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Too Much Gov't Holds Back Maritime Progress

More Than 70 Fed Agencies Control Maritime: Should Have One

THE competitiveness of the American flag Merchant Marine is being whittled away by an overwhelming maze of governmental red-tape.

More than 70 different Federal agencies are involved in the regulation of the maritime industry. More often than not, four or five different agencies have jurisdiction over the same matter.

Take a simple dredging permit. Present Corps of Engineers regulations require that the average processing time for dredging applications not exceed three and a half months. The actual processing time, however, is between four and 10 months. According to a recent study conducted by the General Accounting Office, it is not

uncommon for projects to be delayed two years or more while several different government agencies review the same application. The cost of these delays have been known to top \$20 million.

The GAO study makes the following conclusion. It is difficult, if not impossible, to coordinate the actions of four or five separate government agencies, all of which are subject to bureaucratic infighting, conflicting policy objectives and limited yet overlapping spheres of jurisdiction.

The one thing these agencies have in common is the ability to hold up a permit and make it a pawn in a bureaucratic power struggle.

The problems caused by

allowing different federal agencies to have overlapping spheres of jurisdiction are becoming more serious every day. Many American industries are being done in, not by foreign competitors, but by their own government.

Many potential American flag vessels are never constructed because prospective owners are scared off by the repeated delays involved in securing approval for operating and construction differential subsidies.

There is no one place where representatives of the maritime industry can go to discuss the problems facing their industry. Officials at the Maritime Administration blame officials at the Coast Guard who blame officials at the Justice Depart-

ment who blame officials at the State Department who blame officials at the Maritime Administration.

The bottom line is this: there is no accountability.

Clearly, some reorganization of the Federal agencies is in order. Something must be done to make our government officials accountable for prevailing conditions.

Nothing could help the maritime industry more than if the various maritime programs were put under the jurisdiction of one particular department.

Much has been made about increasing the productivity of private sector workers. Well, the same is equally true of government. Unless government gets its house in order, American industry will continue to decline.

MTD Pressing Action on Fish Bill, Fed Agencies Use of U.S. Flag

WASHINGTON, D.C.—The AFL-CIO Maritime Trades Department (MTD) is an eight-million member organization consisting of 43 affiliated unions.

One of those unions is the SIUNA whose president, Frank Drozak, is also president of the MTD.

The MTD takes an active role in helping member unions achieve their goals and uses its collective strength to back many labor causes.

For instance, to help U.S. fishermen, the MTD is pressing for final action on the American Fisheries Promotion Act. This

bill could bring full development of U.S. fishing resources.

Also, the Department is opposing certification by the Federal Aviation Administration of three new aircraft whose flight crews would consist of less than three people.

In a letter to President Carter on the issue, Drozak wrote, "Certification of a smaller flight crew [than three] is considered unwise in light of National Transportation Safety Board and Civil Aeronautics Board studies which pinpoint a direct relationship between crew sizes and airline accidents."

Concerning the carriage of

government cargoes on American-flag ships, the MTD told the White House recently that "a growing number of Federal agencies have been working with increasing frequency to undermine the cargo preference laws of the United States."

The Department urged President Carter to issue a directive to Federal agencies instructing them to ship at least 50 percent of the cargo under their control in U.S.-flag ships.

In another matter, the Department actively supported a bill, recently signed by President Carter, that prohibits the regulation of collective bargain-

ing agreements by the Federal Maritime Commission (FMC).

In a letter to President Carter, Drozak had said that the Department, together with the rest of the American labor movement, holds that "there is no justifiable place for government intrusion in the free and unfettered collective bargaining process."

The above examples represent only a small fraction of the many issues for which the MTD fought in recent months. The Department is constantly involved in trying to better the livelihoods and the quality of life for American workers.

SIU-Backed Bill Enacted to Improve Towing Safety

PRESIDENT Carter has signed into law, H.R. 6242, a bill that calls for the creation of a 16-member Towing Safety Advisory Committee.

The SIU supported the bill and urged President Carter to sign it.

The committee is expected to work closely with the Coast Guard on matters relating to the safe operation of towing vessels and barges on inland and coastal waterways.

Committee members will be consulted prior to the publication of any official regulation that could conceivably affect the towing industry. These committee members will be on hand to offer advice to the Coast Guard, as well as to represent the views of

the towing industry as a whole.

The creation of a Towing Safety Advisory Committee will go a long way towards improving relations between the Coast Guard and the towing industry, which have been badly strained since the Towing Advisory Committee was dismantled in 1977. The committee had been an important channel of communications between the industry and the government. It is expected that the new Advisory Committee will re-open those channels.

Repeatedly over the past three years, needless misunderstandings have arisen that could have been avoided had only the Coast Guard taken the time to solicit the industry's opinions. Hope-

fully, all that will change.

Membership on the Committee will consist of the following: seven members from the barge and towing industry; one member from the offshore mineral and oil supply vessel

industry; two members from port districts, authorities or terminal operators; two members from maritime labor; two members from shippers; and two members from the general public.

He Learns Tax Lesson, The Hard Way

Seafarer Norman Dubois learned a lesson about taxes the hard way, and it cost him over a hundred bucks.

Dubois was always under the impression that if you are at sea during the required filing period for Federal taxes (Jan. 1-Apr. 15), there was no penalty for filing late. Not so, said IRS. Dubois was told that tax returns had to be filed during the prescribed period, unless of course, the taxpayer files for an extension.

No other excuses accepted!

So here's the bottom line. If you are going to be at sea during the filing period, have someone file for you or file an extension for you.

Dubois said that there is a lot of seamen who thought, like him, that there was no penalty for filing late for a seaman. With his pockets considerably lighter because of his experience, Brother Dubois offers the following advice: "File early."

SS Poet Missing in Atlantic With Crew of 34

As the *LOG* prepares to go to press, U.S. Coast Guard and Air Force search planes and sea rescue ships were combing the Atlantic Ocean for the missing 11,241 ton bulk carrier *SS Poet* (Hawaiian *Eugenia*) with a crew of 34—24 of them Seafarers.

On Nov. 10, the 500-foot freighter was six days overdue for a landfall at the Straits of Gibraltar. The 9,000 hp ship had left the port of Philadelphia on Oct. 24 with a cargo of corn bound for Port Said, Egypt.

The ship was due to pass Gibraltar on Nov. 4 and was scheduled to arrive at Port Said on Nov. 9, 1980.

The United States Coast Guard conducted an exhaustive air search from high altitude for the missing ship over a 100,000 square mile area ranging from the U.S. Outer Continental Shelf to 1,000 miles out to sea.

After the high altitude search, the Coast Guard began the very difficult task of fine-tooth combing the same area from a much lower altitude flying in formation.

Another Coast Guard plane out of the Azores is tracking the scheduled course of the *Poet* all the way to Gibraltar.

Upon notification from the Coast Guard that the ship was missing, the SIU immediately contacted the families of the Seafarers aboard the *Poet* by telegram, asking them to get in touch with SIU Headquarters.

At this time, there are absolutely no clues concerning the fate of the vessel. Coast Guard people speculated that the ship could still very well be safe, but unable to send out signals due to radio problems.

However, the general attitude of the Coast Guard was one of pessimism.

Complete details on the *Poet* will be carried in the December *Log*.

The vessel was built in 1944 by the Kaiser Shipbuilding Co., Richmond, Calif. In 1965, she was converted to the troopship, *SS Gen. Omar Bundy*. And in 1976, she was renamed the *SS Portmar* (Calmar Line) and more recently the *SS Poet*.

The overdue Seafarers are:

Bosun Edward D. Adams
AB Rickey A. Sallee
AB Mosel Myers
AB Roland H. Courter
AB Hans P. Zukier
AB Carl L. Goff
AB Shawn T. Gooden
OS Alfred Schmidt
OS Edward E. Bradley
Deck/Eng. Utility Frank E.

Holland

Oiler Walter M. Mitchell
Oiler Claude D. Berry
Oiler Otis R. Hunter
FOWT Calvin E. Bethard
FOWT Abraham G. Murillo
FOWT George E. Ward
Wiper Thaddeus M. Simmons
Chief Steward Eddie Sylvester
Chief Cook Carl Jackson

Cook/Baker Noel W. McLaughlin
Messman Tracy R. Walker
Messman Jerry Batchler
Steward Utility Earl K. Whatley

The missing officers are:

Capt. Leroy A. Warren
Chief Mate Norman H. Currier
2nd Mate William A. King

3rd Mate Robert W. Gove
Radio Officer Joseph Vyhnek
Chief Engineer Lloyd G. Thayer
1st Asst. Engineer Michael S. Canfield
2nd Asst. Engineer Christopher Carrino
3rd Asst. Engineer Mark S. Henthorne
3rd Asst. Engineer Anthony J. Bourbonnais

Voting for SIU General Election Proceeding



Members voting in Piney Point. Port Agent Terry Bader, left, mans the counter.

Voting is presently being conducted in 31 ports for the election of SIU, AGLIWD officers for the term 1981-1984.

Seafarers may pick up their ballots and mailing envelopes from 9 a.m. until noon, Mondays through Saturdays, except on legal holidays, from Nov. 1 through Dec. 31, 1980.

For a detailed report on the election procedures, including addresses of the 31 ports, see the special supplement in the October *Log*.

All full book members in good standing are urged to cast their vote in the election for officers of their union.

Reagan, Republicans Winners in Election

Carter Will Leave Office With Impressive Maritime Record

THE long hard presidential campaign ended dramatically on Nov. 4, 1980 with an unexpected landslide victory for Ronald Reagan and the Republican Party.

The SIU offers its congratulations to President-elect Reagan on his victory. We are prepared to cooperate with the Reagan Administration fully on matters of importance to the U.S. maritime industry and the nation.

As reported in recent issues of the *Log*, the SIU supported President Carter in this campaign. The Carter Administration delivered some extremely important new programs for maritime. We based our support for Carter, not only on his maritime record in the past four years but on what Carter had planned for maritime for the next

four years.

This has always been our political philosophy. We support those who have supported us. We never turn our backs on our friends. And Carter was certainly a friend to maritime.

President Carter's impressive record on maritime includes:

- Passage of the Ocean Mining bill, which will mean thousands of American maritime jobs in the future in this brand new industry.
- The recent Bilateral Trade Agreement with China reserving one third of all cargoes shipped between the two nations for U.S. flag ships.
- Passage of the Passenger Ship Bill, which fostered the rebirth of the all-but-dead U.S.-flag passenger liner industry.
- The Alaska Oil bill, which reserved Alaska crude for U.S.

use alone and guaranteed that the oil would be carried by American ships.

- The Outer Continental Shelf Lands Act was passed in 1978 and it reserved all jobs in drilling on the U.S. outer continental shelf for American workers.

These are just a few of the more important things concerning maritime that can be credited to the Carter Administration.

Carter also had an excellent record on labor supported issues in general, from enactment of a new formula for graduated increases in the minimum wage to increases in social security. In fact, President Carter signed more bills into law in one term than any president since FDR.

As the Reagan team prepares to take power on Jan. 20, 1981, the SIU foresees little problem

with working with Reagan on a maritime program.

During his campaign, Reagan on several occasions, expressed interest in a strong U.S. flag merchant marine.

The SIU's ultimate goal, of course, remains the same. We want to return the American merchant marine to its once preeminent state on the world's sealanes.

We feel that this nation cannot maintain a strong economy or a strong national security without a healthy, competitive merchant marine.

Of course, a lot of work has to be done to help the U.S. maritime industry, which is facing many serious problems.

We made good headway during the Carter Administration.

We hope to continue this effort during the Reagan Administration.

USC to Establish Paul Hall Chair In Marine Transportation

Frank Drozak, Herb Brand Will Co-Sponsor Fund Drive

TRIBUTES are still being paid to the memory of Paul Hall, who was president of the SIU for nearly twenty-three years until his death June 22, 1980.

Those who knew Paul Hall would agree that none of the tributes being paid to his memory would have pleased him as much as the recent decision by the **University of Southern California** to establish a **Paul Hall Chair in Marine Transportation Studies**.

The drive to fund the Paul Hall Chair at USC is being sponsored by two close friends of the late SIU President: **Herb Brand**, Chairman of the Transportation Institute, a non-profit organization aimed at promoting maritime research and development, and **Frank Drozak**, the man who succeeded Paul Hall as President of the SIU.

The following prominent Americans have pledged their support to establish an endowment for the Paul Hall Chair: **Lane Kirkland**, AFL-CIO President; Rep. **Thomas P. O'Neill**, Speaker of the U.S. House of Representatives; **George Shultz**, former U.S. Secretary of the Treasury and now Vice Chairman of Bechtel Corp.; **Jerry Wurf**, president of the American Federation of State, County, and Municipal Employees; **Jesse Calhoun**, President of the Marine Engineers Beneficial Association; U.S. Senators **Warren Magnuson** of Washington, **Ernest F. Hollings** of South Carolina, **Ted Stevens** of Alaska, **Daniel K. Inouye** of Hawaii, and **Bob Packwood** of Oregon; and **William J. Baroody, Jr.**, president of the American



Institute for Public Policy Research.

Paul Hall was one of the giants of the modern maritime industry. He is best remembered for his all-consuming interest in education.

He was fond of saying that the maritime industry had to reach out to the American people and communicate to them how important it was for this country to have a strong Merchant Marine.

In other words, he sought to educate the American people.

He was also instrumental in establishing one of the most successful maritime training centers in the country, the Seafarers Harry Lundeberg School of Seamanship. Not only does the SHLSS provide its graduates with a strong background in basic seafaring skills, it also seeks to improve the quality of their lives. It does this by

making available a number of important educational tools: an alcoholic rehabilitation center, a high school equivalency program, top-notch educational facilities that can be used towards obtaining an associate's degree in marine studies.

The newly established Center for Marine Transportation at the University of Southern California is expected to fill an important national need, for there is a lack of qualified maritime managers in the United States. A rigorous graduate level curriculum has been fashioned. An industry advisory committee will ensure that the curriculum meets the needs of shipyards, shipping companies, maritime labor unions, shippers, port and terminal operators, and government agencies.

The Center for Marine Transportation will be part of

USC's Institute for Marine and Coastal Studies, which since its establishment five years ago has become a national focal point for the study of oceanography, ocean engineering and marine policy. The Institute offers eighty-six courses in twelve academic departments. It operates a number of coastal research laboratories.

When asked to comment on the new department, Rose Hall, Paul Hall's beloved widow, replied, "I can't think of a more appropriate honor to pay Paul. He loved the Merchant Marine. And he dedicated his whole life towards improving the quality of educational facilities within the maritime industry. Look at the Harry Lundeberg School of Seamanship. Thanks to his efforts, it has become the finest maritime training center in the country."

Carter Signs Bill Giving U.S. Coal Ships Preference to Unload

WASHINGTON, D.C.—A bill that will aid American-flag coal carriers was signed into law last month by President Carter.

Numbered S. 1442, the bill has an amendment that grants priority berthing privileges to U.S.-flag coal carriers engaged in the coastwise trade of this country.

The legislation actually puts into law a tradition that had recently come under attack. It had been a widespread custom

for port officials to allow American-flag vessels sailing in the coastal trade "to go to the head of the line."

Because of inadequate storage and port facilities, vessels carrying coal have had to endure port delays of thirty days and more while they wait in line to be loaded.

One of the reasons for allowing U.S.-flag coastal ships "to go to the head of the line" was the importance of coal as an

energy source in this country. Efforts to increase domestic consumption of coal would suffer a severe setback if shipments were delayed an average of 30 days and more.

However, recently exporters of coal threatened to bring suit against ports and coal companies that gave "head of line preference" to American-flag vessels. They were annoyed at the delay that their vessels had to experience while loading at

outdated port facilities.

Unsure of the outcome of such a suit, the coal companies and ports had decided to rescind the preference they had given the American ships.

