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 1 |
| Wilmington | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Seattle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Puerto Rico | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 |
| Houston | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Port Arthur | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 |
| Algonac | 0 | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 3 |
| St. Louis | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Piney Point | 3 | 0 | 4 | 0 | 0 | 0 | 5 | 2 | 13 |
| Paducah | 6 | 1 | 12 | 3 | 1 | 3 | 12 | 3 | 19 |
| Totals | | | | | | | | | |
| Totals All Departments | 80 | 57 | 132 | 51 | 34 | 20 | 110 | 63 | 255 |

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

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

Legal Aid

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

NEW YORK, N.Y.

Schulman & Abarbanel
350 Fifth Avenue
New York, N.Y. 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,
Walsh & Ritchie
100 Bush Street, Suite 440
San Francisco, California 94104
Tele. (415) 981-4400

Philip Weltin, Esq.

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

ST. LOUIS, MO.

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

NEW ORLEANS, LA.

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

LOS ANGELES, CALIF.

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

MOBILE, ALA.

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

DETROIT, MICH.

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

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



Algonac-Great Lakes

Both construction companies building the Arrowhead Bridge spanning the Duluth, Minn.-Superior, Wisc. Harbor are now under SIU contract.

They are Edward Kraemer & Sons and the Johnson Brothers Co.—both top-to-bottom SIU.

The bridge builders are working from both sides of the span planning to end up in the middle of the bridge when completed.

* * *

The Luedtke Engineering Co. is working on two dredging jobs. They're deepening the harbors at Ashtabula, Ohio and Sebowaing, Mich.

Philadelphia

IOT Boatmen here have received their 3rd year of the contract wage increase of 7 percent plus a 7 percent increase in the Cost of Living Allowance (COLA). Boatmen of the IOT's Gellethin fleet also got the 14 percent wage and COLA increases.

Baltimore

Harbor Towing here late last month took delivery of the 22 ton, 1,800 hp *Tug Explorer*. The tug draws 14 feet 6 inches and is 95 feet long and has a 27 foot beam. She carries a crew of seven.

The company has also chartered *IOT Barge 40*. The barge will carry two men.

* * *

Recently Harbor Towing Boatmen received a 15 percent wage increase.

Norfolk

Northeast Towing Boatmen have ratified a new, three-year contract containing the Union's Class A Welfare Plan, Vacation Plan and a \$5. a day wage hike in the first year of the contract.

Inland Rivers

A toll-free telephone service providing medical information for Boatmen on a 24-hours-a-day, 7 days-a-week basis is now available from the USPHS Seafarers Health Improvement Program (SHIP).

The phone 800 number-dialed network will enable Boatmen to

locate the nearest USPHS Hospital, outpatient clinic or contract doctor.

In the U.S., the number is 800,231-SHIP (7747). In Texas, it's 800,392-SHIP.

SHIP is a cooperative effort of the USPHS, Federal agencies and the inland waterways industry. About 85,000 rivermen are eligible for the service. They must have at least 60 days of worktime on a boat to be eligible.

The USPHS will make no attempt to "practice medicine over the telephone" but will refer Boatmen to the closest possible medical center or hospital emergency room.

Tenn-Tom Waterway

By Oct. 15, U.S. Judge William Keady will rule on what remaining environmental and economic issues should be tried in a new suit, date to be named, challenging construction of the Tennessee-Tombigbee Rivers Waterway.

The Louisville & Nashville Railroad and environmentalists are the plaintiffs.

By the Year 2,000

A study finds that towboat crew size will only be slightly reduced during the rest of the century.

- Towboats will continue to be built at a rate of 90 to 110 boats a year with an average horsepower of about 4,000 hp. About 40 of them will be major river line-haul towboats exceeding 10,000 hp.

- Medium speed diesel engines will be used aboard Lower Mississippi River line-haul towboats.

- Bow boats will become increasingly dependable and common on line-haul integrated tows.

- The barge fleet will continue to be composed of deck, hopper and tank barges. Hopper barges of integrated box and rake configurations will continue to be built for dry bulk unit tows, but at levels below peak 1975-77 output. The tank barge fleet will grow slowly, primarily as specialized parcel compartments and independent tank barges are delivered.

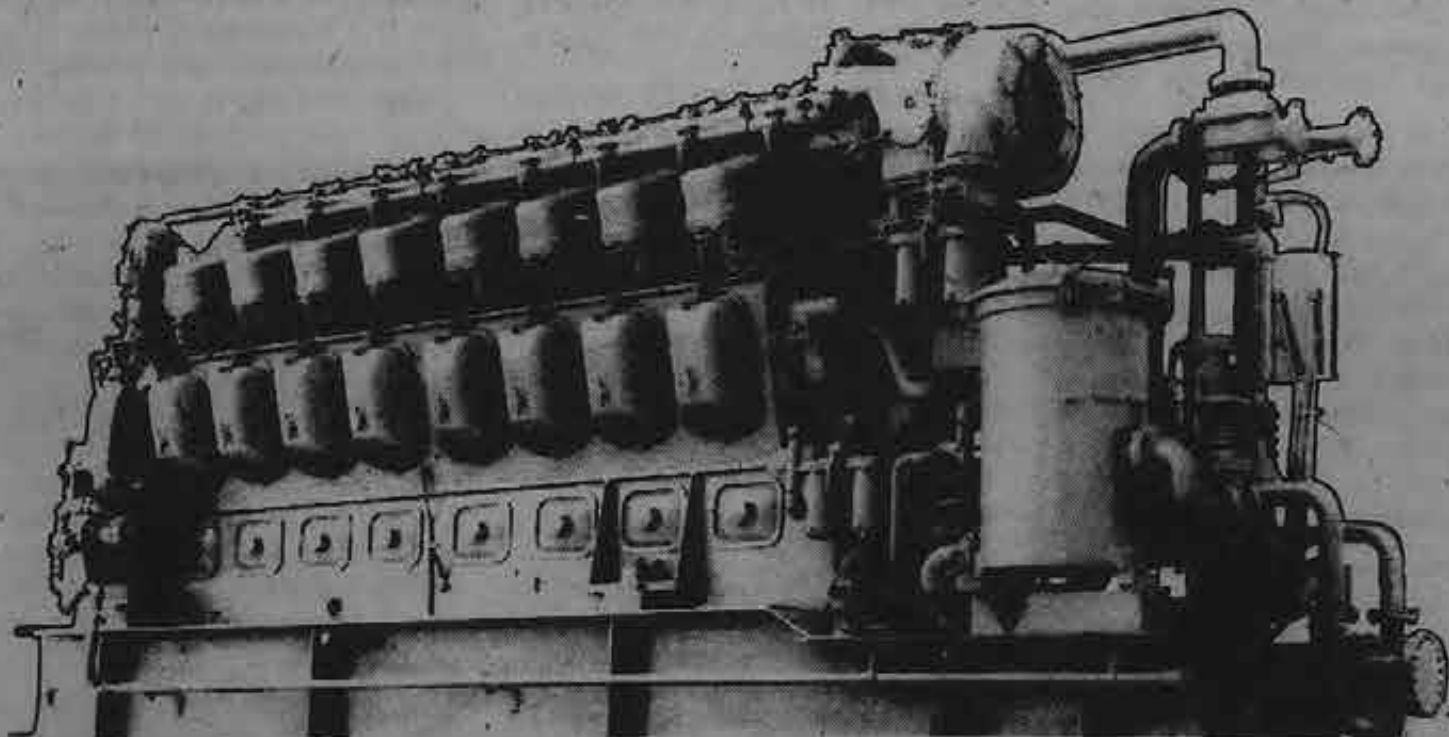
- Total waterborne cargo handled by mid-America's riverports will increase by 31 percent between 1980 and 1990—growing from over 900 million long tons in 1980 to almost 1.2 billion long tons in 1990.

- Commodities which will have high growth rates are grains, coal, petroleum products, fertilizers and chemicals.

- Over the next 20 years, 13 locks and dams will reach capacity. Unless these bottlenecks are removed, they, along with waterway user charges, could reduce waterborne traffic by as much as 16 percent.

- Oklahoma, Arkansas, Alabama, Wisconsin and Minnesota will have the largest percentage increases in traffic. Louisiana, Alabama, Illinois and Missouri can expect the greatest absolute increases in traffic.

Do You Know How to Make This Work?



NO?

Well learn how—it only takes four weeks. That's right. In just four weeks, you can learn basic diesel theory and operations. This means new job opportunities for you. Where? Aboard the diesel-powered U.S. flag ships under contract with the SIU.

YES?

Terrific! Then enroll in the eight-week diesel engineering course at HLS. Get your license and get ahead. Every student who took this course has gotten his license. So join the crowd of seafarers who've improved their pay and job security.

• **Get Your Diesel Engineering License at HLS** •

Unlicensed - Course starts October 27 thru November 21
Licensed - Course starts October 27 thru December 19

IOT Mulls the Sale Of Tug-Barge Fleet To Southern Natural

Interstate Ocean Transport (IOT) of the port of Philadelphia tentatively agreed last month to sell its tug and barge business and subsidiaries for more than \$100 million to Southern Natural Resources Inc. of Birmingham, Ala.

IOT has assured the SIU that the sale would not affect its manning and contractual agreements.

After the sale, which is subject to a final agreement and Government approvals, the IOT Corp. will continue its tanker management services and chartering operations.

Southern Natural is a holding company with interests in the energy field.

IOT operates 37 tugs and 52 oil tank barges with annual revenue of more than \$100 million operating in the North Atlantic, Gulf and Caribbean.

It's owned by the Adrian S. Hooper family. He's chairman, president and chief executive officer. And he'll head IOT as a unit of Southern Natural Resources.



Bernard Douglas Burns Jr., 56, died of cancer in Providence Hospital, Mobile on Apr. 26. Brother Burns joined the SIU in the port of Mobile in 1956

sailing as a fireman-watertender, pumpman and engine delegate. He also worked in the Mobile Ship Repair Yard. Seafarer Burns graduated from the Mobile Andrew Furuseth Training School in 1959. Born in La Samye Stauzer, Miss., he was a resident of Mobile. Burial was in Catholic Cemetery, Mobile. Surviving are his widow, Gertrude and a sister, Mrs. Martha Palmer of Mobile.



Walter "Blackie" Doucet, 59, died of a hemorrhage in the New Orleans USPHS Hospital on Jan. 11. Brother Doucet joined the SIU in the port of New Orleans in

1956 sailing as a chief cook and baker. Brother Doucet began sailing in 1938. In 1964, he sailed inland with Coyle Towing, Red Circle Towing and with Dixie Carriers. He was also a warehouseman and worked for the Yellow Cab Co. And he was a member of the Baker's Union. Seafarer Doucet was a veteran of the U.S. Army in World War II. A native of Crowley, La., he was a resident of Marrero, La. Interment was in Westlawn Memorial Park Cemetery, Gretna, La. Surviving are his widow, Rita; four sons, Walter Jr., Joseph, Emile and Donald; three daughters, Rebecca, Mary and Cathy; a stepdaughter, Linda Dupuy; three brothers, Willard, John and Gilbert, and six grandchildren.

Pensioner Hing Gay Lew, 69, died of heart failure in the Pacific Convalescent Hospital, San Mateo, Calif. on Feb. 14. Brother Lew joined the MC&SU in the port of San Francisco sailing in the steward department for APL for 20 years. He first sailed in 1945. Seafarer Lew was born in China and was a resident of San Francisco. He was a naturalized U.S. citizen. Interment was in Look San Cemetery, Colma, Calif. Surviving are his widow, Lim Lin Tai Chew See Low of Kowloon, Hong Kong; two sons, Eugene of Daly City, Calif. and Yan Vau Chan of San Francisco and a brother, Way Ling Lee of Long Beach, Calif.

Pensioner Charles E. Tatarski, 68, died of natural causes in the Eger Nursing Home, Staten Is., N.Y. on Mar. 20. Brother Tatarski joined the MC&SU in 1945 in the port of San Francisco sailing as a chief cook. He was born in Ohio and was a resident of Bayonne, S.I., N.Y. Interment was in Holy Cross Cemetery, North Arlington, N.J. Surviving is a sister, Mrs. Regina Peszcynski of New York City.

Thomas David Ballard Jr., 59, succumbed to heart-lung failure in the Nassau Bay (Tex.) USPHS Hospital on Mar. 29. Brother Ballard joined the

SIU in the port of San Francisco in 1955 sailing as a chief steward. He was a conductor on the Great Northern and Southern Union Pacific Railroads from 1937 to 1941. And he was a member of the Order of Railroad Conductors and Switchmen Union of America. He was a veteran of the U.S. Army Infantry before World War II. Born in San Antonio, Tex., he was a resident of Houston. Burial was in Hollywood Cemetery, Houston. Surviving are his widow, Cora Lee; a daughter, Linda of Houston; his mother, Mrs. Margaret Johns of Houston and a stepson, John H. Stafford.



Pensioner William Joseph Shadeck, 62, died of heart failure in Doctor's Osteopathic Hospital, Erie, Pa. on Jan. 27. Brother Shadeck joined the Union in the port of

Detroit in 1958 sailing as an oiler for 41 years. He sailed on the *Str. Hennepin* (Boland & Cornelius) from 1958 to 1972. Laker Shadeck was born in Karthaus, Pa. and was a resident of Erie. Burial was in Calvary Cemetery, Millcreek Twp., Erie. Surviving are his widow, Julia; a son, Ronald; two daughters, Rosilynn and Remilee and his parents, Mr. and Mrs. Joseph and Mae Shadeck of Erie.

Pensioner Eddie M. Morton, 72, succumbed to arteriosclerosis at home in Seattle on Apr. 11. Brother Morton joined the MC&SU in the port of Seattle in 1957 sailing as a chief cook. He began sailing in 1944. Seafarer Morton was born in Mississippi. Cremation took place in the Bonney Watson Crematory, Seattle. Surviving is his widow, Arlene.

Pensioner Leon Herrera Nunez, 73, passed away from heart-lung failure at home in Seattle on Dec. 16, 1979. Brother Nunez joined the MC&SU in the port of Seattle in 1959 sailing in the steward department. He also sailed during World War II. Seafarer Nunez started sailing in 1930. Burial was in Greenland Cemetery, Alderwood Manor, Wash. Surviving are his widow, Mary; two sons, Leon Jr. and Edward and a daughter, Adela.

Pensioner James Elbert Bode, 53, died of heart failure at home in Aliia, Hawaii on Oct. 14, 1979. Brother Bode joined the MC&SU in 1945 in the port of San Francisco sailing for APL. He also sailed as steward and head bartender on the *SS President Cleveland* (APL). Seafarer Bode was a veteran of the U.S. Army during the Korean War serving as a PFC truck driver for the 6th Infantry Div., Hdqs. Co., Schofield Barracks, Honolulu, Hawaii. He was a native of Hawaii. Cremation took place in the Oahu Crematory, Honolulu. Surviving are his widow, Peggy; two stepdaughters, Karen P. and Susan Ritschel; his parents, Mr. and Mrs. Charles and Mae Bode of Kaneohe, Oahu, Hawaii; a brother, Howard of Kaneohe and a sister, Mrs. Abigail J. Gomard of Honolulu.



Pensioner Ernest James Vanderberry, 74, died on Jan. 29. Brother Vanderberry joined the Union in the port of Baltimore in 1960 sailing as a chief engineer for Curtis Bay Towing from 1948 to 1958 and for NBC Lines from 1959 to 1971. He was a union member since 1952. Boatman Vanderberry was born in Norfolk and was a resident there. Surviving are his widow, Birtie and a brother, John of Norfolk.



Patrick "Pat" Edward Kinsella, 38, died on Aug. 29, 1979. Brother Kinsella joined the Union in the port of Saulte Ste. Marie, Mich. in 1968. He sailed as

a dredgeman and scowman for the Great Lakes Dredge and Dock from 1967 to 1979, Dunbar and Sullivan, Construction Aggregates, Luedtke Engineering Co. and the Reiss Steamship Co. Laker Kinsella was a veteran of the U.S. Navy in the Vietnam War. He was born in Saulte Ste. Marie and was a resident of Brimley, Mich. Interment was in Hillcrest Cemetery, Paco, Mich. Surviving are three sons, William of Brimley, Keith and Kenneth; two daughters, Kelly and Tina; his parents, Mr. and Mrs. William and Myrtle Kinsella; a brother, William and a sister.

Pensioner David Matthew Steele, 88, died of natural causes in the Queens (N.Y.C.) Hospital Center on Apr. 8. Brother Steele joined the MC&SU in 1939 in the port of San Francisco sailing as a chief cook. He was aboard the torpedoed *SS Alaskan* in 1942. Born in Jamaica, B.W.I., he was a resident of St. Albans, Queens. Burial was in L.I. National Cemetery, Farmingdale, Lynbrook, N.Y. Surviving is a daughter, Mrs. Reginald Grange Sr. of St. Albans.

Albert Edwin Gordon, 59, drowned in Atchafalaya Bay, Alabama when he slipped off a shell dredge barge and was swept away on Feb. 23. Brother Gordon joined the Union in the port of Mobile in 1974 sailing as a deckhand and cook on the *Towboat Mallard* (Radcliff Materials) from 1973 to 1979. He was also a shoot operator and was a former member of the International Assn. of Machinists and Aerospace Workers Union and the Woodworkers Union. Boatman Gordon was a veteran of the U.S. Army Air Corps in World War II. Born in Sandpoint, Ida., he was a resident of Andalusia, Ala. Interment was in Bethel Cemetery, Andalusia. Surviving are four sons, Jan, Cecil, Robert and Edward of Andalusia; a daughter, Lynelle also of Andalusia and a brother, Theodore.

Pensioner Joseph Pfahnl, 91, passed away in the San Francisco USPHS Hospital on Jan. 12. Brother Pfahnl joined the MC&SU in 1937 in the port of San Francisco sailing as a cook. He also sailed during World War II. Seafarer Pfahnl was born in Australia, was a naturalized U.S. citizen and was a resident of San Francisco. Cremation took place in the Cypress Lawn Memorial Park Crematory, Colma, Calif. Surviving are his widow, Mary and two sons, John and Jose.

Pensioner James Lear, 69, passed away from cancer in the San Francisco USPHS Hospital on Apr. 8. Brother Lear joined the SIU in the port of Wilmington, Calif. in 1959 sailing as a bosun. He sailed 35 years. Seafarer Lear was born in Lake Providence, La. and was a resident of San Francisco. Burial was in Fernwood Cemetery, Mill Valley, Calif. Surviving are his widow, Fusae Suzeuki; a daughter, Kaneko Shimo, both of Yokohama, Japan and a stepmother, Mrs. Frank Lear of Slidell, La.