But Congress and President Carter realized how important the encouragement of domestic coal consumption is to this country. Through S. 1442 they therefore made "head of line" privilege a law. The SIU fully supports that decision.

Republicans Gain Control of the Senate

A major shift of power occurred on Capitol Hill, where as a result of the 1980 elections, Republicans captured control of the Senate for the first time since 1954.

The effects of Ronald Reagan's stunning victory filtered down to the Senate races, where Republicans gained 12 seats. They now control 53 seats. The Democrats control 46.

Among the losers were a number of Senators who had been strong advocates of a revitalized American flag merchant marine. That includes men such as Warren Magnuson (D-Wash) and Birch Bayh (D-Ind.).

Republican control of the Senate means that Republicans will assume control of the prestigious, and powerful, Committee Chairmanships.

Republicans in line for Chairmanships, which are usually determined on a basis of seniority, include: Jesse Helms of N.C., Agriculture; John Tower of Texas, Armed Services; Peter Domenici of New Mexico, Budget; Bob Packwood of Oregon, Commerce; Mark Hatfield of Oregon, Appropriations; James McClure of Idaho, Energy; Bob Dole of Kansas, Finance; Charles Percy of Illinois, Foreign Relations; Robert Stafford of Vermont, Public Works or Labor; Lowell Weicker of Connecticut, Small Business; Jake Garn of Utah, Banking; Barry Goldwater of Arizona, Intelligence; Strom Thurmond of South Carolina, Judiciary.

Previously, many of these chairmanships had been held by

men who were sensitive to the needs of the American flag Merchant Marine: Daniel Inouye of Hawaii, Commerce; Henry Jackson of Washington, Energy; Russell Long of La., Finance; Warren Magnuson of Washington, Appropriations.

Also scheduled to change hands are the chairmanships of the vitally important subcommittees, as well as the staffs of all standing committees and subcommittees, which are usually determined on the basis of party affiliation.

Among the new Republican Chairmen and Subcommittee Chairmen are a number of Senators who understand the importance of maintaining a strong American flag Merchant Marine, men such as Senator John Warner of Virginia who

was instrumental in securing "head-of-the-line" privileges for U.S. flag bulk carriers.

The intricate structure of the American political system makes it impossible to predict the consequences of this shift in power.

The support or opposition of a Committee Chairman can determine the fate of a proposed piece of legislation.

Access to Committee Chairmen is often determined by the whims and preconceptions of Committee staff members.

The unexpected election results underscore the following fact: an organization such as the SIU must place a high importance on maintaining a strong Washington presence if it is to protect the interests of its members.

House of Representatives Will Have Many New Faces

The changes in the U.S. House of Representatives following the national elections may not be as radical as in the Senate, but they are still very significant.

To go along with Ronald Reagan's victory, there was an upsurge in Republican Party support. In the House of Representatives the Republicans picked up 33 seats.

The composition of the new House, which will meet after the first of the year, will be 243 Democrats and 192 Republicans. (The current House has 276 Democrats and 159 Republicans.)

For the maritime industry in general and maritime labor in particular this change is very important.

First of all, labor and the industry lost some strong supporters. Second, coming into the House for the first time are a lot of new people who are not familiar with the maritime industry.

Some of the biggest changes in the House came in a crucial Committee for maritime—the Merchant Marine and Fisheries Committee.

Among those defeated was John Murphy (D-N.Y.) who for many years has been a staunch supporter of a strong U.S. merchant fleet. Also defeated was Thomas Ashley (D-Ohio), the temporary chairman of the committee.

Others on the committee who

lost out in their reelection bids were: Michael Myers (D-Pa.); Edward Stack (D-Al.); Robert Bauman (R-Md.), and Melvin Evans (R-V.I.). Also, Joe Wyatt (D-Tex.) retired.

Whatever Party is in the majority in either the House or Senate gets the chairmanships of the Committees. Therefore, after Ashley and Murphy, John Dingell (Mich.) is next in ranking to be chairman. However, he is expected to become chairman of the Interstate and Foreign Commerce Committee.

The next two ranking members are Walter Jones (N.C.), and Mario Biaggi (N.Y.), both of whom have expressed interest in the chairmanship.

In a major upset, powerful House Ways and Means Committee Chairman Al Ullman (Ore.) lost his bid for reelection. Also, Frank Thompson (N.Y.), who was chairman of the House Administration Committee was defeated.

In addition, three chairmen retired: Robert Giaimo (Conn.) Budget; Harley Staggers (W.V.) Interstate and Foreign Commerce, and Ray Roberts (Tex.) Veterans Affairs.

The SIU, of course, will be working with this new Congress, with our old friends and with the freshmen members. We will be working to insure that the voice of maritime labor is heard loud and clear.

AFL-CIO Pres. Kirkland 'Ready to Cooperate' With New Administration

AFL-CIO President Lane Kirkland made the following statement on the election of Ronald Reagan as President. Kirkland, who has the complete support of the SIU, stated:

"The nation faces many serious problems that will challenge all of our energies. The AFL-CIO stands ready to cooperate with the new Administration in constructive efforts to solve those problems in the best interests of our country."

"The election results show that unemployment and inflation weighed most heavily on the minds of working people and their families. Americans expressed a desire for a change in their circumstances and prospects, for revival of the national economy, and for an improvement in America's standing on the world scene. We shall carefully weigh such proposals as President-elect Reagan may advance to rebuild the nation's

industrial base, and will do our best to assure fairness and equity for American workers."

"In rebuilding the economy, we continue to believe there is a need for cooperation between business, labor and government, and we stand ready to play a constructive role in such an effort. As always, we shall vigorously pursue our responsibility to serve as the aggressive advocates of workers and their interests."

"The new Administration will benefit from the achievements of President Carter, particularly in the area of energy policy which offers hope to the nation that the stranglehold on the American economy resulting from a dependence on imported oil will be broken."

"Finally, I want to express my personal appreciation for the thousands of union members who volunteered their time and energies to

work in this campaign. While the results are disappointing, anyone who believes as strongly as we do in

the democratic process will accept, in good spirit, the verdict of the American people."

Lakes Seafarers Get COLA Hike

As of Nov. 1, 1980, Great Lakes SIU members working under contracts with the Great Lakes Association of Marine Operators, Kinsman Lines and Bob Lo Co., received a Cost of Living increase of 14 cents per hour.

COLA's are computed quarterly, based on increases in the Consumer Price Increase. The Great Lakes cost of living adjustment is one cent per hour for every .3 point rise in the CPI.

The November COLA, which is the final adjustment for 1980, brings the total cost-of-living add-ons for the year to 94 cents per hour. Under the terms of the SIU's contracts with GLAMO, Kinsman and Bob Lo, the

1980 add-ons will be rolled into the base hourly rates effective Jan. 1, 1981.

The next cost of living adjustment date is Feb. 1, 1981.

Special Notice

To avoid any problems and delays when being flown from U.S. ports to foreign countries, please carry on your person the following documents:

Passport
Union Book
Clearance Slips
Vaccination Card
Seamans Papers

Increased Political Action & Improved Services to Members,

THE number one job of any union is making life better for its membership. That means good job security. Top-notch benefits. A decent pension.

But the SIU has taken the job of making life better for its people one step further. Because the SIU knows that Seafarers and Boatmen are not only members

of the seafaring community. They and their families are also members of communities throughout the United States.

In order to make the benefits of

their communities more readily available to active SIU members, to pensioners and to their families, the Union has kicked off the National Political Social and Welfare Training Program.

The National Political, Social and Welfare Training Program was created, SIU President Frank Drozak said, "to provide better, faster and more effective services to SIU members, retirees and their families."

The goal of this brand-new, landmark program can be summed up in one word—**SERVICE**. Service to Seafarers and Boatmen, retirees and dependents, whatever their needs are, wherever they happen to be.

When it's in full-swing, the new program will be operated out of 20 SIU ports by a specially trained Field Representative. So far, 13 Field Representatives have been assigned.

These Field Representatives have extremely important duties—to help SIU members, pensioners and their families with a wide variety of problems, ranging from Union business to Federal agencies.

The Field Representative will know how to cut through the red tape which may be holding up your claim from Social Security, Unemployment, Public Health or any other state or local agency.

If you have a question about what benefits you're entitled to from the Federal government as a



The Field Representative assigned to the port of **Boston** is Joe Corrigan (2nd left). Here, he meets with some SIU members at the Union hall, including (l-r) Phillip Neergaard, Ed O'Connell, Sal Fiore and Alton Hamety.



Explaining the SIU's landmark Political Social and Welfare Program is the program's National Coordinator, Mariann Rogers, who will be working out of Washington, D.C.



It's part of every Field Rep's job to get involved in the community and that's just what **Jacksonville** Field Rep Bill Hodges is doing as he checks out a local bazaar with Lucy Giardino.



Cleveland-area Field Rep Martin Vittardi reviews SIU vacation applications with Union members Terrence De Mentor, deckhand, and Richard Stropich, tug captain, of the tug *Olive Moore* (Lakes Trans. Co.)



Senator John Glenn (D-Ohio) center, looking over a recent issue of the *Log* with **Cleveland** Port Agent Mark Trepp (l) and Field Rep Martin Vittardi (r).



One aspect of the Field Representative's job is to work in the area of politics. Here, Secretary of Labor Ray Marshall (l) and New Jersey Field Rep James Ward get together for a chat.



Pensioners Goal of New SIU Program

retired or a disabled seaman, for example, the Field Rep will make a thorough check on your behalf. And if there's a special program in your area which may be beneficial to you, such as a Senior Citizens program or a child care facility, your Field Rep will know about it, or find out about it, and explain how you can take advantage of it.

But that's just the beginning of the field Representative's duties. Any problems you—or your family—may have concerning a Union welfare claim will be promptly handled by the Field Rep in your port. And if you're at sea, the Field Rep will be available to help your wife or a dependent with any problems concerning the SIU Welfare, Vacation and Pension Plans.

Finally, the Field Reps duties will include participation in the SIU's grassroots political effort. The Field Representatives will get to know, and work with, state and local politicians where it counts the most—in their congressional districts, their assembly districts, their precincts back home.

This kind of contact with elected officials will give the SIU and SIU members broader recognition and better service from politicians.

By the end of this year, all 20 Field Representatives will be working out of every SIU port on the East, West and Gulf Coast,

the Great Lakes and the Rivers. So far, Field Reps have been assigned to **Brooklyn, N.Y., Algonac, Mich., Baltimore, Boston, Duluth, Houston,**

Jacksonville, Jersey City, Norfolk, San Francisco, Seattle and Wilmington, Ca.

The National Coordinator of the new program is Ms. Mariann

Rogers, who will be working out of Washington, D.C.

Shortly after the New Year, all 20 Field Reps will spend two months at Piney Point where they will go through an indepth education program.



Who do you go to if you're an SIU Pensioner with a question about a claim? If you're in **Boston**, you go to Field Rep Joe Corrigan, as SIU Pensioner Garret Wile did.



There will soon be Field Representatives in all 20 SIU ports meeting with and assisting Union members and their families with any problems they may have. Here **Norfolk** Field Rep. Bill Hutchens (l) talks with Seafarers Brad Bradshaw (standing) and John Thomas Short.



At a local labor meeting in the **Baltimore** Union Hall, Field Rep Bob Anton (l), meets with (l-r): Kevin Kissler, National COPE; Ed Lamont, COPE Director for Maryland and Washington, D.C.; Steve Jackson, Carter Campaign Coordinator; Joe Townsley, Teamsters Joint Council President and Pres. of the Baltimore Maritime Port Council; and George Bowen and Jim Tallent, both of the UAW.



New York Field Rep Tom Messana (l) helps Seafarer Jack Marcario, who ships Chief Electrician fill out a benefit form.



Greeting President Carter is Philip R. Piccigallo who, as Northeast Area Director of the SIU's National Political, Social and Welfare Program, coordinates the Field Representatives and activities in his area.

SIU Wins Case Vs. USCG on Yellowstone Loss

WITH a recent U.S. District Court ruling as the solid groundwork, the SIU will now be able to more fully protect the interests of Seafarers during Coast Guard inquiries.

The court ruling, handed down Oct. 14 by U.S. District Judge Mary Johnson Lowe, capped a lawsuit initiated two years ago by the Union against the Coast Guard.

The Union's suit was filed on Nov. 24, 1978, five months after the Coast Guard and the National Transportation Safety Board convened a joint inquiry into the collision of the SIU-contracted SS *Yellowstone*

(Ogden Marine) and the Algerian-registered *Ibn Batouta*.

At least five crewmen were killed and several others injured when the Algerian freighter rammed into the portside of the *Yellowstone* in the Straits of Gibraltar on the afternoon of June 12.

The hearing's dual purpose was (1) to determine the cause of the accident and (2) to make recommendations relative to ship construction, manning, etc., to prevent similar accidents from occurring in the future.

When the hearing began, the law firm of Schulman & Abarbanel appeared as legal representative for the Union and

for Seafarer David Beck who had been the wheelsman on the *Yellowstone* at the time of the crash.

Since both Brother Beck and the Union had a vital interest in the outcome of the hearing, the lawyers asked the Coast Guard to name them "parties in interest." A "party in interest," explained Howard Schulman, has the right to fully participate in a hearing, examining and cross-examining witnesses and doing "whatever is appropriate on behalf of the client so that all facts are known and an appropriate record made, from which proper findings and conclusions could be drawn."

But the Coast Guard refused to designate the Union a "party in interest." Using their own narrow interpretation of the law, the Coast Guard said the only role the Union could play in the hearings was to develop questions and give them to the examining officers who would decide whether or not they should be asked.

With their hands tied by the Coast Guard, the Union took the issue to the Federal Court, Southern District, N.Y.

In a clear and well-documented suit the Union argued that "part of the hearing is to determine safe working conditions and appropriate manning to ensure those safe conditions and that the Union has a 'vital and critical interest in the safety and working conditions of its members' aboard ship."

Howard Schulman underscored the importance of the SIU's participation in a hearing which could have a direct impact on shipboard manning scales. "Manning," he said, "is a vital issue as to whether or not there are proper working and safety conditions because if it is found

there are not enough men, this may very well cause extreme danger to the seamen's working conditions."

The Court upheld the Union's position on all key points. "Where a union is the representative of seamen aboard a vessel involved in a marine casualty," said the Court's Memorandum of Opinion, "it, under... Federal law, is a party in interest..."

"The union participates in training and apprenticeship schools for the promotion of safety conditions aboard U.S. vessels," the Court pointed out. "...its members live and work aboard those vessels in the same manner as the *Yellowstone*," and the union has a "vital and critical interest in the safety and working conditions of their members aboard such vessels."

In addition, the Court ruled that the Coast Guard "impermissibly narrowed the statutory grant of participatory rights... by giving a more restrictive meaning to the term 'parties in interest' than set forth" by the law.

While the SIU's lawsuit was pending in the courts the Coast Guard and the NTSB concluded their investigations and published their findings and recommendations.

However, by ruling in favor of the Union's position, the Court set an important precedent which can be drawn upon in the event of any other marine casualty investigation involving an SIU crew.

The Court clearly backed up the Union's right to participate fully in any inquiry which directly affects the welfare of SIU members. And the Union will rely on this judgement in order to defend the interests of the SIU membership in the future.



Here's the first installment of a new Log column dealing with Social Security. We will try to keep you informed of rules and regulations, changes in the law, and of course your benefits under the Social Security Administration. We hope you enjoy the column. If you have any suggestions concerning this column please drop us a line.

Work After Retirement

There is a limit on how much you can earn and still collect Social Security benefits. For 1980, if you're 65 or over, \$1 in benefits is withheld for each \$2 you earn above \$5,000.

Exception: If 1980 is your first retirement year, you'll get your full monthly check for each month in which you neither (1) work as an employee for more than \$416.67, nor (2) perform "substantial services in self-employment," regardless of your total earnings for the year.

If you're under 65, the annual earnings ceiling is \$3,720; the monthly ceiling is \$310.