Samuel Joseph Castle III, 29, was lost at sea at night off the lookout bow of the *SS Santa Maria* (Delta Lines) near Callao, Peru on Apr. 22. The ship,

Peruvian Coast Guard and planes searched the area of moderate seas in vain. Brother Castle joined the SIU in the port of New Orleans in 1967 sailing as an OS. He graduated from the HLS Entry Trainee Program, Piney Point, Md. Seafarer Castle was born in New Orleans and was a resident of Oakland Calif. Surviving are his widow, Lona Louise; a son, Samuel Joseph IV and his parents, Mr. and Mrs. Samuel Joseph and Joyce J. Castle of New Orleans.

Pensioner Luis M. Oroz Cabaret Jr., 69, died of heart failure in San Juan, P.R. on Feb. 20. Brother Cabaret started sailing on the West Coast in 1946 sailing as an assistant cook. He sailed for the Grace and States Lines. Born in San Juan, he was a resident of Santurce, P.R. Burial was in Holy Cross Cemetery, San Francisco. Surviving are his widow, Emma; two sons, Carlos and Luis Jr. a daughter, Mrs. Elba Navarro of San Francisco and a sister, Mrs. Victoria M. Cabaret.

Judson Powell Lanile Lamb, 60, died in the USPHS Hospital, Richmond, Ga. on Feb. 10. Brother Lamb joined the SIU in the port of Houston in 1955 sailing as a chief steward. He started sailing in 1937. And he sailed for Moran Towing of Texas in Port Arthur. Seafarer Lamb was born in Georgia and was a resident of Houston. Cremation took place in the Rosehill Crematory, Linden, N.J. Surviving are his widow, Anne; two stepdaughters, Melissa Dozier Jackson and Toni Jackson, and an aunt, Mrs. Alice Banks of Augusta, Ga.

Pensioner Carlos Castillo, 82, succumbed to heart failure in the Kaiser Foundation Hospital, Panorama-Harbor City, San Francisco on July 18, 1979. Brother Castillo joined the MC&SU in the port of Wilmington, Calif. sailing as a pantryman on the *SS Angelo Petri*. He sailed first in 1924. Seafarer Castillo sailed for 50 years and during World War II. Born in Peru, he was a resident of Wilmington, Calif. Burial was in All Souls Cemetery, Long Beach, Calif. Surviving are his widow, Catalina; two stepsons, Robert and John Flores of Wilmington and a stepdaughter, Lupe Finbres, of Wilmington.

A History of the Seamen's Movement, Part II

by John Bunker

It was almost 100 years ago that American seamen belonging to various unions realized the need for a strong, single voice to speak for the sailor in the halls of Congress and in attempts to improve his economic situation. Convening in Chicago in April of 1892, representatives from the Pacific and Gulf Coasts and the Great Lakes formed the National Seamen's Union of America, later to become the International Seamen's Union.

A constitution was drafted, national officers were elected, and a chief organizer was appointed. Charles Hagen was the first president; Thomas Elderkin the first secretary and James McLaren the first national organizer.

These officers were not just pie cards. They had solid seagoing backgrounds, a record of labor organizing, and a resounding zeal for the sailor's cause.

A native of Germany, Hagen sailed for 15 years on windjammers under many flags. A man of unusual energy and imagination, he organized the Gulf Coast union of seamen and firemen and the New Orleans Marine Council, an influential group of marine engineers, captains, pilots and other maritime workers...a close parallel to our important Port Councils today! He was president of the Gulf Coast union.

Secretary Elderkin, a native of England, was also a deep water sailor who had become aroused over the conditions of seamen after making a voyage on the "hellship" *Waterloo*, notorious for the brutality of its officers. He shipped on the Great Lakes for some years and helped to organize the Lakes Seamen's Union; also lent his talents to organizing the Chicago building employees. He was president of the LSU.

Organizer McLaren was a Nova Scotian who joined the Sailor's Union of the Pacific in 1887 and served as an officer in various capacities. According to an article in the *Coast Seamen's Journal* of 1893, McLaren was a man of "shrewd energy and unswerving devotion to the sailors' cause...feared and respected by all enemies of seamen," especially the crimps.

Seamen enjoying the comparative luxury of today's ships and the good food and high wages won by Union efforts in the past 50 years will be amazed by what seamen of 1915 hailed as the major achievements of this legislation.

The Seamen's Bill provided a two watch system for the deck force, and

a three watch system for the engine gang, plus a maximum nine hour working day in port. It set a more liberal schedule for rations and a minimum of 100 cubic feet of space per man in the fo'cs'les. Previously, each man had been allotted 72 cubic feet, which Furuseth described as "too large for a coffin too small for a grave." Also, the law specified that bunks in fo'cs'les could be no more than two high.

The law also decreed that 75 percent of the crew must be able to understand commands given in the English language.

Spurred by the sinking of the *Titanic* and other marine disasters, the act was also concerned with more safety at sea: better qualified seamen, more and better lifeboats and more seaworthy condition of ships.

It brought about historic improvements in the life of the sailor.

For one thing, the law decreed that the sailor no longer could allot part of his wages to creditors before signing on a vessel. This sounded the death knell to crimps, shanghaiers and shady boarding house keepers who had preyed on the sailor, taking a "mortgage" on his wages in exchange for food, lodging, drinks and clothes.

And no longer could the seamen be imprisoned on charges of desertion if he left his ship before the end of a contracted voyage. It also prohibited corporal punishment for offenses aboard ship.

For these reasons, the ISU hailed the Seamen's Bill as "the emancipation proclamation for seamen of the world."

It was union support that financed the years of effort necessary to arouse Congressional and public support for the seamen's cause and successfully guide the Seamen's Bill on its rocky and often tempestuous course through Congress. Its eventual passage was a tribute to union organization and to Andrew Furuseth, who had devoted 20 years to the seamen's cause in Washington.

THE National Seamen's Union was set up as a federation of a number of independent unions, including the Sailor's Union of the Pacific, which was the sparkplug in its organization; the Lake Seamen's Union, the Atlantic Coast Seamen's Union and the Seamen's and Firemen's Union of the Gulf Coast. The Atlantic Coast Seamen's Union had been in existence since 1889 but had not been very effective and was in such poor financial shape that it could not even afford to send a delegate to the Chicago convention of 1892. It could only afford a "good luck" telegram.

The new federation wasted no time...nor did organizer McLaren.

Within a year the dues paying membership of the "weak sister," the Atlantic Coast Union, was increased



Andrew Furuseth

from about 400 to over 1,000; several branches were reorganized, and wages had been boosted by about \$12 a month. By the time of the new federation's second annual convention at New Orleans in 1893, the Atlantic Coast union was considered to be "on a fair way to becoming the largest seamen's union in the world." This prediction was actually realized in World War I.

The ISU supported a determined effort to improve the conditions of seamen through Congressional legislation eliminating abuses which had plagued the seamen's lot for generations. This battle was spearheaded by Andrew Furuseth, Washington representative of the Sailor's Union of the Pacific since 1893 and

its long-time secretary. He devoted the better part of a lifetime to fighting the sailor's battles in Washington.

FURUSETH was elected President of the ISU in 1908 and from that time on was the respected voice of all American seamen, not only in the halls of Congress but in the press and to the hundreds of groups to whom he spoke on behalf of the "sailor's cause."

Over the years several pieces of legislation were passed by Congress on behalf of seamen but it was the Seamen's Bill of 1915 that crowned all such efforts for the sailor and has rightly been called "the Magna Charta of the American seaman."

The bill was sponsored for Furuseth and the ISU by Sen. Robert M. LaFollette of Wisconsin and was actively supported by Secretary of Labor William B. Wilson and a number of other Congressmen. Furuseth labored for it passionately and untiringly day and night.

After a two-year battle in Congress, the bill was signed by President Wilson on March 4, 1915.

Correction

In the first installment of the Union history, *SIU Log*, June issue, the fourth paragraph in the third column should read: In the following year, seamen on steamships formed the Steamship Sailor's Protective Association, which merged in 1891 with the Coast Seamen's Union under the name Sailors Union of the Pacific.

"I swore I would never come home again till I was a pilot and could come home in glory."

Mark Twain, "Life on the Mississippi"



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We'll help you go home in glory!

John Bunker is director of the Seafarers Historical Research Department.



Irvin Joseph Gorgas, 55, joined the SIU in 1944 in the port of New York sailing in the deck department. Brother Gorgas is a veteran of the U.S. Army during the Korean War. He was born in Chicago, Ill. and is a resident of Mandeville, La.



Robert Fitzgibbons Grant, 64, joined the SIU in 1947 in the port of New York sailing as a chief steward. Brother Grant hit the bricks in both the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. He is a former member of the Amalgamated Butchers Union. Seafarer Grant is a wounded veteran of the U.S. Army Infantry in World War II. Born in Oblong, Ill., he is a resident of Houston.



Joseph Ernest Hannon, 64, joined the SIU in 1938 in the port of Mobile sailing as a chief steward. Brother Hannon was born in Mobile and is a resident there.



Sanford Kemp, 55, joined the SIU in the port of Savannah, Ga. in 1960 sailing as a chief cook. Brother Kemp sailed 29 years. He is also a florist. Seafarer Kemp is a veteran of the U.S. Navy in the Korean War. A native of Lyons, Ga., he is a resident of Statesboro, Ga.



Juan Gomez Rios, 65, joined the SIU in 1939 in the port of Philadelphia sailing as an oiler and fireman-watertender. Brother Rios sailed 44 years. He was born in Fajardo, P.R. and is a resident there.



Warren Conner, 62, joined the SIU in 1938 in the port of Philadelphia sailing as a bosun. Brother Conner was born in Bath, N.Y. and is a resident of New Orleans.



Bjarne Jensen, 65, joined the SIU in 1947 in the port of Baltimore sailing as a fireman-watertender. Brother Jensen sailed 49 years. He was born in Ostre Aker, Oslo, Norway and is a naturalized U.S. citizen. Seafarer Jensen is a resident of Seattle.



Angelo Meglio, 61, joined the SIU in 1940 in the port of New York sailing as a chief electrician and QMED. Brother Meglio was a crane maintenance electrician on the Sea-Land and Puerto Rico Marine Shoregangs, Port Elizabeth, N.J. from 1976 to 1980. He walked the picketline in the 1962 Robin Line strike, and he attended the Union-MEBA School of Marine Engineering, Brooklyn, N.Y. Seafarer Meglio was elected to the SIU Quarterly Finance Committee in 1976. In 1972, he upgraded at Piney Point, a native of Brooklyn, he is a resident of Piscataway, N.J.



Dominick M. Ravosa, 68, joined the SIU in 1946 in the port of New York sailing as a chief cook. Brother Ravosa sailed 36 years. He also was a ship's delegate and sailed in the Vietnam War. Born in Massachusetts, he is a resident of Houston.

Pensioner's Corner



Erik Aleksander Heimila, 64, joined the SIU in the port of New York in 1968 sailing as an AB. Brother Heimila is a veteran of the Finnish Coast Guard before World War II. He was born in Finland, is a naturalized U.S. citizen and is a resident of Ronkonkoma, L.I., N.Y.



John Edward Adams, 52, joined the SIU in the port of New Orleans in 1954 sailing as a chief steward since 1964. Brother Adams sailed 32 years. He is a former member of the Marine Allied Workers Union. Seafarer Adams was born in New Orleans and is a resident there.



Recertified Bosun Daniel David Backrak, 55, joined the SIU in the port of Baltimore in 1955. Brother Backrak sailed 28 years and during the Vietnam War. He graduated from the Union's Recertified Bosuns Program in 1975. Seafarer Backrak is a veteran of the U.S. Army in World War II. Born in South Dakota, he is a resident of Reno, Nev.



Wilbur Elmer Coutant, 58, joined the SIU in 1943 in the port of Mobile sailing as a bosun. Brother Coutant sailed 44 years. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Coutant was born in Honduras, Central America. He is a resident of Corpus Christi, Tex.



James Michael Faust, 68, joined the SIU in the port of New York in 1960 sailing as a chief electrician and QMED. Brother Faust sailed 39 years. He also sailed during the Korean War. Seafarer Faust graduated from the Union MEBA District 2 School of Marine Engineering, Brooklyn, N.Y. as a 2nd assistant engineer in 1966. Faust also took LNG training. He is a veteran of the U.S. Air Force. A native of Downingtown, Pa., he is a resident of Baltimore.



Joseph George Gorofinkle, 64, joined the SIU in the port of New York in 1954 sailing as a cook, waiter and bartender for 28 years. Brother Gorofinkle sailed aboard the Delta Line. He also upgraded at the HLS. Seafarer Gorofinkle was born in Brooklyn, N.Y., he is a resident of New Orleans.



Thomas Edgar Frazier, 56, joined the SIU in 1947 in the port of Baltimore sailing as a deck engineer. Brother Frazier sailed 36 years. He attended the MEBA School of Marine Engineering, Brooklyn, N.Y. in 1966. He is a veteran of the U.S. Navy in World War II. Seafarer Frazier was born in Virginia and is a resident of Elkton, Va.



Herman T. Wilkerson, 60, joined the SIU in 1945 in the port of Mobile sailing as a chief pumpman and LNG QMED. Brother Wilkerson sailed 35 years. He upgraded at the HLS in 1973, 1974 and 1975. Seafarer Wilkerson is a veteran of the U.S. Army in World War II. He was born in Alabama and is a resident of Theodore, Ala.



Walter Beyer, 62, joined the SIU in 1940 in the port of Savannah sailing as a fireman-watertender. Brother Beyer was born in Buffalo, N.Y. and is a resident of New Orleans.



Harold Mack Gooding, 64, joined the SIU in the port of Jacksonville in 1970. Brother Gooding sailed 15 years. He is a veteran of the U.S. Army in World War II. Born in Florida, he is a resident of Jacksonville.



Victor Ludwig Johnson, 65, joined the Union in the port of Detroit in 1960 sailing as an AB and wheelsman for the Reiss and American Steamship Cos. Brother Johnson sailed 31 years. He was born in Michigan and is a resident of River Rapids, Mich.



Linwood L. Bowden, 64, retired in June 1979. Brother Bowden joined the Union in the port of Norfolk sailing in the inland field. He is a resident of Norfolk.



Pazely Van Millican, 64, joined the SIU in 1943 in the port of Norfolk sailing as a fireman-watertender. Brother Van Millican sailed 47 years. He was also an engine delegate. Seafarer Van Millican was on the picketline in the 1961 N.Y. Harbor beef. A native of Leland, N.C., he is a resident of Virginia Beach, Va.



Jesse Garland Hassell, 62, joined the Union in the port of Baltimore in 1958 sailing as a chief engineer for the Independent Towing Co. from 1963 to 1972, GATCO in 1957 and IOT from 1954 to 1957. He was a former member of the IBL, Districts 50 and 333, Local 1800. Boatman Hassell is a veteran of the U.S. Army during World War II. Born in Elizabeth City, N.C., he is a resident of Claymont, Del.



Vernon E. Guidley, 65, joined the Union in the port of Norfolk in 1967 sailing as a chief engineer. Brother Guidley sailed for McAllister Brothers from 1967 to 1972. He was a member of the Engineers Union, Local No. 9 from 1951 to 1964. He is a veteran of the U.S. Coast Guard in World War II. A native of Cape Hatteras, Buxton, N.C., he is a resident of Chesapeake, Va.



Manuel Enrique F. Alonso, 65, joined the SIU in 1942 in the port of New York sailing as a bosun. Brother Alonso hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. He was born in Puerto Rico and is a resident of Lake Hopatcong, N.J.



Paul Brantley Powell, 55, joined the Union in the port of Norfolk in 1958 sailing as a deckhand for the Chesapeake & Ohio Railroad (C&ORR) from 1956 to 1980. Brother Powell is a veteran of the U.S. Army in World War II. He was born in North Carolina and is a resident of Hampton, Va.

SIU Rebutts Misguided Missile in Ship Mag

While searching for answers to the many problems plaguing the U.S. maritime industry, an editorial in the monthly magazine *American Shipper* drew some misguided conclusions.

The editorial in the magazine's July, 1980 edition titled "A Ship in Need of Direction," was, itself, in need of a guiding light. The magazine claimed that the U.S. maritime industry would be more competitive if U.S. maritime unions would agree to reduce manning scales.

Not so, said SIU President Frank Drozak. In a strong, well-documented reply to *American Shipper's* July editorial, Drozak set the record straight regarding the SIU's position on manning.

The arguments contained in Drozak's statement, which appeared on page 2 of *American Shipper's* September issue, were so ironclad that the magazine's editor was forced to concede: "Frank Drozak's point is well taken."

Reprinted below is Drozak's "Letter to the Editor" of *American Shipper*, in its entirety. Also reprinted is the response to Drozak's letter from the magazine's editor, David A. Howard.

"You make a statement in your July 1980 editorial, 'A Ship in Need of Direction,' to which I must take strong exception. I am referring to your observation that 'American maritime labor must become competitive' by 'changing manning

requirements written into labor contracts."

While there may be some isolated instances where a vessel is overmanned, as a general rule, manning levels are not the problem for operators that they once may have been. American labor has been acutely sensitive to the need of our industry to be competitive. Speaking for our own organization, it ought to be noted for the record that we have been aggressive in working with management to develop manning scales that enable them to compete, consistent with our concern for crew safety.

The growth in our productivity compares very favorably with that of other American industries. Let me just cite a few specific instances. In 1946, a T-2 tanker could move 390 deadweight tons (dwt) per man. Today a VLCC can carry 9,464 dwt per man, and a ULCC can carry as much as 13,929 dwt per crewman. The 1946 T-2 tanker called for a crew of 41 to move 16,000 dwt. The modern ULCC calls for only 28 men to move 390,000 dwt.

This increase in productivity extends to all types of vessels. For example, a 1946 Victory ship required 44 men to haul 10,000 tons of cargo. Today's container ships need only 38 crewmen to move 27,000 tons. A 1946 tug used 24 men to move 5,000 dwt; a modern towboat can move 45,000 dwt with nine crewmen.

That there are limits to which crew

size can be reduced is universally acknowledged by the industry. Here is what an objective source, the British publication *Fairplay International Shipping Weekly*, said of this matter earlier this year:

On the vexed subject of crew reduction, dare we suggest that there is probably little room for further reduction... Sooner or later we have to consider the social problems of having a dozen men in a gigantic empty ship, rather like lighthouse keepers, and also the relative costs of maintenance ashore and afloat could itself halt the trend. Sooner or later there is going to be a casualty where the cause will be ascribed to undermanning; and insurance interests, we can assume, will not be silent over such issues.

Even if safety were not an issue, even if crew sizes could be cut in half, the problems of the American merchant marine would not be solved. There is a whole range of reasons why the U.S. fleet is in trouble, including one very large one that your editorial overlooks: the world of international shipping is not a free marketplace. So long as the U.S. clings to the myth that it is, we are going to be in trouble. In any event, I want the record to be clear that our organization has been fully aware of the need of the American operator to be competitive in the world marketplace and we act accordingly."