After you reach 72 (70, starting in 1982), you can make any amount and still draw your full Social Security.



When you work in retirement, your earnings may affect your own and your dependents' benefits. If a dependent works, his earnings will affect only his benefits. If your earnings in retirement would result in higher benefits, your benefits will be automatically recomputed each year and you will receive the increase without further application.

NOTE: The earnings limit after age 65 will be raised to \$5,500 in 1981, and to \$6,000 in 1982.

After that the limit will be tied to average wages of employees covered by Social Security.

The earnings limit for people under 65 also will increase to keep pace with increases in annual covered wages.



SEPT. 1-30, 1980

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqs.)	58	14	3	77	57	0	58	16	11
ENGINE DEPARTMENT									
Algonac (Hdqs.)	53	16	1	55	20	1	43	20	5
STEWARD DEPARTMENT									
Algonac (Hdqs.)	7	3	0	16	11	0	7	3	2
ENTRY DEPARTMENT									
Algonac (Hdqs.)	38	57	10	0	0	0	45	89	34
Totals All Departments	156	90	14	148	88	1	153	128	52

*"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.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

November 1980

Legislative, Administrative and Regulatory Happenings

1981 Maritime Subsidy Bill Signed Into Law

President Carter has signed into law the Maritime Appropriation Authorization Bill for Fiscal Year 1981.

Authorizations for the maritime industry, like other federal appropriations, must be approved each fiscal year. The annual authorizations bill is perhaps the single most important piece of legislation to affect the maritime industry.

Among other things, it establishes levels

of federal support for the construction and operating differential subsidy programs that form the basis of this country's maritime program. Were these subsidy programs discontinued, the jobs of most American seamen would be jeopardized, and the continued existence of the American flag Merchant Marine would be put into question.

The bill allots the following federal monies: \$135 million for the construction

differential subsidy program; \$346.7 million for the operating differential subsidy program; \$17.1 million for research and develop activities within the maritime industry; \$32.5 million for maritime education and training expenses; \$38.8 million for Maritime Administration Operating expenses; and a supplemental authorization of \$44.3 million for the operating differential subsidy program in the Fiscal Year 1980 Appropriations Bill.

Railroad Deregulation Becomes Law: Will Not Hurt Tow Industry

The Railroad Deregulation Act has been signed into law. The bill's provisions are in keeping with the present Administration's overall policy objective of deregulating industries that have been overly burdened with unneeded and cumbersome federal

regulations.

The Conference Report that accompanies the bill explicitly states that the legislation is not intended to signal the beginning of a rate war between railroads and inland water carriers. In the words of the Conference

Report: "Railroad rates and practices that affect rail-water competition that are unfair, destructive, predatory or otherwise undermine competition and that were unlawful immediately prior to enactment of this Act shall continue to be prohibited."

Report Shows Decline in U.S. Flag Share Of Containerized Cargo

A statistical report by the U.S. Maritime Administration (MARAD) has pointed up a "steady decline" in the amount of containerized cargo carried by American flag ships.

The report shows that U.S. flag participation fell "from 34.8 percent during 1977 to 31.4 percent for 1978." The report also stated that during 1978, the U.S. fleet "transported 9.3 million long tons, a decline of nearly eight percent from 1977."

The U.S. intermodal fleet is by far the

most dynamic aspect of the American flag merchant marine. However, the Marad report conclusively shows that it gets tougher and tougher all the time for American ships to compete with the foreigners.

This once again brings up the SIU's

Carter Signs Maritime Ed Bill

President Carter has signed into law the Maritime Education and Training Act, a bill that seeks to redress imbalances in the federal system of maritime education.

In the past, graduates of Federal and state maritime academies often failed to sail in the American flag Merchant Marine, despite the fact that they had received a federally financed maritime education and/or generous federal subsidies. The SIU and other maritime unions have long been critical of this occurrence, for it was a waste of valuable limited resources that could have been used to better advantage elsewhere.

The Maritime Education and Training Act imposes legal sea-duty obligations on graduates of federal academies. Graduates must spend five years at sea, or else face mandatory military service. Graduates of the six state maritime academies are required to spend three years at sea.

U.S. Representative Les AuCoin, D-Ore., Chairman of the House Select Committee on Maritime Education and Training that authored the bill, has said that "the bill's practical result will be better trained officers for our U.S. Merchant vessels at a time when demand for licensed officers exceeds supply."

Marad Sees Need to Beef Up Bulk Fleet

Speaking before an audience filled with representatives of the maritime industry, Samuel B. Nemirow, assistant secretary of Commerce for Maritime Affairs, discussed a number of issues facing the American flag Merchant Marine.

Noting the depressed state of the dry-bulk sector of the American flag Merchant Marine, Nemirow called the development of an adequate dry-bulk fleet a pressing national need. He urged Congress to re-introduce and adopt the Administration's long ignored dry-bulk subsidy program, which had been submitted to Congress some fifteen years ago.

The President's dry-bulk proposals, Nemirow explained, are designed to "remove built-in constraints in existing maritime laws that have inhibited investment in this type of carriage."

Nemirow also assured his audience that a new awareness of national security considerations will lead to a greater emphasis being placed on the development of a strengthened American flag Merchant Marine. He cited increasing concern over this country's Sealift Capability and recent bilateral maritime trade agreements between the United States and China as being two examples of this trend.

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

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

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

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

SUPPORT SPAD

What a Crew: Save Boat People, Deliver Baby

"It was an unusual two days for the SIU crewed LNG Aries."

So wrote Ordinary Seaman David Hecht. He was describing the events that led to the rescue of a small fishing vessel containing 21 Vietnamese refugees, including one woman who promptly went into labor after boarding the Aries.

The LNG Aries had been underway in the South China Sea

LNG Aries

en route from Tobata to Arun. The deck and engine gangs had just knocked off for lunch when a call from the bridge notified Bosun Fred Pehler that a small fishing boat had been sighted.

As Brother Hecht writes:

"It was a well co-ordinated rescue effort by the SIU crew. While the deck department was lowering the gangway and preparing to tie the fishing boat to the ship, the engine department was slowing engines down. As this was going on Chief Steward Joseph Kundrat was busy setting up an emergency station on deck while Chief Cook George Taylor Jr. was preparing sandwiches for the travel weary guests.

"Things were just returning



Here's some of the hero LNG Aries crew. They are, kneeling left to right: Cargo Engineer Skip Doty, Bosun Fred Pehler, and AB Mike Wiley. Back row from left to right are: 3rd Mate John Whitely, OS Christian Werner, AB Bob Smith, OS Tom Cuddihy, QMED John Ponti, AB Jerry Lopez, Wiper Charlie Brown, 3rd Engineer Pete Schadel, AB Ernie Ford, AB George Holland, Chief Mate William Gatchell, 2nd Mate Jon Anderson. SIU crew members missing from photo are: AB Howard Knox, OS David Hecht, QMED Ray Nugent, QMED Olie Mortensen, Chief Steward Joseph Kundrat, Chief Cook George Taylor Jr., GSU's Everett Rice, Martin Buck, Jeff Franco.

to normal when AB Bob Smith notified the bridge that Nguyen Thi Bich Phoong was beginning labor. She was immediately taken up to the ship's hospital where preparations were made to deliver the

first child born on an SIU LNG carrier."

Chief Mate William Gatchell and Cargo Engineer Skip Doty delivered the child, a healthy baby girl. They were assisted by Second Mate Jon Anderson.

After the delivery Chief Mate William Gatchell commented that "the feeling was indescribable." Cargo Engineer Doty quipped, "I've made many deliveries aboard the Aries, but none quite like this one."

It's Official: Deck Dept.'s Can Carry 50% Blue Tickets

Expanded job openings for blue ticket AB's is one of the plusses of legislation signed into law by Pres. Carter last month.

Under a provision of the Small Vessel Inspection & Manning bill, 50 percent of the AB complement aboard deep sea vessels can now be blue ticket AB's. Previously 65 percent of the AB's aboard deep sea ships had to have green tickets.

The SIU supported adoption of the 50 percent blue ticket provision to open up job opportunities for the growing number of blue ticket AB's who are registered for shipping. (To earn a blue ticket, a seaman needs 12 months watchstanding time as an OS. Green ticket AB's must have 36 months on-deck watchstanding time.)

Another provision of the multi-part measure which had the support of the SIU calls for an end to bare-boat chartering of vessels. Through bare-boat charters, companies have been able to skirt some U.S. inspection and manning requirements.

The Union also endorsed parts

of the bill which: reduce the minimum age requirement for an AB from 19 to 18 years of age; maintain the sea service requirement for AB 'Unlimited' at three years; increase vessel inspection violation fines from \$100 to \$500 a day for each day of inspection; and count time spent in approved training programs as seetime.

But in spite of the successful passage of the 50 percent blue ticket provision and some of the bill's other beneficial sections, the Small Vessel Inspection & Manning bill did not have the blanket approval of the SIU.

The bill contains sections which the Union and the AFL-CIO vigorously opposed on the grounds that they would jeopardize crew and vessel safety, if adopted. The detrimental aspects of the measure include:

- reduction of the percentage of AB's on vessels with a two-watch system from 65 to 50 percent of the crew complement.
- creation of a six-month AB 'Special' in the offshore mineral and oil industry.
- changing offshore supply

vessels to a two-watch standard. Under this provision the workday of seamen aboard offshore supply vessels can be upped from eight hours to 12 hours.

- reduction of seetime requirements for AB's on seagoing tugs and towboats from 18 to 12 months.

In a letter sent to Congressmen prior to the final vote on the Small Vessel Inspection & Manning bill, SIU President Frank

Drozak was sharply critical of those parts of the measure which downgrade minimum service requirements or lengthen the shipboard workday.

Both the lack of adequate experience on the part of seamen and the lack of sufficient rest time sanctioned by this bill will "jeopardize the lives of the human beings involved and at the same time, our nation's environment," Drozak warned.

Notice On Shipping Procedures (Deep Sea)

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

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

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

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

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

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

N.Y. Port Council Institutes Paul Hall Memorial Award: Sea-Land's Hiltzheimer 1st Recipient

New York, N.Y.—Hundreds of members and friends of the Maritime Port Council of Greater New York & Vicinity gathered in the Sheraton Centre here on Oct. 18, to honor Sea-Land's Charles I. Hiltzheimer as the recipient of the MPC's first annual Paul Hall Memorial Service Award.

The significance of the award, which will be presented annually in the name of the late SIU President Paul Hall was explained by N.Y. MPC President Anthony Scotto. "Tonight," Scotto said, "we are initiating the Paul Hall Memorial Service Award—keeping his spirit alive by honoring those individuals who continue to work for the embodiment of his ideals."

Scotto, who acted as chairman of the evening, spoke fondly of Hall, recalling "those qualities which define the man as a leader. His tireless efforts earned him the distinction of being called the father of the modern American merchant marine."

Following his remarks, Scotto introduced SIU President Frank Drozak as the first speaker of the evening. Calling Hall "one of the greatest men I ever had the opportunity of working with," Drozak said that Hiltzheimer, Sea-Land's chairman, chief executive officer and president, was a deserving recipient of the first MPC Paul Hall Award.

"Sea-Land pioneered container shipping," said Drozak.



The first annual Paul Hall Memorial Award given by the New York Port Maritime Council is displayed by its recipient Charles Hiltzheimer, president and chief executive officer of Sea-Land Service, after it was presented to him by Rose Hall, widow of the late SIU president. Standing at right is SIU President Frank Drozak and at left is Port Maritime Council President Anthony Scotto.

"They established routes throughout the world to make this country competitive."

Hiltzheimer, who joined Sea-Land in 1962, had a lot to do with the development of the company's container operations. The MPC's choice of Hiltzheimer as their 1980 awardee is a distinction, Drozak said. "I think Paul would have liked to see himself."

Presented by Rose Hall

The presentation of the plaque to Hiltzheimer was made by Mrs. Rose Hall, Paul's widow. When she stepped to the podium, Mrs. Hall was given a bouquet of roses

and a standing ovation.

"The first annual Paul Hall Man of the Year Award," Mrs. Hall said, "is for an individual the Maritime Port Council feels has done the most for the maritime industry."

Hiltzheimer is an appropriate choice for this award, she continued, reminding the audience that Paul often said "management, labor and government must work together if the American flag merchant marine is going to survive."

"Paul called Charles Hiltzheimer a 'good operator,'" Mrs. Hall said, adding that "it was his highest compliment."

The inscription on the plaque which Mrs. Hall handed to Hiltzheimer said the Sea-Land president "shared with Paul Hall a long and close relationship in the crucial area of maritime relations." It was signed by N.Y. MPC President Scotto; Jack Caffey, vice president of the MPC and SIU N.Y. port agent and; MPC Secretary-Treasurer Sidney Heller, on behalf of the 36 N.Y.-area unions which are MPC affiliates.

In accepting the award, Hiltzheimer said it is "especially meaningful to me because it is given in remembrance of a great American, a dynamic labor leader and a friend."

Hiltzheimer noted that "Paul used to say 'seapower is the symbol of a great nation' and he was right." This nation, he added, "has the largest world trade. Why," he asked, "shouldn't we have the largest merchant fleet?"

"Paul believed," Hiltzheimer went on, "in all of us working together as Americans. We're all in the same boat," he added, "and it doesn't matter much which section of the industry we represent." We must all work together, Hiltzheimer said, because "our merchant marine must regain its competitive posture."

Attending the annual MPC banquet were many N.Y.-area maritime labor leaders as well as elected representatives from New York and New Jersey.

SIU Wins 50% SPR Cargo Guarantee for U.S. Ships

AFTER strong protests by the SIU and the Transportation Institute, the Department of Energy (DOE) has agreed that cargo preference laws apply to this country's Strategic Petroleum Reserve (SPR) Program.

New contracts for shipment of oil under the SPR Program had recently been signed after a year's lull in deliveries. These contracts were assigned overwhelmingly to foreign-flag ships.

In a strongly worded telegram to the White House on Oct. 9, SIU President Frank Drozak said that this action "violates the intent of the law which calls for a minimum of 50 percent up to the maximum of 100 percent of these cargoes to be carried on American vessels..."

A telegram protesting the

action was also sent to the White House by Peter Luciano, executive director of the Washington, D.C.-based Transportation Institute (TI). "This situation poses a serious threat to American shipping interests." TI is an educational and research organization for the maritime industry.

A meeting on the issue was held at the DOE in mid October. Present at the meeting with the DOE representatives were officials from the White House, and labor leaders, including Drozak.

At this meeting the DOE agreed to four points:

1) the applicability of cargo preference laws to the transport of the SPR;

2) renegotiation of the shipping contracts for the 24 million barrels of oil that have already been awarded for this fiscal year;

3) if some of the 12½ million barrels to still be awarded in this fiscal year come from Alaska, those shipments would not be included in the overall percentage figure for shipments allotted to American-flag vessels. (Under the Jones Act, any shipments between U.S. ports have to go on American-flag ships.)

4) if the above measures still result in a shortfall for U.S.-flag vessels in this fiscal year, the difference will be made up in the next fiscal year.

The SPR Program was established under the 1975 Energy Policy and Conservation Act. Its purpose is to buy and store oil for use in case of national emergencies or a cutoff of imported oil supplies. The goal under the act was one billion barrels.

Ninety-two million barrels, or a

supply of 12 to 13 days, had been stored when shipments were stopped about a year ago.

Congress has mandated that the President fill the oil reserve with at least 100,000 barrels per day. Of the 36.5 million barrels slated to be purchased and stored in this fiscal year, contracts for the purchase of 24 million barrels had already been signed.

The petroleum is stored in salt domes in Texas and Louisiana.

In his telegram to the White House, Drozak pointed out that the use of U.S.-flag ships should "be spread evenly over the fill period so that American shipping can plan appropriately. If the maximum is allowed American shipping, it would serve as an inducement to build perhaps at least 20 new ships during the course of the SPR Program."