Following is a reply to Drozak's letter from David A. Howard, editor of the *American Shipper*.

Frank Drozak's point is well taken.

In private discussions, I have often expressed the wish that other maritime unions were as cooperative as the SIU in the effort to maintain a healthy, competitive American merchant marine. I share the belief of many leaders that collapse of the Omnibus Maritime Reform Bill in Congress might have been prevented if Drozak's predecessor, Paul Hall, had been in good health and able to keep the labor unions united with management in trying to get new legislation passed for the benefit of all.

Drozak is an able successor to Paul Hall as leader of the AFL-CIO Maritime Trades Council and president of the SIU. It is unfortunate that Hall's terminal illness and the change in leadership had to come at such a crucial time for the industry.

The shipyard boilermaker union led the fight against the omnibus bill and made it politically impossible to heal the wounds this year. This should have been obvious to regular readers of "American Shipper" during the past six months.

David A. Howard, editor
American Shipper

UST Atlantic Crew Gives \$300 to Cancer Fund For Paul Hall

The crew of the *UST Atlantic* has donated \$300 in memory of our late President Paul Hall to the American Cancer Society, New York Division.

Ship's chairman Don Fleming put a note of condolence to Brother Hall's family along with the crew's donation. Similar donations have come from many SIU ships as well as individuals in memory of Paul Hall.

Overseas Alaska, Cove Navigator Crews Give \$300 to Cancer Fund In Memory of Paul Hall

The crews of the *Overseas Alaska* and the *Cove Navigator* donated a total of \$300 to the Cancer Fund in memory of our late president Paul Hall.

The *Overseas Alaska* crew donated \$180 to the American Cancer Society, Brooklyn Unit. Along with the donation the crew sent a letter to Headquarters, saying: "We of the *ST Overseas Alaska* wish to send our condolences to the Hall family upon their great loss and the loss of our leader, Mr. Paul Hall."

The crew of the *Cove Navigator* donated \$120 to the Cancer Research Fund at the Methodist Hospital in Houston in honor of Paul Hall.

Train Relief Crews for S.S. Oceanic Independence

Relief crews for the *Oceanic Independence* are being trained at the Seafarers Harry Lundeberg School in Piney Point to insure the continued high quality of seamanship and service aboard this American-flag cruise ship sailing in the islands of Hawaii.

The first of the relief crews completed their training late last month, and another group of cooks and waiters is scheduled to arrive in Piney Point to begin training Sept. 8.



HLSS Vice President Frank Mongelli says "Aloha!" as the first of the relief crews for the *Oceanic Independence* arrive at HLSS for training.

Dispatchers Report for Great Lakes

JULY 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 |
| DECK DEPARTMENT | | | | | | | | | |
| Algona (Hdqs.) | 72 | 27 | 5 | 76 | 82 | 4 | 56 | 16 | 12 |
| ENGINE DEPARTMENT | | | | | | | | | |
| Algona (Hdqs.) | 30 | 19 | 1 | 43 | 35 | 1 | 31 | 20 | 4 |
| STEWARD DEPARTMENT | | | | | | | | | |
| Algona (Hdqs.) | 11 | 9 | 0 | 21 | 37 | 0 | 3 | 2 | 2 |
| ENTRY DEPARTMENT | | | | | | | | | |
| Algona (Hdqs.) | 40 | 98 | 16 | 0 | 0 | 0 | 46 | 74 | 40 |
| Totals All Departments | 153 | 153 | 22 | 140 | 154 | 5 | 136 | 112 | 58 |

*"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.



CAGUAS (Puerto Rico Marine), July 20—Chairman, Recertified Bosun C. L. Gonzalez; Secretary C. Jones; Engine Delegate Benjamin Davis. \$95 in ship's fund. No disputed OT. Chairman thanked all those men who helped by donating money for a condolence cable when news of Paul Hall's passing was received. Reported that everyone felt deep regret over the death of Paul Hall. Also, we would like to send a condolence note of sympathy to Paul Hall's wife. "My Dear Rose: Please accept our sincere sympathy, for you in your sorrow. Fondly, Chairman and crew of the SS Caguas." The Log was received and passed around for all to read.

BANNER (Interocean Mgt.), June 29—Chairman L. C. Rich; Secretary Frank Nigro; Educational Director W. Beatty; Engine Delegate Daniel Breaux. \$71 in ship's fund. No disputed OT. Chairman reported the bad news of our President Paul Hall passing away. When report was received, deepest regrets were sent to headquarters. Educational Director reported that safety during a spill very important and while we were in Guantanamo Bay, Cuba a line ashore broke and the general alarm was not sounded. Some men never knew we had an emergency. Fortunately all went well but in the future the general alarm should be sounded so as to let everyone be prepared for the worst and for the safety of all. One minute of silence was held in memory of our departed brothers and an extra minute in memory of our departed President Paul Hall.

JOHN TYLER (Waterman Steamship), Chairman O. Pitfield; Secretary Raynor. No disputed OT. Chairman reported on the passing of Paul Hall and a message was sent to family. He will be missed by all. Observed an extra minute of silence in his memory.

Santa Isabel Committee



Recertified Bosun Peter Sernyk (sitting right) ship's chairman of the SS Santa Isabel (Delta Line) leads the Ship's Committee at a payoff on Aug. 7 at Port Newark, N.J. They are (sitting left) Chief Steward E.D. Sims, secretary-reporter and (standing l. to r.) Engine Delegate Richard Smallwood and AB Tony Ferrara, deck delegate.

BROOKLYN (Bay Tankers), June 29—Chairman F. Schwarz; Secretary T. Bolton; Educational Director E. Washington; Deck Delegate Stanley F. Williams. \$24 in ship's fund. No disputed OT. Chairman reported that the flag was lowered to half mast for Paul Hall. The entire crew sends its condolences. Educational Director reminded the crew that Piney Point is open to all departments and that there are application forms on board. Upgrading yourself means money in your pocket. Observed one minute of silence in memory of our departed brothers. Next stop the Persian Gulf.

SEA-LAND PACER (Sea-Land Service), June 29—Chairman, Recertified Bosun Ward M. Wallace, Secretary D. Chafin; Educational Director J.T. McParland; Engine Delegate Charles Picken. No disputed OT. \$10 in ship's fund. Chairman reported that a week ago "we lost one of the greatest men in the labor movement by the death of Brother and President Paul Hall. We of the SIU will miss his leadership very much. I also will miss him as a personal friend of many years." Report to Log: "A special minute of silence was stood for Brother and President Paul Hall."

MONTICELLO VICTORY (Victory Carriers), June 26—Chairman F. J. Smith; Secretary J. Higgins; Educational Director J. Spell; Steward Delegate Rayfield Crawford. \$27.39 in ship's fund. Some disputed OT in engine and steward departments. Chairman reported that flowers were sent to our beloved leader Paul Hall who passed away on June 22. A special vote of thanks was extended by the crew to the steward department; to the steward for his menus, the cooks for the preparation and the messman for the service, especially with ten extra men aboard cleaning tanks.

OVERSEAS ALICE (Maritime Overseas), June 29—Chairman, Recertified Bosun William E. Reeves; Secretary A. Salem; Educational Director George Kugler; Deck Delegate Norman R. Wright; Engine Delegate Heriberto Miranda; Steward Delegate Linton Taylor. \$102.25 in ship's fund. No disputed OT. Chairman reported that the flag was flown at half mast in respect to SIU President Paul Hall. We lost a great leader. All stood up in silent prayer for our departed President. Noted that all seafarers should go to Piney Point to get their lifeboatman endorsement because priority is given to seamen who possess lifeboatmen endorsements from the Coast Guard. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Freeport, Texas.

MASSACHUSETTS (Interocean Mgt.), June 29—Chairman, Recertified Bosun William L. Tillman; Secretary W. Smith; Educational Director Al Tatum; Deck Delegate Joseph McDougall. \$13 in ship's fund. No disputed OT. Chairman sent a wire to headquarters with a sympathy message for the family of our late President Paul Hall, from the officers and the crew. A vote of thanks to the steward department for a job well done. Next port San Francisco.

SEA-LAND ANCHORAGE (Sea-Land Service), June 23—Chairman, Recertified Bosun L. E. Joseph; Secretary C. Veazie. Some disputed OT in deck department. The Captain informed the crew of the passing of President Paul Hall. The crew of the SS Anchorage would like to extend to Brother Paul Hall's family and friends their most warm hearted condolences. We will now stand a special minute of silence for our dear departed Brother Paul Hall, president of our Union. Report to Log: "A special minute of silence was stood by the entire crew of the SS Anchorage in respect for Paul Hall a true friend of the American Seaman." Next port Elizabeth.

COVE ENGINEER (Cove Shipping), June 29—Chairman, Recertified Bosun W. J. Bobalek; Secretary T. J. Smith; Educational Director M. Williams; Deck Delegate L. S. Gumm; Engine Delegate E. Marinage; Steward Delegate D. E. Emory. No disputed OT. A telegram was sent to Paul Hall's family offering condolences for their loss. Observed one minute of silence in memory of our departed brothers and our President Paul Hall.

SEA-LAND ADVENTURER (Sea-Land Service), June 29—Chairman, Recertified Bosun J. San Filippo; Secretary L. Lamphere. \$8.42 in ship's fund. No disputed OT. Chairman reported that the flag was flown at half mast in memory of our President Paul Hall. A condolence telegram was sent to the family. A vote of thanks to the steward department for a job well done. Next port Elizabeth.

SEA-LAND DEFENDER (Sea-Land Service)—Chairman, Recertified Bosun John Carey; Secretary D. L. Thompson; Educational Director George Roy. \$115 in movie fund. No disputed OT. The telegram advising of the death of Paul Hall was read and a telegram of condolence was sent to Mrs. Hall. Observed one extra minute of silence in his memory.

SEA-LAND CONSUMER (Sea-Land Service), June 29—Chairman Fred Rivera; Secretary Leon Webb; Educational Director D. J. Rowe; Deck Delegate Charles Spence; Engine Delegate Bennie Drumgoole; Steward Delegate E. Hawkins. No disputed OT. Chairman gave a report on President Paul Hall's death and how he will be missed. A vote of thanks to the crew for their fine cooperation.

DEL VALLE (Delta Steamship), June 29—Chairman Robert G. Lawson; Educational Director Edward Bliss; Deck Delegate Cesar Guterrea; Engine Delegate Charles Johnson; Steward Delegate Claude Hollings Jr. Some disputed OT in engine department. Chairman reported on the passing of Paul Hall. All paused an extra minute for our late President Paul Hall when the meeting adjourned. The steward department sends their deepest sympathy for our late President Paul Hall. He crammed every bit of his life into our merchant marine. We flew our flag at half mast for twenty four hours to show our respect for Paul Hall. Next port New Orleans.

OGDEN TRAVELER (Ogden Marine), June 29—Chairman S. L. Coker; Secretary A. W. Hutcherson; Educational Director J.E. Tyson; Engine Delegate Ray Daniels. \$85 in ship's fund. Some disputed OT in deck department. Chairman reported on the death of President Paul Hall and noted that Brother Frank Drozak will be President until the election in November. All offered their condolences to Paul Hall's family. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

PHILADELPHIA (Sea-Land Service), June 29—Chairman, Recertified Bosun William O'Connor; Secretary Paul Lopez; Educational Director Kasimirs Abarons; Deck Delegate Basil Stolen; Engine Delegate Ken Troutt; Steward Delegate Jefferson Buchana. No disputed OT. \$72 in ship's fund. Chairman reported that our President Paul Hall died Sunday, June 22, at 2:00 PM. Condolences were extended to his family. Extended a vote of confidence to Brother Frank Drozak. Observed one extra minute of silence in honor of our recent departed President, Paul Hall. Next port Anchorage.

COVE EXPLORER (Cove Shipping), June 29—Chairman J. Bermudez; Secretary C. Miles; Educational Director D. E. Guajardo; Deck Delegate John Chestnut; Engine Delegate J. Collins. No disputed OT. Chairman reported the following: "Visions of things to be done will come a lot sooner than the way of doing them becomes clear, but don't distrust the vision. Thank God, Paul Hall never distrusted the vision. We have a great Union, now let's get behind Brother Drozak and make it greater. Flag was flown at half staff in memory of our late President." A vote of thanks to everyone connected with the around-the-clock butterworth and tank cleaning operations. A vote of thanks to the steward department for a job well done particularly the hot midnight lunches. Observed one minute of silence in memory of our departed brothers. An additional minute of silence was observed in memory of President and Brother Paul Hall. Next port Tampa.

Digest of SIU Ships' Meetings



SEA-LAND LEADER (Sea-Land Service), July 13—Chairman, Recertified Bosun J. Puglisi; Secretary T. Maley; Educational Director C. J. Gallagher; Steward Delegate James Jackson; Deck Delegate Patrick Wilkinson. \$101 in ship's fund. Some disputed OT in deck, engine and steward department. Chairman commented briefly on the cooperation of the crew in the smooth running of the ship as a fine tribute to the memory and remarkable efforts of the late Paul Hall to improve the United States Merchant Marine. Secretary reminded all crewmembers that forms for application to the Harry Lundeberg School for upgrading are on board and available. Also change of address and benefit forms. A vote of thanks to the steward department for a job well done. Unanimous vote of thanks and confidence in President Frank Drozak for his leadership in difficult time now and in the years ahead.

PUERTO RICO (Puerto Rico Marine), July 11—Chairman, Recertified Bosun F. Goethe; Secretary A. Ridgeway; Educational Director J. Barry. \$23.35 in ship's fund. No disputed OT. Chairman advised the members of several bills that are now in Congress that will benefit seamen. Requested that everyone study these bills and let your senator or congressman know about them and how you feel. A vote of thanks to the steward department.

MOUNT WASHINGTON (Victory Carriers), July 7—Chairman, Recertified Bosun J. D. Moore; Secretary M. P. Cox; Educational Director E. Blanchard. Some disputed OT in deck department. Chairman gave a vote of thanks and one minute of silence in honor of Paul Hall for all the things he did for the benefit of seamen and the labor movement in general. As a man and labor leader, he will be missed by all. Next port Baton Rouge.

SEA-LAND MARKET (Sea-Land Service), July 27—Chairman, Recertified Bosun William Kleimola; Engine Delegate Dan DiMarco. No disputed OT. Chairman reported that the crew of the *Market* was saddened to hear of the loss of our President Paul Hall and wish the best of luck to our new leader, Frank Drozak. Observed one minute of silence in memory of our departed brothers.

OGDEN YUKON (Ogden Marine), June 15—Chairman R. Pukham; Secretary R. Singleton; Steward Delegate Chester Moss. \$8 in ship's fund. No disputed OT. Chairman held a discussion on upgrading at Piney Point. The *Log* was received and a maritime newsletter was included which everyone read. A vote of thanks to the Company for installing a VP 211.0 Video Cassette Player. A vote of thanks to the steward department. Next port San Francisco.

POTOMAC (Ogden Marine), July 20—Chairman R. Gibbons; Secretary C. Gibson; Educational Director Harvey N. Foster; Steward Delegate Clarence Lacey. No disputed OT. Brother Don Wursh spoke on the importance of SPAD and said: "I would like to encourage each and everyone of you to not only donate to SPAD but to learn more politics and our form of government." A vote of thanks to the chief steward.

DEL ORO (Delta Steamship), July 6—Chairman R. Garcia; Secretary William Hawkins; Steward Delegate Kenneth Wyatt. No disputed OT. Educational Director spoke on the benefits of upgrading at Piney Point. Chairman extended a word of gratitude from one and all for Paul Hall and all that he did and accomplished for not only the SIU but for the whole maritime industry. A vote of thanks and a vote of confidence in the new leadership. A vote of thanks to the first assistant and steward for showing movies and making popcorn. Observed one minute of silence in memory of our departed brothers, especially for Paul Hall.

BAYAMON (Puerto Rico Marine), July 17—Chairman, Recertified Bosun Dimas Mendoza; Secretary J. R. Colls; Educational Director R. Ulatowski; Deck Delegate Charles Maynard; Engine Delegate Rafael Garcia; Steward Delegate Armando Frissosa. \$2.50 in ship's fund. No disputed OT. Everyone stood one minute of silence in memory of our President Paul Hall a great man and a great leader. Want to wish Brother Frank Drozak good luck while taking care of our Union as he has been doing since our late President got sick. A vote of thanks to the steward department. Next port San Juan.

OGDEN WILLAMETTE (Ogden Marine), July 29—Chairman, Recertified Bosun Arthur Campbell; Secretary George Luke; Educational Director Joel Spell; Deck Delegate John Donaldson; Steward Delegate Willie E. Smith. No disputed OT. Chairman reported that a message was received about the death of our President Paul Hall. Everyone was sorry to hear of his passing as we will all feel a great loss. He did so much for our Union. The ship's flag was put at half mast and prayers were said in respect for our leader. Secretary reported that we got a new man from Piney Point, Benny Herrington, serving as crew messman. He is doing a very good job. A vote of thanks to steward department for a job well done. Next port Baton Rouge.

ZAPATA ROVER (Zapata Tankers), June 29—Chairman K. Koutouras. No disputed OT. Chairman spoke on the loss that will be felt by all with the passing of Paul Hall. A vote of thanks to the steward department for a job well done. The new *Log* was received on June 18.

POINT SUSAN (Point Shipping), July 20—Chairman C. Dockrey; Secretary L. Gadson; Deck Delegate W. Sorenson. \$2 in ship's fund. No disputed OT. Chairman encouraged all members who qualify to upgrade at Piney Point. You can then qualify in more fields and have a better opportunity to get jobs and make more money. All communications received were read and posted. The *Log* was received in Israel. A vote of thanks from the crew to the steward department for a job well done. Next port Savannah.

SEA-LAND PATRIOT (Sea-Land Service), July 13—Chairman, Recertified Bosun James J. Boland; Secretary H. Strauss; Educational Director W. H. Walton. No disputed OT. Everyone saddened by the telegram that was received informing us of Paul Hall's death. A moment of silence in memory of our great President Paul Hall. A vote of thanks to the steward department for a job well done. Next port Long Beach.

TRANSCOLUMBIA (Hudson Waterways), July 20—Chairman, Recertified Bosun Glenn Stanford; Secretary Floyd Mitchell Jr.; Educational Director Ruben Villagran; Deck Delegate Charles H. Kahl; Engine Delegate H. R. Mullett; Steward Delegate Louie E. Hudson. No disputed OT. The only communication that was received on this voyage was the notification of the death of President Paul Hall. A moment of silence was held in his memory. The membership hopes that the Union will continue to progress under the new leadership as it has done in the past under the leadership of Paul Hall. A vote of thanks to the steward department for a job well done. Next port Norfolk.