Forgotten By History, Button Gwinnett Lives Again

The name *Button Gwinnett*, although not exactly a household word, does appear in two very noteworthy places.

The first is on the Declaration of Independence which Gwinnett signed in 1776 as the head of the Georgia delegation to the Continental Congress.

Until recently, that was Button Gwinnett's big claim to fame, mainly because he didn't live long enough to accomplish any other great things. A year after the signing of the Declaration, Gwinnett came to an untimely end when he lost a duel with General Lachlan McIntosh which capped their rivalry over the post of Brigadier General of troops raised in Georgia.

But the name **Button Gwinnett** lives on. It is now proudly borne by an SIU-contracted LASH vessel.

'New' Waterman LASH Carries His Name

The latest addition to Waterman Steamship's growing fleet, the *Button Gwinnett* took on her SIU crew in the port of New Orleans on Sept. 27 and set off on her maiden run to the Far East Oct. 8. She returned to Long Beach, Ca., via the Panama Canal on Nov. 3.

A spokesman for Waterman said the 893-foot *Button Gwinnett* "will be engaged in worldwide trade." She'll be running alternately to the Far East and Indonesia and to the Mid-East.

The *Button Gwinnett* is the third of three LASH ships Waterman took over from Central Gulf Co. All three of the sisterships were built in 1974 and all were rechristened by Waterman for Southern signers of the Declaration of Independence. (One was

named for William Hooper who headed the North Carolina delegation to the Continental Congress, the other for George Wythe, whose name tops the list of signers from Virginia.)

Button Gwinnett, the LASH vessel, was originally christened the *Green Valley*.

Button Gwinnett, the man, was christened Button for his godmother, Barbara Button, in Gloucestershire, England, where he was born in 1735. He moved to the New World, settling first in South Carolina and later moving to Georgia where he was a merchant and a plantation owner.

An interesting footnote to the saga of **Button Gwinnett**: though he affixed his "John Hancock" to the Declaration of Independence,

Gwinnett apparently signed very little else. According to antique dealers, if you can find an authentic Button Gwinnett signature, it could net you as much as \$100,000!



Cutting some tasty looking cream pie is John Buckley (right), a saloon messman. Beside him is Crewmessman Ernest Ponson.



SIU Representative Ted Babkowski (left) discusses a matter with Chief Steward Vic Romolo who was a former Delta Line passenger steward. Brother Romolo has been with the Union for 36 years.



Getting ready for his trip overseas by getting a shot from Dr. Alvarez, is Seafarer Joe A. Osorio, AB.

McCartney Blasts Feds for Skirting U.S. Flag Ships

A STRONG criticism of the treatment that the U.S. maritime industry has received from some Federal agencies was delivered by the SIU last month in Seattle, Wash.

The occasion was the Propeller Club convention and the speaker was SIU West Coast Representative George McCartney.

Referring to the maritime industry, he said that the Federal bureaucracy "is slowly cutting our collective throats and appears to be intent on watching us bleed to death."

The Propeller Club is made up primarily of management people of U.S. maritime companies from shipbuilding outfits to ship owners and ship operators. The Club's purpose is "to promote, further and support an American merchant marine..."

McCartney also talked about the Omnibus Maritime bill that was debated in Congress this year. "Instead of uniting the industry, the bill really did an effective job of splitting it in such a way that a unified approach became impossible, as events showed."

He pointed out that the bill contained many sections that the SIU found very unsatisfactory. In fact many segments of the maritime industry had serious questions about various parts of the bill. But "as the splits in attitude began to develop" there was no real attempt to get together and resolve the differences.

As McCartney said, "that was one problem we did not deal with intelligently... There are other problems of a very critical nature

that we are going to have to deal with, and deal with firmly, if we are going to advance this industry."

Among those problems is the Federal bureaucracy which he says "refuses to commit to carrying out the spirit and intent of the laws of our land with respect to U.S.-flag marine transportation."

McCartney cited the Department of Agriculture, the Agency for International Development, the Transportation Department, the State Department, and the Navy's Military Sealift Command for their negative attitudes toward the U.S. merchant marine.

For instance, he said that the Department of Agriculture "is absolutely intent on using every flimsy excuse to erode American

shipping out of its lawful participation in the carriage of grain cargo."

Speaking about the Military Sealift Command, McCartney said the agency operates "a government business in direct competition with the private shipping industry."

However, the SIU representative reiterated the Union's strong support of the armed services "including the U.S. Navy and its legitimate objectives."

In his concluding remarks, McCartney urged all segments of the maritime industry to work together. "What this industry must do is strengthen its collective efforts; it must concentrate its abilities on speaking with a strong voice on those matters on which we have fundamental agreement."

Retiree, 92, Patriarch of Proud SIU Family

Seafarer Frederick Reyes Jr. was in New York recently finishing his training for his "A" Book in the SIU. While Freddie was here he had occasion to stop by the LOG Office once or twice to pay the staff a visit. Being a rather friendly sort, Freddie is easy to engage in conversation. During one of the chats we had with him, Freddie got on the subject of his grandfather who he spoke of with the admiration that only a grandson can have for his grandpa. Luckily, we caught the sparkle in Freddie's eyes and couldn't pass up the opportunity to meet the elder statesman of this seafaring family.



Here's a proud SIU family, headed up by 92-year old Pensioner Francisco Morciglio, center. Other family members are, from the left Seafarer Frank Morciglio, Mrs. Mercedes Morciglio, Beatrice Reyes and Seafarer Fred Reyes.

choice to make. Before the union we had no benefits at all. Maybe, if you worked a ship steady for a year they would give you one week's pay—about \$12."

Luckily, men like Harry Lundeberg and Paul Hall came along and things changed. Morciglio recalls that "he once shipped with Paul Hall on the S.S. *Amelia* (Bull Lines) while he (Paul) was still a messman." It was on this same ship that his son Francisco Jr. also began his SIU career in 1940.

The senior Morciglio remembers a few close calls he had while shipping during World War II. "There was one time while sailing in a convoy when a couple of the ships were torpedoed." But, perhaps the worst thing, or maybe it was the luckiest as things turned out, was the time he and a shipmate had just gotten off the S.S. *Barbara* in Puerto Rico, having decided to stay home for one trip. The ship was blown up "just out of the harbor" and he "lost quite a few of my buddies."

Francisco ended his sailing days at the age of 66, in 1953. That was the same year his grandson Frederick Reyes was born. Frederick along with his uncle Francisco Morciglio Jr., carries on the fine family tradition of sailing for the SIU. Freddie says "guys like my grandfather and my uncle made it easy for me to sail. They laid the groundwork so that the seamen of today could make a really fine living onboard a ship."

FRANCISCO Morciglio was born in the town of Guanica, Puerto Rico on January 29, 1888. His grandparents, who were of Italian and French descent had come to the island in the early 1800's. Francisco's grandfather was of course, a sailor.

Before the turn of the century, Puerto Rico was still under the rule of Spain and Spanish merchant vessels laden with goods from the old world were a common sight in the harbor. Morciglio's father and uncle were both harbor pilots in Guanica and young Francisco liked to stroll down to the wharf and watch them guide the vessels into port. It was on one of these occasions in 1898, when at the age of ten (and while playing hookey from school) he got his first glimpse of the naval forces of the United States.

"The Spaniards were on the

cliffs firing down at the U.S. armada with muskets," he recalls. "We were all laughing and having a good time watching the battle take place," he said. However, as the U.S. ships drew closer they began to open fire with their huge cannons and "the Spaniards ran into the mountains with their tails between their legs." Seeing that this was no laughing matter Francisco and the others who were watching also "headed for the hills." The Spanish-American War was on and by its end the island of Puerto Rico would be United States territory.

By the age of 16, Francisco Morciglio had begun a sailing career of his own. A friend told him of a job on a schooner and the eager boy started out sailing around the island in the merchant ship as an ordinary seaman.

On the schooner "there was little difference between the officers and the crew." They were

"all seamen" living under the same conditions, wages were low and hours were long and hard but, they shared the "comradery of the sea." Mates and captains alike were happy to teach Francisco their skills and he learned them quickly and well. Soon he was sailing AB and not long afterward Quartermaster and Bos'n. Francisco may not have been the fastest learner on his schooner however, because he remembers a friend of his who "over a period of ten years, worked his way up until he was the ship's captain."

Eventually, his sailing took him into the U.S. coastwise trade between Baltimore and Puerto Rico. It was during this period, while working for Bull Lines, that he joined the SIU as a charter member in 1938. He and his shipmates "voted overwhelmingly" to join the fledgling union. He remembers, "it was an easy

T.I. Wants Proposed Air Quality Regs Re-evaluated

WASHINGTON, D.C.—The Transportation Institute (TI) is fighting against the possibility of enactment of confusing and conflicting pollution proposals that could detrimentally affect ships entering U.S. ports.

New Federal and state regulations have been proposed concerning air pollution controls on ships and in port terminals. TI wants the U.S. Maritime Administration (MARAD) to "take an active role" in these proposals in order to assure "that vessels may operate in U.S. waters and use U.S. ports without facing a bewildering array of complex and unnecessary regulations."

The request was made in a letter to MARAD chief Samuel Nemirov by Herbert Brand, chairman of the board of TI.

The Institute, which represents

174 shipping companies, is a private, non-profit research and education organization based in Washington, D.C. Its member companies operate U.S.-flag vessels in the nation's foreign and domestic shipping trades, including the inland waterways and Great Lakes.

The Federal regulations have been issued by the Environmental Protection Agency (EPA) to control air pollution at new or modified port terminals. A measure of the air pollution caused by ships while in or near the port is included in these regulations.

Brand said the EPA regulations leave many questions unanswered, and he appealed to MARAD to seek those answers.

TI is also concerned about a study being done in California which was mandated by the

legislature there. The study is supposed to examine attempts by local agencies within the state to monitor air pollution caused by ships.

Brand said that although the legislature directed the State Air Board to consult the maritime industry in the study, "we know of no contact within the maritime industry since the state law was enacted."

He called upon MARAD to help ensure that the industry "participates fully" in the development of recommendations in California.

He also pointed out that since shipping is an international activity, a one-sided approach by the U.S. is inadvisable.

"To the extent air pollution emission controls for vessels are necessary," Brand wrote, "they

should be developed by the appropriate Federal authority and proposed as international standards, with the cooperation of the shipping industry."

In his letter, Brand cited a 1979 MARAD study of air pollution rules at 17 port areas. That study concluded that such controls were costly, would result in little benefit to air quality and were of questionable technical feasibility.

The study further recommended that a Federal agency replace state and local control and, with international concurrence, develop national standards for vessel emission control.

Brand said that actions of the State of California and the EPA "fly in the face" of those recommendations and "may result in costly and inconsistent air pollution restrictions on vessels."

Texas Port Council Names SIU's Joe Sacco 'Man of Year'

HOUSTON, Texas may be one of the biggest cities in the country, but on the evening of Oct. 25, it felt like a small, neighborly town.

Representatives from state and local government, from Houston-area labor unions and from many shipping and towing companies turned out for the annual Maritime Port Council Dinner, and to salute Joe Sacco, SIU vice president in charge of the Gulf.

Sacco was honored as the Man of the Year at the 16th Annual Dinner Dance of the Maritime Trades Department's West Gulf Ports Council.

The award was presented to Joe Sacco, who also serves as executive secretary of the West Gulf Ports Council, as a tribute to "a labor leader whose career includes service on behalf of thousands of working men and women from Coast to Coast."

Sacco described himself as "elated" by the award and by the reception of the hundreds of friends and associates who gathered at the Houston Marriott in his honor.

"Everybody was very warm, very receptive. I felt like I was at

home," said the Brooklyn-born Sacco, who added that he was voted an "honorary Texan" by the audience.

Presenting Joe with the West

Gulf Ports Council award, as well as with a special plaque from the International Longshoremen's Assn., was J. H. "Buddy" Raspberry, president of the South

Atlantic & Gulf Coast ILA.

The ILA award came as a surprise to Joe Sacco, as did the presentation to him of a key to the city, along with words of praise from Houston Mayor Jim McConn.

In addition to Mayor McConn, speakers at the awards dinner included U.S. Rep. Bob Eckhardt, MTD Executive Secretary-Treasurer Jean Ingrao and John White, chairman of the Democratic National Committee. Harry Hubbard, president of the Texas AFL-CIO and Gordon Hyatt, West Gulf Ports Council president, gave welcoming remarks.

Commenting on the turn-out of what he called a "nice segment of the entire community in Texas," Sacco said it showed "a commitment on the part of labor, management and government that we have to work together closely to solve the common problems of all working people in the state of Texas."

The West Gulf Ports Council includes unions in the Houston vicinity with locals in maritime, waterfront or related areas, representing more than 40,000 union members.



Just presented the Key to the City of Houston at the West Gulf Ports Council 16th Annual Dinner and Dance is Joe Sacco (second from left), SIU vice president and executive secretary of the Council. Giving him the key at the dinner held in Houston, Tex. is Jim McConn (left), mayor of the city. Also at the podium are Harry Hubbard (second from right), president of the Texas AFL-CIO, and Gordon Hyatt, president of the West Gulf Ports Council. Sacco also received the Council's award as "Man of the Year."

SIU Could Be Crewing 6 More Brand New LNG's By 1985

THE role of Seafarers in the hauling of liquified natural gas (LNG) is likely to grow in the early 1980's, especially if certain obstacles are overcome in the construction of six new LNG tankers now on order at the General Dynamics Shipyard in Quincy, Mass.

Three of the 125,000 cubic-meter LNG tankers were ordered by Zapata Western LNG, Inc., a subsidiary of Zapata Tankships, Inc., in early September. Three additional tankers were placed on order recently by Ogden Marine of Indonesia, a subsidiary of Ogden Corp.

Zapata and Ogden are SIU companies.

If all goes well, those jobs could be ready for filling late in 1985, the projected completion date for the ships.

Actual construction of the new LNG ships will have to wait, however, until after approval by the Maritime Administration of construction subsidies and financing through long-term bonds, as applied for by Zapata and Ogden.

Two other factors could also influence the construction schedule of the six ships, namely, the negotiation of pricing agreements with foreign LNG suppliers, and review of seismic studies relating to the site of a proposed LNG receiving terminal at Point Conception, Calif. That review is now being conducted by the California Public Utilities Commission.

All these stumbling blocks appear to be surmountable. It's expected that all six LNG ships will be plying the seas between

the U.S. West Coast and Indonesia—with Seafarers aboard—by 1985.

Once again, the SIU's pioneer-

ing efforts in LNG safety training, will mean added job security for Seafarers in the years to come.

SIU's Abarbanel Finishes Another Marathon

Gliding in under the wire of the grueling 26-mile New York City Marathon with a finishing time of 3:54:50 was the SIU's intrepid legal counselor, Arthur Abarbanel. Abarbanel, of the Union's law firm Schulman & Abarbanel, finished 7,893rd out of a field of more than 16,000 starters who negotiated sharp turns, steep hills and four bridges that took them through all five of New York's boroughs.

When he crossed the finish line of his sixth completed marathon Abarbanel, 57, reported he "felt fine. This was one of my better marathons," he said, adding, "I didn't feel exhausted or tired."

When asked if he'd enter marathons in the future, Abarbanel answered like the lawyer he is. "I'll play it by ear," he said. "I'm not saying no and I'm not saying yes."

What's Wrong?



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

So take the Marine Electrical Maintenance Course.

It starts Jan. 5 and continues through Feb. 12

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



Taking five aboard the *Sea-Land Independence* are crewmen Walter Chaney, QMED; Jack De Culty, AB; and C.B. Butts, wiper.



On a fine October day in Port Everglades, Fla., part of the SIU crew on the *Sea-Land Independence* posed for this photo. They are (l-r): Tom Gallo, QMED; Grant Thomas, 3rd Mate; E. Szydlowski, Wiper; Andrew Hudimec, Bosun.

SIU Crews New Sea-Land D-9, Independence



Standing a gangway watch on the *Independence* is AB John Gardner.

The *Sea-Land Independence*, another part of Sea-Land Services' new D-9 program, was captured live by the *Log* as she steamed, oops, that is dieselized her way into Port Everglades on Oct. 10. It was the maiden voyage to Florida's East Coast for the brand new containership.

Everyone on board was extremely pleased with the vessel's performance, as well as the general ambience of the ship. Not only is the *Sea-Land Independence* a good looking ship, she is also a very comfortable one. All crewmembers have their own rooms with toilet and shower. Also the ship is equipped with an exercise room complete with sauna.

The *Sea-Land Independence* along with her 11 diesel-powered sisters is expected to save the company a tidy sum in fuel bills over the years. Next stop is New Orleans where the D-9 will payoff.



QMED Isaias Cambronero prepared himself for the job on the *Independence* by taking special training courses in diesel engines at the Lundeberg School.



The D-9 vessel has the capacity to handle 839 40-foot containers in addition to 35-footers.



Part of the steward department aboard the *Independence* are Messmen Del Loder (l) and Lou Spatora.



The 745-foot *Sea-Land Independence* underway on her maiden run.

G&H Puts 7th Brand New Tug Into Service: More Jobs for Boatmen

The last of a series of seven new tugs built by G&H Towing of Texas has entered the SIU-contracted fleet of boats. She's the 88-foot long *Eva*.

Like the six sister boats that

preceded her, the *Eva* will do shipdocking and other harbor work in the Galveston-Texas City area.

The *Eva* has a beam of 32 feet, a draft of 16 feet, and a horse-

power of 3,000. Built at the McDermott Shipyard in Morgan City, La., the boat weighs 178 gross tons.

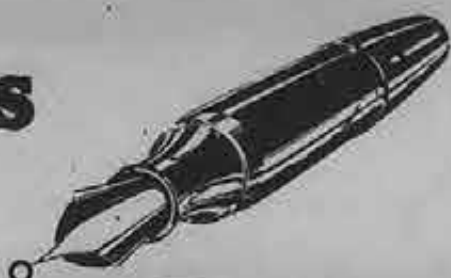
Her sister boats are: *Titan*; *Laura Haden*; *Denia*; *Barbara*

Neuhaus; *Mark K*, and *W.D. Haden, II*.

Along with the *Eva*, these boats represent increased job opportunities for SIU Boatmen.

LETTERS

TO THE EDITOR



Scholarship Winning Seafarer Likes College

I would like to take this opportunity to express my gratitude for the Seafarers International Union's Charlie Logan Scholarship which I was awarded in 1979. After my first year of college on the scholarship I can now fully understand how such a chance to enhance my education will affect my life without changing the occupation which I have come to enjoy.

I have been using the scholarship to study Architecture at the University of Washington, a program that is not completely centered around the concept of Architecture solely as a means to build a building. Along with the technology of design and construction, a major emphasis is placed on the behavioral influences of one's environment.

This knowledge has helped me to better understand and live with many of the day-to-day problems of ship-board life. For instance, knowing how the general lighting quality of a place so confined as an engine room can determine one's attitude toward working in that engine room, or the different effects of colors and variations of colors used in a daily living environment with regards to basic environmental satisfaction, has produced in me a greater concern for living conditions aboard ships. The improvements in these and other environmental conditions can be seen every time a new ship rolls off the ways.

I believe the SIU can and should continue in its fight to constantly improve the quality of life aboard American vessels, and the Charlie Logan Scholarship has helped me in not only seeing how but why these improvements must be made. For this, and much more, I thank you.

Fraternally yours,
Gary J. Westerholm
Book #W-1095
Seattle, Wash.

ICW Struggle Continues

I read with deep interest the full page story about our union's (International Chemical Workers) struggle in Laurel, Miss. which appeared in the September issue of the *Log*.

I wish to thank you on behalf of all our members in general and those of our Local Union 882 in particular for bringing to your members news of the terrible injustices Sanderson Farms is inflicting on the strikers.

As you may know, we have stepped up our boycott of Sanderson products by recently seeking the help of the Southern Christian Leadership Conference, the IUD and the AFL-CIO, which has endorsed the boycott.

Publicity such as your union has given our cause in Laurel cannot do anything but help buoy the spirits of the strikers. They are a courageous and dedicated group and will be pleased to learn that your union has given their struggle not only nationwide, but also worldwide publicity in the pages of your fine publication.

Further, your union's participation in our May 17 "March for Dignity," as well as all the other groups who helped us, will show those anti-union forces that the Labor Movement is truly united for the benefit of the American worker.

Again, thank you for the fine story and pictures and if the ICWU can help the SIU in the future, please do not hesitate to call upon us.

Sincerely and Fraternaly,
Frank D. Martino, President
International Chemical Workers
Union

'SIU Saved Day for Lakes Seamen'

Reading in the *Log* that Lakes Seamen have received 94-cents-an-hour cost of living increase during the 1980 season tells me how lucky they are to have the SIU to go to bat for them. On the Lakes myself (1923-55), with the SIU to protect me only from '53-'55, I would like to give the kids today a run-down on wages prior to World War II on the Lakes. Of course this will sound like ancient history to today's Lakes Seamen going back to before the War, but our trials trying to survive then are still graphically engraved on my memory.

Perhaps it was my decision to marry my Ashtabula sweetheart when I was only 20, that was 1930, that led to my hardships of trying to survive on the Lakes' wages of that period.

Briefly Brothers we entered the Depression years with our \$105.00 a month for Wheelmen. Remember, this was for 12 hours a day, six on, six off. Then as the Depression deepened in 1934, the year Uncle Sam (Franklin Delano Roosevelt) recognized that Lakers were also seamen covered by the seamen's act of 8 hour days, U.S. Steel, backed by Pickands Mather, and don't forget The Lake Carriers Association, the Fink outfit handling the hiring, cut our wages to \$84.00 a month. Now kids here is my point for this complete dissertation. At \$84.00 a month a Lake Wheelman's hourly rate was 35¢, an increase of six cents an hour over 1933 but a loss of \$21.00 a month on the old rate of \$105.00 and 12 hours a day. So, count your blessings that today's Laker, with a full season under your belt, can survive the cruel winters that we suffered through.

Bud Knuckey
Knuckey Road
Brooksville, Fl.

IBT Local Will Always Remember Paul Hall

We want to extend our thanks for your acknowledgment of this Local's contribution to the Cancer Research Fund of New York University's School of Medicine, as reported in the *Seafarers' Log*.

We are not the only Union which owes a large measure of gratitude to the late Seafarers International Union President Paul Hall and in the name of these many beneficiaries of Paul's many favors, we propose that a committee be created to commemorate the memory of Paul Hall and to raise an annual fund for cancer research.

We will gladly support such an undertaking as I know will mean many other unions.

Fraternally yours,
Dennis M. Silverman
President, Local 810
International Brotherhood of
Teamsters

Crackerjack Steward Department

I would like to extend my vote of thanks through the *Log* to the Steward Department aboard the *S.S. Mount Washington* for their cooperation to me and for a job well done. Especially to Mr. Edward Fuller, Chief Cook, Mr. Edwin Felker, Baker, and Mr. John "Champ" Silva for the extra time and effort put forth by them to put extra dishes out such as Chateau Briand, Veal Parmesan, Veal Cordon Bleu, Oysters Rockefeller, Eggplant Parmesan, Chicken Garienne, Ham and Broccoli Cream Sauce, a good assortment of dinner rolls, pastry, and vegetables.

These men are extra conscientious as well as good shipmates and a credit to our union.

Sincerely,
Paul Cox, Steward
S.S. Mount Washington

SIU Will Continue to Fill Leadership Role

THE elections are over. The U.S. ship of state has a new master. He may alter his ship's course. He'll certainly change her crew. But like the captain of any ship, he is pledged to keep his vessel running smooth, to sail her true and steady.

No matter who skips a vessel, a seaman has a job to do and that job is the same regardless of who's in charge.

It's the same with maritime. The merchant marine isn't Republican or Democratic. It's American.

Without a strong, stable U.S. merchant fleet capable of carrying a substantial portion of U.S. trade our nation's economy cannot prosper. Without an adequate number of ships flying the U.S. flag, ships capable of fulfilling a key military support function, our nation's security is not wholly protected.

The United States would not have become a free and independent nation or a major world economic power without a strong national fleet. And we cannot maintain either our economic status or our freedom without one.

The importance of a U.S. fleet to this nation's economy and security has not altered because the leadership of the country has changed hands. And the work of this Union—the drive to upgrade the size and quality of our national fleet; to guarantee our ships a fair share of U.S. cargoes—has not changed either.

In the wake of this month's elections there have, however, been profound changes on Capitol Hill. The new Republican majority in the Senate means a 100 percent turnover in committee chairmanships.

There have also been many changes in the House of Representatives, most notably on the all-important House Merchant Marine & Fisheries Committee. And a change in the Administration means a top-to-bottom change in all federal agencies, which directly or indirectly influence U.S. maritime policy.



Our job in the months ahead is a big one. But our course is crystal clear. The SIU will press on in the future as we have in the past, **providing strong and able leadership toward the goal of a strong and capable U.S. merchant marine.**

Washington will be full of new faces come January. New congressmen, new senators, new Cabinet secretaries, new administrators.

Many of them, like the vast majority of their constituents, have only a limited understanding of the maritime industry or of its problems.

These people need to be educated about the U.S. merchant marine. They need to know how vital it is that the United States free herself from dependence on the unstable, unreliable third world nations that carry most of our foreign trade.

They need to be informed that the success of any U.S. military mission depends directly on the strength of the U.S. flag fleet; that right now, the U.S. fleet is not strong enough or large enough to undertake an emergency military sealift. And it is up to us to tell them.

The American people spoke on November 4, exercising the most basic of all their rights—to change

their leaders.

But the democratic process does not end at the ballot box. If we expect our legislators, our congressmen, our senators, our President to govern us well we must let them know what our concerns are. We have to spell out our needs and suggest solutions to our problems.

We cannot expect a firm commitment to the U.S. merchant marine from a single elected or appointed leader, be he Republican or Democrat, unless he knows what's at stake. It is up to us to tell him.

Targeting our objectives does not mean that success will come easy. It will not. But our purpose is clear. Our commitment is total. Our aim is unalterable—to ensure the survival and the growth of the U.S. merchant marine.

SIU General Election Proceeding

Voting is presently being conducted in 31 ports for the election of SIU, AGLIWD officers for the term 1981-1984.

Seafarers may pick up their ballots and mailing envelopes from 9 a.m. until noon, Mondays through Saturdays, except on legal holidays, from Nov. 1 through Dec. 31, 1980.

For a detailed report on the election procedures, including addresses of the 31 ports, see the special supplement in the October Log.

All full book members in good standing are urged to cast their vote in the election for officers of their union.

LOG

November, 1980

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Aboard the tug *T and A 11* (Taylor and Anderson), Captain Joe Bethel works the starboard quarter of the aircraft carrier *Saratoga*.



SIU-contracted tugs from various companies in the Philadelphia harbor ease the *Saratoga* into her drydock.



On the tug *Defender* (IOT) SIU Boatman Willie Williford, deckhand, flexes his muscles as he sands down the deck.

10 SIU Boats Escort *Saratoga* on Date for Overhaul

OCTOBER 8 was a big day for Philadelphia and a big day for SIU Boatmen in the Philadelphia area. On that Wednesday afternoon no fewer than 10 SIU-contracted tugs helped guide the huge Navy aircraft carrier *USS Saratoga* on the last leg of her journey to Sun Shipyard in Chester, Pa.

The *Saratoga* is slated for a major overhaul at the Shipyard, a refurbishing that will cost at least a half billion dollars.

Hundreds of shipyard workers are expected to be employed over the two years the *Saratoga* will remain in drydock at Sun. And many times that number of jobs will be created in related shoreside industries, providing a badly-needed boost to employment in the hard-pressed City of Brotherly Love.

As the *Saratoga* made her way from Philadelphia's Navy yard to Sun Shipyard, the harbor bustled with activity.

Three Union-contracted towing companies sent delegations of SIU-crewed tugs to assist in the escort of the *Saratoga*. The main contract for the *Saratoga* job had been awarded to Taylor & Anderson. SIU Boatmen crewing four T&A tugs guided the Navy vessel to her berth at the shipyard, completing a trip which began at Jacksonville, Fla.'s Mayport Navy Base.

Assisting the T&A boats were three SIU-crewed Curtis Bay tugs, the *H.C. Jefferson*, *Cavalier* and *Labert Point*. Also helping out on the big towing job were three SIU-contracted McAllister boats, the *Muriel McAllister*, the *J.P. McAllister* and the *Triton*.

Two Navy tugs rounded out the complement of 12 boats which brought the *Saratoga* to her temporary home at Sun Shipyard.



Framed by the porthole is Boatman Tom Breslin, cook on the tug *T and A 11*.



Deckhand Joe Chuyska heaves up the line from the *T and A 11* to the starboard quarter of the *Saratoga*.



SIU Representative Joe Air (far left) takes care of some Union business with the crew of the tug *Driver* (IOT) as Engineer Ed Fisher (second from right), a member of MEBA District 2, joins them near the dock. From left are: Fred Bischoff, AB; Leon Morgan, captain of barge 48, and Greg Moore, cook.



Eating lunch aboard the *Cavalier* (Curtis Bay) just before the tug helped dock the *Saratoga* are, from the left, SIU Boatmen: Greg Koguc, deckhand; Tom Maronski, engineer; Tom Bethal, oiler, and Ed Duane Bethal, captain.



Holding a meeting with crewmembers aboard the *Clipper* (IOT) is SIU Representative Joe Air (second from right). From the left are: Richie Lord, AB; Travis Williams, mate; David Lopton, AB; Ralph Gardener, captain; and Mike Caputo, cook.

Seafarers

HARRY LUNDEBERG SCHOOL OF SEAMANSHIP



Piney Point Maryland

There's More to It Than Just QMED:

Specialty Engine Courses Available To Increase Your Skills—Earnings

MOST Seafarers think the FOWT or the QMED program when they talk of upgrading. No question but that these are necessary endorsements on the upgrading ladder. But, let's face it: no one is going to learn all there is to know about some important shipboard systems as diesel engines, marine

electronics, refrigeration and air conditioning, automated control systems, steam plants, machine work, and many others. Time is just too short to cram it all in during the regular QMED schedule.

So, there are specialty courses at the Seafarers Harry Lundberg School of Seamanship—courses that will increase your skills and raise your earning power. There are a number of such courses available where you can devote your full attention to learning whatever skill you need.

All of the courses are specially prepared by Seafarers engine department instructors to fit the needs of our own SIU membership. To help you select the course which would be most helpful to you, we will describe the various specialty courses in the LOG.

Let's start with the "Maintenance and Operation of Shipboard Refrigeration Systems."

The maintenance of shipboard refrigeration systems is an increasingly important skill, and the Seafarers who are qualified to operate and efficiently maintain

this equipment will always be in demand. This course will prepare you to operate, repair and maintain just about every piece of refrigeration and air conditioning equipment that will be found aboard any SIU-contracted vessel.

The course begins with the maintenance and operation of small refrigeration units such as refrigerators, freezers, water coolers and ice makers. You will put together a small refrigeration system. You will learn to evacuate, check for leaks, charge and adjust the unit.

Next, refrigerated container units are examined. Here, both electric and diesel refrigeration units are covered. Maintenance of both the electrical and mechanical equipment is stressed. The use of electrical wiring schematics is taught, and troubleshooting methods are examined.

Finally, centrifugal systems for large ships carrying fruits and vegetables are examined. During this part of the course, you will go aboard one of the big reefer ships and go through their entire system.

The course is six weeks.

Previous experience with refrigeration and electrical equipment is helpful—but is not necessary.