OGDEN CHAMPION (Ogden Marine), July 20—Chairman, Recertified Bosun John Little; Secretary B. Guarino; Educational Director H. G. Sanford; Deck Delegate George B. McCurley; Engine Delegate F. Jones; Steward Delegate H. McBride. No disputed OT. All communications received were read and posted. Chairman reported that the ship will pay off this trip in Baytown. Every member who qualifies should take advantage of the upgrading school at Piney Point. Discussed the importance of donating to SPAD. \$200 in movie fund.

OVERSEAS NATALIE (Maritime Overseas), July 3—Chairman Fred S. Sellman; Secretary David Bronstein; Educational Director Jessie King. \$212 in ship's fund. Some disputed OT in deck department. Chairman advised that no launch service was available this far out in Panama. The crew was cautioned about smoking on deck and being considerate of those sleeping. A vote of thanks to the steward department. Observed one minute of silence in memory of our departed brothers.

HOUSTON (Sea-Land Service), July 18—Chairman, Recertified Bosun Manuel Sanchez; Secretary Humberto Ortiz; Deck Delegate Ernesto Erazo; Steward Delegate Pedro Laboy. No disputed OT. Chairman suggests that those who qualify fill out their application on time to upgrade. Secretary gave a discussion on the importance of donating to SPAD. It is helpful to our representatives in Washington to get more jobs and more security. A vote of thanks to the steward department for a job well done.

NEWARK (Sea-Land Service), July 27—Chairman, Recertified Bosun D. Manning; Secretary E. Heniken; Educational Director H. Lane. Chairman noted the importance of donating to SPAD. Advised crewmembers that USPHS has a new toll free number to call from any place, it is 800-231-1447. Secretary has forms for all those who wish to go to Piney Point to upgrade. If you are qualified it is to your advantage. A vote of thanks to the steward department for a job well done.

TAURUS (Energy Trans. Corp.), July 13—Chairman, Recertified Bosun R. Schwarz; Secretary J. Speller; Educational Director D. Terry. No disputed OT. Chairman held a discussion on the importance of donating to SPAD and how it works for the interest of the maritime workers and us as seamen. A vote of thanks to the steward department and all the extra work put into the pool party.

FLORA (Hawaiian Eugenia Corp.), July 13—Chairman, Recertified Bosun Wm. Robinson. Some disputed OT in deck and steward departments. Chairman had a talk on the passing of Paul Hall and of some of the many great things he did for this Union and how we now number among the best of Unions because of him. Observed one minute of silence in his memory.

Official ship's minutes were also received from the following vessels. The minutes from each ship listed below noted with regret the passing of Paul Hall and expressed sympathy to his family. The limits of space did not permit all to be printed but all for sure were read.

| | |
|----------------|---------------------|
| Columbia | Sea-Land Galloway |
| Point Julie | Overseas Washington |
| Aquadilla | Overseas Harriette |
| Poet | Ogden Leader |
| Cove Sailor | Manhattan |
| UST Pacific | Sea-Land Finance |
| Lionheart | Sea-Land Trade |
| del Rio | Tamara Guilden |
| Santa Cruz | Mayaguez |
| Penny | American Heritage |
| Jeff Davis | Golden Monarch |
| Delta Sud | Ogden Challenger |
| Cove Spirit | Sea-Land Pioneer |
| Santa Adela | Baltimore |
| Zapata Patriot | Santa Mercedes |
| Walter Rice | Sea-Land Liberator |
| Del Mundo | Golden Endeavor |
| Jacksonville | Westward Venture |
| Arecibo | Del Viento |
| Achilles | Sea-Land Economy |
| Stuyvesant | Zapata Ranger |
| Inger | Mount Washington |
| Santa Elena | Transcolorado |
| Del Campo | Sea-Land Explorer |
| Brooks Range | Sea-Land Exchange |
| Rose City | Council Grove |
| Ogden Wabash | Ultra Sea |
| Carolina | Sea-Land McLean |
| Thomas Nelson | Stonewall Jackson |
| Council Grove | Robert E. Lee |
| LNG Aquarius | LNG Virgo |
| Santa Barbara | Overseas Vivian |
| Borinquen | Overseas Alaska |
| Santa Lucia | Overseas Ulla |
| Tampa | LNG Gemini |
| Santa Clara | Sea-Land Producer |
| Cove Leader | Overseas Joyce |
| Pisces | Capricorn |
| Delta Norte | Sea-Land Commerce |
| Portland | Ogden Charger |
| Cantigny | UST Atlantic |



Mark Thaddeus Clark



Seafarer
Mark Thaddeus Clark, 23, graduated as a trainee from the HLS in 1978. In 1979, he upgraded to AB there as well as taking LNG.

Brother Clark has ridden the *LNGs Leo and Aries* (Energy Transport). He holds the CPR, firefighting and lifeboat endorsements. Clark studied Business Administration for three years at the Brookdale CC Junior College. A native of Brooklyn, N.Y., he lives there and ships out of the port of New York.

James Edward Harris



Seafarer
James Edward Harris, 22, is a 1978 graduate of Piney Point. He upgraded there the same year to 3rd cook. Brother Harris has sailed as an

assistant cook on the *LNGs Aries, Aquarius and Libra* (Energy Transport). He has earned the CPR, firefighting and lifeboat tickets. Harris was born in the port of Mobile where he lives and ships out from.

Robert Kent Seratt



Seafarer
Robert Kent Seratt, 26, graduated from the HLS in 1975. He upgraded to AB there in 1978. Brother Seratt rode the *CS Long Lines*

in 1976. He is a former member of the Laborers Union, local 333. His rancher grandfather is Seafarer John Castelberry. Seratt has the firefighting, lifeboat and CPR tickets. When not sailing, he attends the University of Montana in Missoula as a junior studying Spanish. He also hunts and rides horses and cars. A native of Hemet, Calif., he lives in Trout Creek, Mont. and ships from most ports.

James Chester Allen



Seafarer
James Chester Allen, 22, graduated from the Harry Lundeberg School (HLS) Piney Point, Md. Entry Trainee Program in 1978.

Last year he upgraded to fireman-watertender (FOWT) there. Brother Allen earned his firefighting, lifeboat and cardio-pulmonary resuscitation (CPR) tickets. He is also an auto mechanic. His father is Seafarer Chester Allen. Born in Anderson, N.C., he lives in and ships out of the port of Baltimore.

Michael Patrick Donlon



Seafarer
Michael Patrick Donlon, 25, sails in the engine department as a FOWT, a rating he got with Reefer Engineer and Pumpman in 1978. He graduated from the HLS Trainee Program in 1977. Brother Donlon also attended the SIU Automation Program. He has ridden the *LNG Capricorn* (Energy Transport) and sailed inland out of the port of St. Louis as a deckhand on the tug *Tom V. McArdle*. Donlon served three years with the Junior Reserve Officers Training Corps (ROTC) and is a former member of the Retail Meatcutters Union in 1972. He was an apprentice carpenter and is an amateur fisherman. His cousin is Seafarer Jim Van Blarcom. He has the CPR, lifeboat and firefighting tickets. He lives and ships out of the port of New York.

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Frederick Reyes Jr.



Seafarer
Frederick Reyes Jr., 27, graduated from Piney Point in 1973. He received his fireman and oiler endorsements there in 1974. In 1976,

he got his LNG ticket and in 1977 he upgraded to QMED. Brother Reyes since 1978 has been riding the *LNGs Virgo and Gemini* (Energy Transport). Reyes holds the CPR, lifeboat and firefighting endorsements. He hopes to sit for his license next year. Newly married, his wife's name is Lydia. He's the third generation of seamen in his family, all members of the SIU. His grandfather, a charter member of the Union, was sailing in 1921. His father is Seafarer Frederick Reyes Sr. and his uncles, Seafarers Francisco Morciglio and Carmelo Reyes. Born in the Bronx, N.Y.C., he lives and ships out of the port of New York.

Vincente Penzort Guzman



Seafarer
Vincente Penzort Guzman, 48, started sailing with the SIU in 1969 out of the port of New York as an AB. He now sails as a 3rd cook.

Brother Guzman has the firefighting, lifeboat and CPR endorsements. Guzman was born in Puerto Rico, lives and ships out of the port of New York.

Jonathan Ordway Haight



Seafarer
Jonathan "Jock" Ordway Haight, 29, graduated third in a class of 105, from the HLS Entry Program in 1972. He upgraded to

QMED there last year and got his LNG training too. Brother Haight holds the firefighting, lifeboat and CPR endorsements. He was born in Princeton, N.J., lives in Key West, Fla. and ships out of all ports.

Daniel Arthur Kayser



Seafarer
Daniel Arthur Kayser, 21, graduated from the HLS in 1978. He upgraded to AB there the same year and has his LNG training as well.

Brother Kayser also rode the *LNG Aquarius* (Energy Transport). He holds the firefighting, lifeboat and CPR tickets. Kayser's older brother is a Seafarer, too. He was born in Burlington, Wisc., lives in Loveland, Colo. and ships out of the port of Houston.

Thomas James Kilbride



Thomas James Kilbride, 32, is a 1969 graduate of the HLS. He sails as an AB. Brother Kilbride holds the CPR, lifeboat and firefighting tickets. A native of

Brooklyn, N.Y., he lives in Jersey City, N.J. and ships out of the port of New York.

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The Lakes Picture

ALGONAC

THE SIU did it again! For the second year in a row, an SIU-crewed tug captured the first-place trophy in the annual tugboat race held as part of the Detroit-Windsor Freedom Festival.

The year's champion, the 164-foot *Mary E. Hannah* (Hannah Marine Co.) is the sister-boat of the 1979 tugboat victor, the *James A. Hannah*.