So, begin now to take advantage of the many specialty engine courses available at the Seafarers Harry Lundberg School of Seamanship. It's your future—make it worth while!



The shipboard refrigeration course at the Seafarers Harry Lundberg School of Seamanship is the best anywhere. Just ask QMED Seafarer Julius Johnson shown here who recently completed the course.



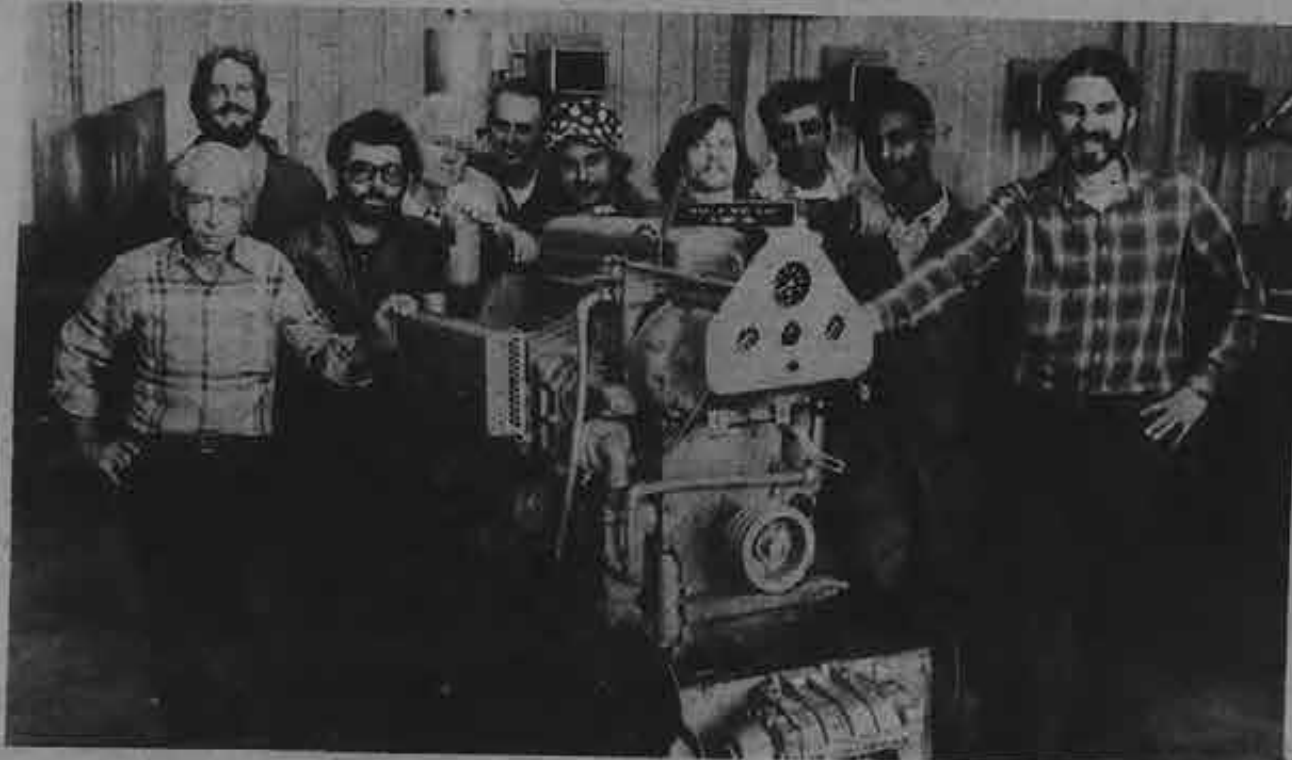
Seafarer John Speer works on a "Thermo-King" unit as part of the hands-on training for the maintenance and operation of shipboard refrigeration systems.

Learning Marine Electronics



Seafarer Victor Palumbo works at a schematic board with SHLSS instructor Terry Connors as he learns the intricacies of Marine Electronics. Brother Palumbo sails out of the Port of New Orleans.

Diesel Engine Class Graduates



All ages are represented here as the Seafarers Harry Lundberg School of Seamanship graduates its latest class of Diesel Engine Mechanics. From left are Horace Ledwell, Joseph Graney, Robert Lanier, James Dickinson, Wayne Cole, Steve Roznowski, Jeffrey Page, Engine Instructor Dave Gregg, Guy Frazier and Robert Ivanauska.

High School Plan Features 'Flexibility': Academic Staff Is Developing An Independent Study Program



Going Back Some 50 Years

Seafarer Eugene Sieradzki is going to high school at the age of 67. "It's like dusting away the cobwebs of some 50 years," he says. Brother Sieradzki is enrolled in the High School Equivalency (GED) Program at the Seafarers Harry Lundeberg School. How's he doing? "Just great!" says his teacher Mary Cole.

THE SIU has always been committed to the education of its membership. This concern for education is shown not only in the vocational training but also in the academic areas. The Academic Department at the Seafarer's Harry Lundeberg School of Seamanship continues to develop new programs to help SIU members meet their educational goals. This commitment is shown through the GED and Reading programs, the Charlie Logan Scholarship, and Charles County Community College courses. These are just a few of the ways that the Seafarers School is striving to meet the members' needs.

Now, the teachers in the GED

program are busy at work developing an Independent Study GED Program. This program is being developed so that SIU members can work toward earning their high school diploma while upgrading in their particular department. The program will be set up in conjunction with our library so that students can use the materials written by the GED staff along with films, filmstrips, cassettes, video tapes and other resources.

This program is being developed because many upgraders find it financially difficult to come to Piney Point for the GED program. With the new program, a motivated upgrader can study GED in his spare time while taking other upgrading programs.

The GED exam is a five-part exam in the areas of Math, Science, Social Studies, English and Reading. The Independent Study Program is set up on an individualized basis, helping students with their strengths and weaknesses.

For example: If Joe Seafarer is a good reader and a Social Studies buff, he may want to take these sections of the course as an independent study. If his Math, English and Science skills are a little weak, he may take those subjects in a classroom situation working daily with the help of a teacher. As in all the academic areas, the program is designed with the individual's needs and skills in mind.

How can you get into the independent study program? There are a series of tests in the GED subject areas. After you take the tests, a teacher will sit down with you and recommend which program will best suit your skills and academic goals. Flexibility is the key word. The GED staff wants to help you. With the many types of program offered, there is one that will fill your needs.

To many Seafarers, earning a high school diploma has been an important goal. It is a matter of deep personal pride as well as an excellent way to increase your knowledge and further your educational goals. Skills learned in GED classes can be applied to both your job and personal life.

So the next time you are in Piney Point to upgrade in the vocational department, make sure that you stop in the academic department to see what we can do to help you.



Seafarer McQuay Is GED Achiever

Seafarer Thomas McQuay was misquoted when he talked about how he dropped out of school. In the last issue of the LOG he said nobody cared whether he stayed in school. "The truth is that my mother and a lot of other people did care, but things just happened," he explained. Anyway, McQuay is a GED achiever, and he, his mother and a lot of his friends are mighty proud of that.



An Interested Visitor From Down Under

When the Australian Government decided to put together a comprehensive maritime training program, one of the places they wanted to take a close look at was the Seafarers Harry Lundeberg School of Seamanship in Piney Point. Michael Saint, seen here, is the chief executive officer of the Australian National Maritime Industry Training Committee. "I came to the Lundeberg School," he explained, "because your reputation for the quality of your maritime training has travelled around the world." During his day-long visit to the Lundeberg School, Mr. Saint met with the vocational training staff and later with the SHLSS academic department. Here he learns about various study programs from Sandy Schroeder and Patty Trosbach.



Members of the SHLSS academic department as they finalize a new program. From left are: Academic Director Jacqueline Aumann.



Congressional Delegation

Former Maryland Congressman Frank Mongelli, vice president of the Seafarers Harry Lundeberg School of Seamanship, director of Vocational Education to the school. The Congressional delegation, including Senator Merchant Marine and Fisheries Committee Chairman Garmatz was a stand-up industry.



Firemen Diner

The September class of firemen, a large one—and all passed with flying colors. Eugene Diamond, Richard Berg, Robert Burgess, Edward Danyliw, in front from left, Bertsch and John Crup.



SHLSS academic staff pore over study materials. From left are: David Knowles, Sandy Schroeder, Jacqueline G. Knoetgen, and Tracy



Dean Visits SHLSS

Congressman Edward Garmatz (right) chats with president of the Seafarers Harry Lundeborg School of Seamanship (left), and John Mason. Garmatz was chairman of the House Fisheries Committee from 1965 through 1975. He is now a member of the House of Representatives. Chairman of the SIU and the maritime

For the SIU Boatman...and the Industry: Towboat Scholarship Program Will Help You Get Ahead

HELPING our SIU membership move up to more responsible jobs—with better pay and job security is what upgrading is all about.

In the Inland Waterways industry, there are a number of opportunities provided for SIU members to help them improve their jobs and the quality of their lives.

One of these opportunities is the TI/SIU Towboat Operator

Scholarship Program. This program—funded by the Transportation Institute, sponsored by the Seafarers International Union, and specially designed by the professional staff at the Seafarers Harry Lundeborg School of Seamanship—is the finest in the towboat industry.

It is a "hands-on" program to help career-oriented boatmen move up to the wheelhouse. On-the-job training together with

useful classroom instruction equips the graduates to operate all kinds of towboat equipment safely and expertly.

The TI/SIU Scholarship Program is a very real opportunity for the boatman who is serious about his career to start moving up the ladder. If you are interested, send for your application kit by writing to the Seafarers Harry Lundeborg School of Seamanship.



Moving tank barges with the towboat Susan Collins gives the TI/SIU Towboat Scholarship participants real experience in the wheelhouse. Boatman Terry Kittle who works for Heartland Transportation out of Paducah, Ky., is gaining confidence as well as experience.



Boatman Max Fischer takes the wheel of the towboat CL 2 as part of the on-the-job training offered through the TI/SIU Towboat Operator Scholarship program. Max works for National Marine out of Houston.



Boatman Joseph Hayes does his chart work as he prepares for his Towboat Operator's license. Brother Hayes works for Allied Towing out of Norfolk, Va.



Dredger/Watertender Class Graduates

It's at the Seafarers Harry Lundeborg School of Seamanship was a group of graduates with flying colors. Standing from left are Instructor Bill Foley, David Eugene Guazzo, James Hoffman, Steven Walters, Steven Saari, Michael Minix and Robert Smith. Kneeling are: John Twomey, Lawrence Rodal, Michael Minix and Robert Smith. Kneeling are: John Twomey, Lawrence Rodal, Michael Minix and Robert Smith.



Graduates Earn Able Seamen Endorsements

They completed four tough weeks of classroom and on-the-job training; then they sat for a thorough examination before U.S. Coast Guard examiners. When it was all over, this happy group of Seafarers had earned endorsements as Able Seamen. In the top row, (l-r) are Ed Burke, Keith Kincaide, Chris Gutierrez, Mike Hunter, Dave Emis, George Tricker, Pam Monaco, Dwain Wynn, Frank Schliep, Jon Bailey and Mike Dorness. In the middle row are (l-r) SHLSS Instructor Harry Coyle, Robert Lynch, Lori Frandino, Robert Welles, John Callan, Rusty Harris, Maanor Mia, Steve Kastel, Edward Dials and Scotty Boatright. Kneeling are Scott Trester, Bill Bell, Sam Bennett and Ronald Mena.



SIU Laker Gus Kuhl keeps close watch over his rolls. Brother Kuhl, whose home is Cleveland, Ohio recently completed the Cook and Baker program.



Mary Warriner went from the Trainee program right into the Third Cook program. During her training she worked under the supervision of experienced Steward Department Seafarers like Chief Steward Gossie McKee. Sister Warriner is now sailing as Third Cook on the LNG Carrier *Libra*.

SHLSS Offers Career Opportunities In Maritime Food Service Department



Seafarer Dave Fuller worked hard during his upgrading tour, and he said he enjoyed every minute of it. Brother Fuller, who ships out of the Port of Wilmington, Calif., successfully completed the Cook and Baker program at the Harry Lundeberg School of Seamanship.

The Seafarers Harry Lundeberg School of Seamanship at Piney Point offers complete career training in the steward department—from entry-rated General Utility all the way up to Chief Steward.

There's no limit to the career opportunities, and there are substantial pay increases at every step of the way.

Experienced food service instructors—many with long-time seagoing experience—are here to help you.

Age is no barrier to upgrading, nor is a lack of formal education. Teachers and instructors will help you make up the difference. The only limit is the limit of your own ambition.



Enrico Hernandez took full advantage of the Seafarers steward department upgrading program and is now qualified to sail as Chief Cook. Brother Hernandez ships out of the Port of Baltimore.



Raymond Anthony (left) learns the fine art of menu planning from veteran SIU Chief Steward Frank Costango. Seafarer Anthony recently completed the Cook and Baker program and plans to work aboard SIU-contracted towboats in the New York area.



Chief Steward Willie Wilson really enjoys his work—and that's good because he has been going to sea for more than 40 years. Seafarer Wilson, who ships out of the Port of New Orleans, recently completed the Steward Recertification program.

Digest of SIU Ships' Meetings



CAPRICORN (Apex Marine), September 7—Chairman, Recertified Bosun D. L. Rood; Secretary M. Caldos; Deck Delegate John Cooper; Engine Delegate Mike Hall; Steward Delegate Frank Rakas. No disputed OT. Chairman noted that the repairs from the last meeting were taken care of and both washing machines are working properly. Chairman thanks everyone for helping out with the garbage problem. Delegates to take up collections for a TV booster and TV lead wire and a new antenna. A vote of thanks to the steward for our cookouts. The crew enjoys them very much and extends their appreciation.

LNG LIBRA (Energy Transport), September 9—Chairman M. Kieffer; Secretary E. Bousson; Steward Delegate A. Robertson. No disputed OT. Secretary reported that most of the men were getting off in a few days in Tobata. Report to Log: "To: Captain C. E. Anderson, Sir: We the crew of the *LNG Libra* wish to thank you for the poolside parties that you have sponsored on the vessel as they are great morale boosters and to break the routine of everyday meals. We also wish to express our appreciation for your generous donations to the ship's fund. We all hope to sail with you many more trips in the future. In appreciation we remain the crew of the *LNG Libra*." Next port Tobata.

AMERICAN HERITAGE (Apex Shipping), September 15—Chairman, Recertified Bosun Leo Paradise; Secretary H. C. McCurdy. No disputed OT. \$30.50 in ship's fund. A vote of thanks to the Bosun Leo Paradise for keeping a clean ship for the past twelve months, and to the steward department for a job well done. Noted that there is still no transportation from gate to ship in Marcus Hook.

OGDEN CHALLENGER (Ogden Marine), September 28—Chairman, Recertified Bosun Charles D'Amico; Secretary D. P. Martinez; Educational Director Edward Self. Some disputed OT in deck department. Chairman reported that the ship will arrive in New York on Wednesday night and pay off the next day. Everything has been running fine. A vote of thanks to the steward department. Observed one minute of silence in memory of our departed brothers.

TRANSCOLORADO (Hudson Waterways), September 7—Chairman V. Ardowski; Secretary Robert W. Ferrandiz; Educational Director A. Praino; Deck Delegate Paul Whitlaw; Engine Delegate Troy Smith; Steward Delegate J. Shaw. No disputed OT. \$73.34 in ship's fund. Chairman thanked the crew for being a good and cooperative group of men. It has been a trouble free voyage. A vote of thanks to the whole steward department for a job well done. Next port San Francisco.

DELTA SUD (Delta Steamship), September 14—Chairman, Recertified Bosun A. Lasnansky; Secretary E. Vieira; Educational Director U. S. Weems; Steward Delegate Stanley Trusinski. No disputed OT. \$71 in ship's fund. Chairman reported that there have been no beefs or problems brought to his attention. All is going along well and there has been no lost time accidents. Request that the men who are getting off be sure to leave a clean room for the new men coming on. Keep in touch with the company office as to the sailing time. You can get the phone number at the Captain's office. Observed one minute of silence in memory of our departed brothers.

SEA-LAND PANAMA (Sea-Land Service), September 14—Chairman, Recertified Bosun Orla Ipsen; Secretary E. Johnson; Steward Delegate John Lynch. No disputed OT. Chairman requested that all young members who qualify should go to Piney Point and upgrade. The Union needs rated men in all departments. Discussed the importance of donating to SPAD. \$14 in ship's fund. A vote of thanks to the steward department for a job well done. Next port Dubai.

LNG VIRGO (Energy Transport), September 19—Chairman, Recertified Bosun Billy K. Nuckols; Secretary Robert F. Frazier. No disputed OT. Chairman reported that there were cigarette butts found on the deck. He warned of the extreme penalty if anyone is caught disposing of their cigarettes this way. This is endangering not only the individual but the ship and the crew. It was suggested again that the Chairman and QM's get together and talk to the Captain about replacing the stool on the bridge. It is nearly impossible for a man to stand a four hour watch and then be expected to turn to and do a good job working overtime on deck. A vote of thanks to the steward department. Observed one minute of silence in memory of our departed brothers and one extra minute for departed President Paul Hall. Next port Arun.

GREAT LAND (Interocean Mgt.), September 28—Chairman Perry Kellioka; Secretary D. O. Coker; Deck Delegate Paul Ellison; Engine Delegate John A. Sullivan; Steward Delegate Donald M. King. No disputed OT. Chairman reported that the ship is expected to pay off enroute to Tacoma, Washington from Anchorage, Alaska. The patrolman will board the ship in Tacoma. The steward department is not all satisfied with the medical provisions provided for them. We are in total agreement that the medicine chest be checked and the necessary items as provided for in the agreement be placed in the chest. It is impossible to get even a band aid or an aspirin from the chest. The patrolman gave an outline of things to come and the members really appreciated Brother Steve Troy's enlightenment in giving us the Union's outlook for the future. A vote of thanks to the steward department. Observed one minute of silence in memory of our departed brothers.

BALTIMORE (Sea-Land Service), September 14—Chairman, Recertified Bosun Jose L. Gonzalez; Secretary George W. Gibbons; Educational Director William R. Thomas; Engine Delegate Alton Green. \$15.25 in ship's fund. No disputed OT. Chairman posted the repair list and discussed the importance of donating to SPAD. Advised all members to read the Log so you will know what is going on in the Union. A vote of thanks to the Bosun and dayman on the garbage detail. A vote of thanks to Turkey Jones, the Chief Cook, and the rest of the steward department. Next port, Elizabeth, N.J.

OGDEN CHARGER (Ogden Marine), September 7—Chairman, Recertified Bosun N. Matthey; Secretary P. L. Shauger; Educational Director T. Wright; Deck Delegate Frank Campobasso; Engine Delegate Art Norman; Steward Delegate John M. Platts. No disputed OT. Chairman noted that we will be on station with the Navy Tuesday. Will start discharging Wednesday, 0500 hours. Next ports, Bahrain, Subic Bay and Okinawa. Also requested that only the men needed for refueling should be on deck all others to stay off. When through showing movies return them to boxes where they belong by the radio shack.

SEA-LAND MARKET (Sea-Land Service), September 7—Chairman, Recertified Bosun William Kleimola; Educational Director G. Payne; Engine Delegate Dan DeMarco; Deck Delegate John Maloney. No disputed OT. Chairman reported that the usual safety meetings were held.

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

Mayaguez	Transcolumbia	Tampa
Achilles	Golden Endeavor	Sea-Land Leader
Pisces	Del Oro	Ogden Leader
Sea-Land Patriot	LNG Aquarius	Inger
Sea-Land Trade	Cove Navigator	Del Viento
Sea-Land Express	Brooklyn	Jacksonville
Sea-Land Producer	Worth	Golden Monarch
Williamsburgh	Sea-Land Developer	El Paso Arzew
Del Mundo	Sea-Land Pacer	Columbia
Thompson Pass	Del Campo	Howard Boyd
Point Revere	Overseas Valdez	Boston
LNG Leo	Mount Washington	Sea-Land Resource
Houston	Point Judy	Cove Explorer
Charleston	Sea-Land Galloway	Point Susan
Del Monte	Penny	Sea-Land Pioneer
Sea-Land Philadelphia	Sea-Land Defender	Santa Mariana
Rose City	Overseas New York	Santa Elena
Robert E. Lee		Tamara Guilden

SEA-LAND LIBERATOR (Sea-Land Service), September 28—Chairman, Recertified Bosun James Pulliam; Secretary G. Elean; Deck Delegate J. Houlihan; Engine Delegate J. O'Donnell; Steward Delegate J. Princeco. No disputed OT. Chairman reported that the letters received from headquarters were read and posted concerning pension C.O.L.A. Arrival will be in Yokohama, Wednesday morning. Draws will be in Yokohama, Hong Kong, Kobe and Long Beach. The counters and cabinets in the crew lounge are supposed to be installed in Japan. Everyone should do their part in keeping the ship clean. All members should read the Log and study the report of the Credentials Committee. If you are qualified you should go to Piney Point to upgrade for better job security and higher pay. Educational Director noted that there is a beautiful library room aboard and lots of good books. Just to remind everyone it is on the 03 level starboard side of the ship. All movies should be returned to stewards office after showings instead of being left out and should be rewound before returning. Observed one minute of silence in memory of our departed brothers.

WILLIAM HOOPER (Waterman Steamship), September 21—Chairman, Recertified Bosun E. A. Rihn; Secretary Don Collins; Educational Director J. A. Burkette; Deck Delegate W. H. Bechner; Engine Delegate M. H. Beasley; Steward Delegate C. A. Colston. No disputed OT. Chairman reports that this has been a fine trip and that even with the hardships of the refrigeration system not operating properly and food losses being incurred there have been no beefs. Secretary reminded all members that we have a great school at Piney Point and any man who qualifies should take advantage of it. Also discussed the importance of donating to SPAD. A vote of thanks to the steward, baker, chief cook and the rest of the steward department who handles food for fine foods and service only as SIU style should be, the very best. Report to Log: "SS William Hooper (Lash) Waterman Steamship Corp. taken over as of the 30th of June from Central Gulf. Crew turned to at 0800 and served dinner. Made a Mid-East coast wise trip with no beefs. Ship was in poor condition when taken over and now only minor repairs remain." Next port Newport News.

LNG GEMINI (Energy Transport), September 15—Chairman, Recertified Bosun M. B. Woods; Secretary C. L. Shirah; Educational Director D. Shaw. \$62 in ship's fund. No disputed OT. Chairman noted that this is a smooth running ship and that the patrolman will meet the ship in Tobot. The latest Logs were received and put in the lounge. A discussion was held on the importance of donating to SPAD. A vote of thanks to the steward department for the poolside parties.

OVERSEAS VIVIAN (Maritime Overseas), September 23—Chairman George A. Castillo; Engine Delegate Carlos Caello. Chairman noted that the ship was due to arrive in Panama on Saturday the 29th. Advised all crewmembers who have not done so to go to Piney Point to upgrade and better themselves while the opportunity presents itself. No disputed OT. A vote of thanks to the steward department for a job well done.



Mobile

Groundbreaking ceremonies for the new Union Hall here were held on Nov. 12 in conjunction with the Membership Meeting Day. In attendance with the members were SIU President Frank Drozak and Port Agent Tom Glidewell.

Radcliffe Materials is abuilding 20 200-foot steel deck barges and three twin-screw towboats at the Twin City Shipyard, St. Paul, Minn.

Delivery is expected next January. The construction will cost \$8-million.

Port Arthur

Second year wage increases of 13.4 percent were gained by the Boatmen of Higman Towing.

Incidentally, President Carter got 80 percent of the East Texas vote.

Norfolk

Contract negotiations are about to start at some of the inland companies at this port.

Tenn-Tom Waterway

The U.S. Supreme Court late last month upheld a lower court ruling by refusing to halt construction of the Tenn-Tombigee Waterway.

The justices left intact rulings that the Environmental Defense Fund, the National Audubon and Birmingham (Ala.) Audubon Societies and the Alabama Conservancy waited too long before challenging the project in a 1976 suit.

Now you can improve your math skills In Your Spare Time!

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- ★ to improve your math skills for upgrading;
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- ★ ★ ★ to earn credits for your college degree.

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NOTE: Complete all five courses and earn four college credits.
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Academic Education Department
Seafarers Harry Lundeberg School of Seamanship
Piney Point, MD. 20674
ATTN: Lois Knowles, Mathematics Department

Send it today!

Algonac

Luedtke Engineering Co. is on a new job in the twin ports of Duluth, Minn. and Superior, Wisc. removing the old bridge between the ports to make way for the new Arrowhead Bridge.

It is expected to be completed by 1981 with work shutting down for the winter.

Hannah Marine's tug *Mary E. Hannah* arrived at the Bay Shipbuilding Yard, Sturgeon Bay, Wisc. recently for "sight and survey" work.

Hannah also plans to build three tank barges of 63,000 barrels, 40,000 barrels and 30,000 barrels capacity. Delivery is expected by next year. Building cost is \$16-million.

Houston

Western Towing contract negotiations are now under way here. Also, negotiations for COLA agreements were successfully completed at G & H Towing, Higman Towing and Moran Towing.

New Orleans

The paddlewheeler *Mississippi Queen* (Delta Queen Steamship) with a redesigned paddle wheel to overcome the Upper River's swift currents has been able to return to her home port of Cincinnati six times in the last two years. And she made a quarterly profit of \$214,000.

Lake Charles, La.

Our inimitable Cook D. V. "Pat" Patterson reports he's "still going strong."

On Nov. 6 he left Port Arthur to join the Tug *Warrior* (Crowley Marine) here. Pat said on a recent trip to San Juan, Puerto Rico and Port au Prince, Haiti the crew was "happy" with barbecued spareribs, stuffed pork chops, Chili Mac and ear corn despite the rough, overcast weather with 2 to 4-foot seas.

Pat enjoyed the Miller time and famous Haitian Barbancourt rum shoredside at the factory. He also got some beautiful, handcarved wooden statues there.

A dark cloud on the horizon appeared after the *Warrior* passed the Dry Tortugas of the Florida Keys as Castro kept an eye on them from the hills of Cuba. On one voyage, a Cuban gunboat circled the tug for a couple of hours. Another time, a small, ragged sailboat loaded with Haitians went by headed for the U.S.A.

Pat adds that Capt. Walt Reimer of Crystal River, Fla. is commanding the tug.

Tampa

The recently damaged southbound span of the Sunshine Bridge here which spans the Tampa Bay Channel most likely will be rebuilt says Federal and State highway officials.

Previous plans had the span, which was hit by a ship, being replaced with a \$100-million superbridge (like the Dames Pt. Bridge, Jacksonville) of six lanes supported by cables spanning the 1,300 foot channel.

There are no protective concrete dolphins or buffers around the bridge's piers or reflective devices on the span which could pick up radar.

SIU Tug Capt. Chamberlain Retires



Picking up his first SIU pension check at the August membership meeting in the port of Philadelphia is Capt. Curtis Chamberlain, shown receiving his check from Philadelphia Port Agent Joe Air. Seafarer Chamberlain retired from Taylor & Anderson on July 1. Plans for the future? "I'm just going to relax for awhile, without worrying about midnight or weekend orders!" he said. Another thing Boatman Chamberlain doesn't have to worry about is hospital and medical coverage. As an SIU pensioner he still receives the top-notch benefits of the Union's Welfare Plan. "The SIU's Pension and Welfare Plans are real security," said new Pensioner Curtis Chamberlain.

Clothing Workers Win 17-Year Stevens Battle

Roanoke Rapids, N.C.— Amid shouts of joy and triumph, textile workers from seven J.P. Stevens plants here voted unanimously to ratify their first union contract ever with the nation's most notorious anti-union company.

The Oct. 19 vote capped a bitter 17-year struggle to get J.P. Stevens, the second largest textile manufacturer in the U.S., to recognize the Amalgamated Clothing & Textile Workers Union (ACTWU) as the legally elected bargaining agent for its employees in Roanoke Rapids.

A statement issued by the ACTWU in New York called the agreement "a turning point in our 17-year struggle with a company that has long been the symbol of militant resistance to workplace rights, human dignity, and the improved standard of living which flows from union contracts and a collective bargaining relationship of mutual respect."

Speaking on the eve of the contract ratification vote, AFL-CIO President Lane Kirkland hailed the agreement as "a major victory for all the working people of America. It is a tremendous forward step for the textile and apparel workers of the south," Kirkland added. He praised ACTWU and its members who "through 17 long years stood up to an anti-union management, held their ranks together and...persevered."

Included in the historic 2½ year pact which covers some 3,200 workers at seven Stevens plants in Roanoke Rapids and High Point, N.C., Allendale, S.C., and West Boylston, Ala., are immediate wage and benefit hikes totalling almost 20 percent.

Part of that total covers two wage hikes which workers at Stevens 70 non-union southern plants received in the past two years. The union workers at Stevens will receive those raises retroactively, a settlement which will average about \$1300 per person.

Other provisions of the ACTWU's collective bargaining agreement with Stevens were made public by the union's Executive Vice President Scott M. Hoyman. "The contract," Hoyman said, "regulates workloads and provides the security of a seniority system for job changes and promotions." Also included are dues checkoff provisions and pension and other benefits.

The key clause in the new contract is inclusion of binding arbitration rules. Resolution of that clause, Hoyman said, "was probably the single most important factor impeding our negotiations for more than six years."

It was six years ago that the ACTWU was certified as the collective bargaining rep for workers in Stevens Roanoke Rapids plants by the National Labor Relations Board. The long, tough organizing drive which preceded the election began in 1963. But in spite of the outcome of the union election, J.P. Stevens repeatedly refused to recognize the union. Cited no fewer than 22 times by the NLRB for flagrant labor law violations, Stevens still refused to bargain in good faith with the ACTWU.

The tide began to turn, however, when the ACTWU launched a massive "corporate campaign" and a nationwide



J.P. Stevens Workers at Roanoke Rapids, N.C., cheer and applaud their approval of the first contract between the company and the Amalgamated Clothing and Textile Workers. The agreement ended a bitter 17-year struggle by the workers.

boycott against Stevens. The corporate campaign put pressure on companies to terminate their business dealings with Stevens or to oust Stevens' corporate directors who sat on their boards.

With the solid support of many AFL-CIO unions, including the SIU, the ACTWU began holding demonstrations at companies which had business connections with Stevens.

Two years ago, the union's pressure forced James D. Finley, then Stevens' chairman, to resign from the boards of New York Life and Manufacturers Hanover Trust, and on Jan. 1 of this year, Finley resigned as Stevens' chairman. When Whitney Stevens stepped in as chairman of the company, contract talks with the ACTWU reportedly began in earnest.

The impact of the union's campaign was clearly underscored by the demands Stevens made on the ACTWU before agreeing to the settlement. The union agreed to call off its four-year boycott of Stevens' products; to refrain from working to remove directors from the Stevens' board and to halt attempts to restrict "the

availability of financial or credit accommodations to Stevens."