The five-man SIU crew aboard the *Mary E. Hannah* and the four licensed crewmen scored an easy win over the field of 22 competitors, coasting to a 12-length victory on the three-mile course.

About eight of the 22 boats entered in the event, which is jointly sponsored by the cities of Detroit and Windsor, Ont., as part of a July 4th weekend celebration, were SIU-contracted tugs. Another nine were Canadian entries. Many of the remaining competitors were privately-owned boats, welcome in this race which is open to all game challengers.

Hundreds of spectators turned out to witness the competition with more invited to view the action first-hand aboard the vying vessels.

About 40 guests, friends and family of the *Mary E. Hannah's* crew, as well as company officials cheered their favorite on to a first-place finish.

Happiest of all about the outcome of the race was the tug's SIU crew. Giving the thumbs-up sign at the ribbon were: deckhands Scott Haines, Thomas Diroff, James Sayward and Howard Priester and cook Bert Gass.

* * *

Two more SIU-contracted Great Lakes vessels were laid up last month. American Steamship's *St. Clair* went to the shipyard in Sturgeon Bay. The *Consumers Power* (Erie Sand Steamship) was laid up at Erie, Pa.

* * *

Lay-ups of U.S. flag Great Lakes vessels continue to escalate. Right now, about one-quarter of that fleet is idle and about 8,000 seamen and longshoremen are out of work as a result.

Hardest hit has been the port of Detroit which has seen a 43 percent drop in total tonnage so far this year.

The decline in the demand for steel by the U.S. auto makers, key to the shipping slump has also taken a toll on Great Lakes-area miners. Many iron ore mines and taconite pelletizing operations in Michigan, Minnesota and Quebec have either shut down or have sharply curtailed production.

* * *

Against the strong protests of the SIU and other Great Lakes unions the Upper Peninsula Shipbuilding Co. of Ontonagon, Mich., set up for business in June. This shipyard will be turning out equipment for a tug-barge system to transport railroad cars across Lake Michigan. Plans are to eventually phase-out other Lake Michigan carferries.

The Union has vigorously protested the misguided tug-barge combo plan on several counts. 1) Studies have shown that a tug-barge unit is badly suited to Great Lakes weather conditions, especially in late fall and winter; 2) the tug-barges are not equipped to carry autos and passengers as are the carferries; 3) even though the new shipyard will create jobs for Michigan's economically depressed upper peninsula, the employment boom will be temporary. In addition, the crews required by the tug-barge operation will be smaller than those on the carferries so there will be an overall decline in employment once the carferries begin running in 1983.

The state of Michigan has pumped a lot of money into the tug-barge project and the Federal Economic Development Administration recently extended a \$2.3 million loan for the shipyard.

ALPENA

A burst steam line on the *S.T. Crapo* (Huron Cement) badly burned the vessel's third mate who had to be hospitalized following the accident last month.

FRANKFORT

The carferry *City of Milwaukee* (Ann Arbor) has been laid up indefinitely. But on the afternoon of Aug. 13, the *Arthur K. Atkinson* steamed into Frankfort under her own power for the first time in seven years. The AKA left the shipyard in Chicago that morning, picked up freight in Manitowc and then headed to Frankfort to fill out her crew. Under the contract's seniority system, SIU crewmen off the *City of Milwaukee* get first crack at the AKA jobs. A party is being planned to celebrate the return of the AKA but celebration planners are proceeding with caution. They want to make sure the AKA is really back before any corks get popped.

MANITOWC

The *Medusa Challenger's* (Cement Transit Co.) ten-ton propeller was raised by a research vessel last month. The *Challenger* lost the propeller a few months back off Sheboygan, Wisc. After recovering it from 130 feet of water, the propeller was towed to Manitowc, Wisc.

CLEVELAND

As of Sept. 8, Cleveland's USPHS clinic will be operating out of new quarters. The new clinic will be located at 1313 Superior Ave., Cleveland, Ohio 44114. Cleveland Patrolman Carl Peth said the reason for the move was to "upgrade and expand the USPHS facilities in this port to better service the needs of Seafarers."

CHICAGO

It took 200 firemen, 25 pieces of equipment and two fireboats to contain the blaze at Chicago's Rail-to-Water Transfer Co. grain elevator on the Calumet River early this month. Four firemen were hospitalized and damage was extensive at the elevator where the fire raged for about 10 hours. Fire Dept. spokesmen blamed spontaneous combustion in one of the conveyor sheds. Many of the SIU-contracted vessels in this port are involved in the grain trade.

ST. LAWRENCE SEAWAY

The dog days of summer may seem like a strange time to talk about closing the St. Lawrence Seaway for the winter but U.S. and Canadian Seaway authorities like to get the word out early. Seaway closing procedures for this year are essentially the same as last year: inbound vessels must report at Cap St. Michel by Dec. 15 and outbound traffic at Cape Vincent, N.Y., by the same date. Vessels will be allowed to transit the waterway between Dec. 16 and 19 but will have to pay a \$20,000 penalty for each late day.

The one change from last year's closing rules is that vessels will be allowed through the Seaway's Montreal-Lake Ontario section after Dec. 19 only with a note signed by both U.S. and Canadian authorities.

CLEAN WATERS

A report prepared by the Library of Congress said poisonous chemicals have polluted the Great Lakes as well as many historic rivers, waterways and drinking sources.

"The Great Lakes," said the report, "are contaminated by a variety of toxic and hazardous substances which have dealt a severe blow to commercial and sportfishing industries there. Groundwaters on which millions depend for drinking water," the study added "are contaminated."

The study marked the first time the Federal Government has cataloged the extent of toxic chemical damage to U.S. waterways. It was commissioned by then-Senator Edmund S. Muskie (now Secretary of State) and Sen. Robert T. Stafford of Vermont.



Part of the crew of the SIU-contracted *Sam Laud* (American Steamship) gets snapped during a servicing visit to the vessel. They are (l-r) AB Watchman Howard Herold; Conveyorman Don Nelson; OS Deckhand Gerry Beaubien and Bosun Arnold Schleben.

SIU Gals, Guys Praised for Lifeboat Skills

U.S.C.G. Joins List of Admirers of Oceanic Independence Crew

THE crew of the SIU-contracted passenger liner *Oceanic Independence* has drawn kudos from the U.S. Coast Guard in addition to a growing list of satisfied passengers.

In a letter to Captain A. P. Spidle, Sr., the master of the *Oceanic Independence*, Coast Guard Cmdr. Leonard F. Alcantara, officer in charge of marine inspection, was full of praise for the crew's handling of a fire and boat drill. (Most of the crew received lifeboat training at the Lundeberg School.)

"It is obvious that the officers and crew have been working to improve their skills," Alcantara said, after observing the July 24 boat drill. But "my real purpose



SIU guys and gals of the *Oceanic Independence* get their gear in order during lifeboat drill on the passenger liner. The crew drew plaudits from the Coast Guard for their efforts.

in writing this letter," he continued, "is to point out a particularly bright spot in the drill.

"The performance of all the women I observed on board the vessel during the boat drill is worthy of special commendation," wrote the Coast Guard officer.

He noted that the SIU crew members followed the correct boat drill procedure to a woman. "Not one failed to hold on to the man ropes as the boats were being lowered. All remained seated in the boat during the lowering and remained quiet except when help was needed in handling lines.

"Their enthusiasm," Alcantara said, "and willingness to put forth the extra effort to make the drill a success was very obvious. What-

ever they may lack in physical size and strength was more than made up by their spirit."

In addition to enthusiasm, Cmdr. Alcantara noted that the special lifeboat training the *Oceanic Independence* SIU crew had received at HLS had paid off. "It was obvious," he said "they had been well trained in the fundamental skills." Cmdr. Alcantara echoed the SIU's strong belief in "the importance of these drills to the safety of the vessel."

While the Coast Guard Commander's glowing praise focused on the female SIU crew members, he hastily added that he did not mean "to slight the men," but only to note that "the women's performance was so exemplary."

The *Oceanic Independence*, the first full service U.S.-flag

passenger vessel in a decade, began making regular week-long cruises around the Hawaiian Islands on June 21. Her elegant passenger cabins have been filled to near-capacity for every cruise so far.

Passengers on the early cruises have been spreading the good word about the *Oceanic Independence*. The ship is already booked to capacity for the weeks of Christmas and New Year's as well as the week preceding Labor Day.

A lot of credit for the cruise ship's popularity is due to the well-trained, dedicated crew, the men and women of the SIU, who have turned the *Oceanic Independence* from little more than a dream, into a smooth-running, dream of a ship.



The *Oceanic Independence* lifeboat crew on drill.

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Book Number _____ Seniority _____

Date Book Was Issued _____ Port Issued _____ Port Presently Registered In _____

Social Security # _____ Endorsement(s) or License Now Held _____

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

Entry Program: From _____ to _____
(dates attended)

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

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

Dates Available for Training _____

I Am Interested in the Following Course(s) _____

DECK

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

ENGINE

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

STEWARD

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

ALL DEPARTMENTS

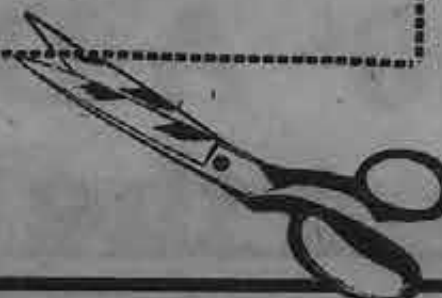
- ☐ LNG
- ☐ LNG Safety
- ☐ Welding
- ☐ Lifeboatman
- ☐ Fire Fighting

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

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

SIGNATURE _____ DATE _____

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