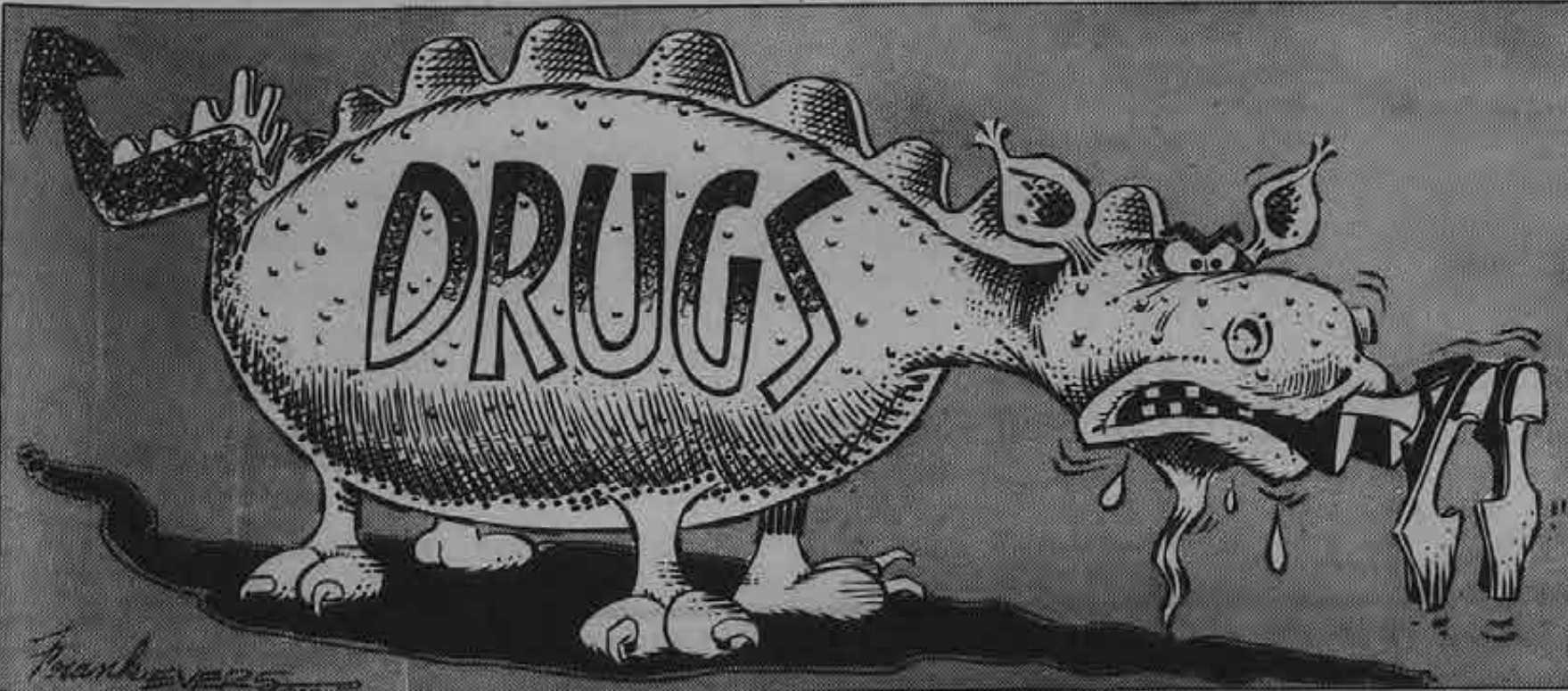
In addition, the ACTWU had to agree to give up for 1½ years its court-ordered right to use certain areas of Stevens' plants for organizing drives.

However, buoyed by the successful conclusion of the struggle in Roanoke Rapids, the ACTWU has pledged "to continue a dynamic organizing campaign in the presently non-union Stevens plants. The ACTWU is determined," a union statement said, "to use the momentum that this settlement produces to accelerate and broaden our southern organizing program."

The ACTWU isn't expecting future organizing drives to come easy. Stevens spokesmen have stated repeatedly since the settlement was reached that "the company continues to be openly and strongly opposed to unions in its non-union plants." (About 90% of Stevens' workforce is still non-unionized.)

But for the workers in Roanoke Rapids, their union contract was worth the fight. "I think," said one 40-year Stevens' employee, "things are going to get better now."

A MESSAGE FROM YOUR UNION



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



The Lakes Picture

ALGONAC

Things are looking up a bit for Great Lakes shipping for the first time in months. During the last month three American Steamship Co. vessels fit out and are now running. They are the *John A. Kling*, the *John J. Boland* and the *Roger M. Kyes*.

* * *

The first independently operated port agency to be established in Michigan set up for business this month. The five-member Detroit-Wayne County Port Authority was created by a law signed by Mich. Gov. Milliken in Jan., 1979. It replaces the Detroit-Wayne County Port Commission, a division of Wayne County Inter-Governmental Affairs & Management.

* * *

In late September, the Michigan Transportation Commission voted unanimously to discontinue the subsidies which have kept the Chessie System Carferries sputtering along. Discontinuation of the subsidy, which created a lot of controversy when it was made last summer, was recommended by the state Dept. of Transportation. The final run between Ludington, Mich., and Milwaukee, Wisc., was reportedly made on Oct. 4. A Chessie spokesman said the Ludington-to-Manitowic run will be abandoned by next summer.

CLEVELAND

Mark Trepp is the new SIU port agent here. He reports shipping out of Cleveland is good and interior renovations on the Union Hall are progressing.

DOUBLE FEATURE

Mackinac Island, the popular summer community on Michigan's Upper Peninsula which can be reached only by SIU-contracted car ferry, is now a star of the silver screen. A new movie, titled "*Somewhere in Time*" which is billed as a romance and stars Christopher Reeve and Jane Seymour, was filmed largely on Mackinac Island and its famous Grand Hotel. The film, a sort of time travel love story, didn't get very good reviews. But Mackinac Island got raves. One reviewer said "the hotel and Mackinac are spectacularly lovely..." Well, when you got it, you got it!

* * *

Well-known oceanographer Jacques Cousteau sailed his research vessel *Calypso* into Lake Superior to film above and below the water this fall. In mid-September Cousteau filmed the Superior Shoals off the Keweenaw Peninsula and the area along the Pictured Rocks National Seashore and Whitefish Bay.

Next the research team checked out the wreck of the steam yacht *Gunilda*, which went down in Lake Superior in 1911. Divers off the *Calypso* confirmed reports that the vessel is in "picture perfect" condition with her mast still upright and her rigging intact.

Finally, thanks to favorable weather conditions, *Calypso* divers launched a mini-submarine and spent 30 minutes filming the *Edmund Fitzgerald*. Cousteau's project, part of a four-month joint venture with the Canadian Film Board, also calls for visits to Lake Erie and Lake Ontario. At the latter, the team will investigate the wrecks of the American warships *Hamilton* and *Scourge* which went down during a storm 167 years ago. To cap off the documentary, Cousteau will re-visit Lake Superior in December to film under the ice.

CHICAGO

Participants at a recent meeting of the Great Lakes Commission heard a forecast that the future of Great Lakes shipping lies with bulk commodities not container cargo.

The forecaster, Peter Jones, who is vice president of Federal Commerce and Navigation, Ltd., of Montreal, stated that grain, coal and other bulk freight showed considerable growth potential for the future. "Grain is king," he said, "and shows all signs of remaining so over the foreseeable future and coal is a comer."

However, Jones told the Great Lakes Commission that they should stop "banging the drum" for container shipping on the Lakes because "direct container service to and from the Lakes...is not economically viable in comparison to other routes."

* * *

While on a six-port Great Lakes tour last month U.S. Commerce Secretary Philip M. Klutznick was approached by a joint labor-management group with the request that the Federal Government subsidize a U.S.-flag Great Lakes service. The group petitioning Secretary Klutznick included representatives from the ILA, stevedoring companies and port authorities. Though assuring the group that Commerce Dept. would look into their request to give the U.S.-flag Great Lakes fleet a much-needed boost, Klutznick was reportedly cool on the idea.

TONNAGE FIGURES

Figures from the Lake Carriers' Assn., for bulk commodity shipments on the Great Lakes for the year to Sept. 1 showed some good news and some bad news. The bad news was the predictable slump in iron ore shipments coupled with a downturn in coal cargoes. Iron ore shipments through Sept. 1, 1980 were 44,724,870 gross tons, compared to 55,362,058 gt for the same period in 1979. The dramatic downturn in iron ore totals is due to the depressed U.S. auto industry. A smaller decline in coal shipments was posted this year. A total 25,695,468 net tons of coal moved on the Great Lakes through Sept. 1, compared to 26,231,472 tons for the same period last year.

The good news was the tonnage totals for grain—18,221,601 net tons this year, compared to 15,642,122 last year. But even with the surge in grain movement, bulk freight shipments were down almost 10 million net tons over last year's totals.

CHINA'S FORTUNES

The new U.S.-China trade pact, signed in Washington last month by President Carter and a representative of the People's Republic of China includes cargo sharing and port access provisions. Most major U.S. ports were opened to PRC-flag vessels under the terms of the agreement, including eight on the Great Lakes. The ports are: Erie, Pa.; Cleveland and Toledo, Ohio; Bay City, Mich.; Chicago, Ill.; Kenosha and Milwaukee, Wisc.; and Duluth-Superior. Assistant Secretary of Commerce Samuel Nemirow said the Chinese have vessels which are suitably sized to call at these ports and they also want to be near the production points for the grain and machinery they want to export.

CLEAN WATERS

Though Lake Erie's beaches were crowded last summer and fishing was better than it's been in years, researchers at Ohio State University's Center for Lake Erie Area Research (CLEAR) find that not all is copacetic. While there has been a reduction in the amount of pollutants entering the Lake, there has been no reduction in the level of toxic substances actually in the Lake.

Progress has been made in reducing the amount of nutrient pollutants, such as phosphorous, entering Lake Erie through its tributaries. (Nutrient pollutants are those which promote the growth of algae which are consumed by bacteria when they die. In the process, the bacteria uses up the oxygen needed by fish and other forms of life.)

Over the past 10 years, the research group says, clean-up efforts have focused on limiting phosphorous from entering the Lake through traditional sources, such as cities. But recently scientists began to realize that phosphorous also enters the Lakes from alternative sources, like acid rain, dust particles and farmland fertilizer washing into the Lake.

Also, over the past decade, new types of pollutants, like PCB's, PBB's, heavy metals and pesticides have been building up in the Lake. "They invent new toxins quicker than you can test them," said one scientist.

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



Clyde Smith



R. Kevin Cunningham



Jerry McLean



Norman Dubois



Salvatore Frank, Jr.



J.D. Foster



Tom Lasater



M.C. Cooper



Rune Olsson



Charles Todora



John Bertolino



Angelo Urti

12 More Complete Bosun Recertification

THE SIU's commitment to protecting the rights of its members was underscored when the latest class of Recertified Bosuns received their diplomas at the October membership meeting in New York.

The Union established the Bosun Recertification Program as part of its continuing effort to ensure that the men and women sailing SIU ships maintain the highest standards of excellence. One of the goals of the programs has been to pinpoint the issues facing the maritime industry, so

that the Bosuns taking the course can understand them.

Bosuns have always played a pivotal role onboard ships. Historically, they have been intermediaries between the licensed officers and the members of the crew. Because of this fact, it is important that they understand the rights and duties of their fellow shipmates.

The Bosuns who successfully completed the program were involved in a vigorous two-month internship. They divided their time between the Harry Lundeberg School Seamanship

and the Union Headquarters in New York City.

Among other things, the Bosuns studied the various benefit plans available to members of this union. When they go back to their ships, the Bosuns will be better equipped to help their crew-members understand their contractual rights, welfare benefits and pension eligibility requirements.

The Bosuns were also exposed to the union's Washington Operations in a one day visit to the nation's capitol.

During their visit to Washington D.C., the Bosuns visited the Transportation Institute, a non-profit organization aimed at promoting maritime research and development, and the AFL-CIO Maritime Trades Department, where they were given an in-depth briefing on the SIU's legislative activities.

The Bosuns also spent some time visiting Capitol Hill, where they observed this nation's lawmakers in their natural habitat.

Dates for the next Bosun Recertification Program have not yet been set.

If U.S. Sends Oil to Israel, U.S. Flag Will Carry Percentage

WASHINGTON, D.C.—Arrangements were finalized here last month in the oil agreement between the U.S. and Israel.

If the oil agreement ever has to be implemented, the arrangements include a clause that calls "for appropriate participation of United States flag carriers in the transportation of oil from the United States..."

The agreement on oil supply, concluded by the U.S. and Israel on June 22, 1979, was part of the process resulting in the conclusion of the Treaty of Peace between Egypt and Israel.

As part of that treaty, Israel agreed to give back to Egypt oil

fields in the Gulf of Suez. The oil agreement contains a commitment by the U.S. to make oil available for purchase by Israel if she could not find enough on her own to meet her domestic requirements.

The agreement of June, 1979 provided that the U.S. and Israel should meet to develop contingency implementing arrangements. There have been five meetings over the course of the past year resulting in the arrangements signed last month.

If the oil supply agreement is ever activated, the U.S. would first try to find foreign oil for Israel. If that proves inadequate, the U.S. would sell domestic oil.

The implementing arrangements will apply for an initial period of five years and additional periods of three years for the duration of the oil supply agreement, which is 1994.

Israel's oil consumption is currently about 160,000 barrels per day, less than one percent of U.S. consumption.

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Dispatchers Report for Deep Sea

SEPT. 1-30, 1980									
Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups	Class A	Class B	All Groups	Class A	Class B	All Groups	Class A	Class B
DECK DEPARTMENT									
Boston	8	6	2	4	1	0	15	8	3
New York	115	45	6	112	60	3	170	73	16
Philadelphia	10	1	1	4	4	1	16	5	2
Baltimore	23	7	7	20	11	3	37	17	10
Norfolk	18	12	6	19	17	0	25	13	15
Tampa	14	8	6	16	18	1	20	9	9
Mobile	18	4	0	8	2	0	39	9	0
New Orleans	79	35	5	70	31	6	124	36	3
Jacksonville	23	8	2	26	8	0	55	22	7
San Francisco	38	14	8	27	18	3	74	15	9
Wilmington	27	15	7	10	19	5	43	22	13
Seattle	32	12	8	73	35	5	50	15	8
Puerto Rico	15	1	0	20	2	0	23	1	1
Houston	75	21	7	65	21	1	124	40	15
Piney Point	1	3	0	1	10	0	0	2	0
Yokohama	0	1	0	0	0	1	0	1	0
Totals	496	193	65	475	257	29	815	288	111
ENGINE DEPARTMENT									
Boston	1	2	0	1	0	0	5	6	0
New York	81	39	2	56	41	0	149	80	9
Philadelphia	12	4	2	4	3	1	16	8	1
Baltimore	23	9	1	18	9	1	33	17	3
Norfolk	10	9	0	11	10	0	24	12	3
Tampa	7	13	3	7	10	1	9	12	3
Mobile	11	2	0	6	1	0	31	14	0
New Orleans	62	16	3	60	18	0	98	28	5
Jacksonville	23	7	0	15	5	0	32	11	2
San Francisco	28	16	2	28	21	3	46	19	4
Wilmington	11	8	3	7	3	1	22	18	2
Seattle	21	7	6	38	16	4	40	15	9
Puerto Rico	8	4	0	13	4	0	12	4	0
Houston	49	16	1	40	5	0	100	28	3
Piney Point	2	0	0	2	3	0	0	2	0
Yokohama	1	0	1	0	0	0	1	0	1
Totals	350	152	24	306	149	11	618	274	45
STEWARD DEPARTMENT									
Boston	1	4	0	2	0	0	3	6	0
New York	53	21	1	54	44	1	79	37	4
Philadelphia	1	3	0	3	2	0	3	5	0
Baltimore	14	6	1	12	7	0	20	11	1
Norfolk	13	2	0	6	25	0	17	4	1
Tampa	7	3	0	7	8	3	4	4	1
Mobile	10	0	1	10	3	0	16	0	1
New Orleans	27	3	0	30	19	0	59	8	2
Jacksonville	18	1	1	16	7	0	20	4	1
San Francisco	11	6	6	19	12	3	31	16	17
Wilmington	8	5	3	1	4	3	16	10	6
Seattle	19	4	3	30	26	1	27	5	8
Puerto Rico	5	0	0	6	3	0	9	5	0
Houston	26	9	0	19	15	0	61	10	0
Piney Point	0	2	0	0	34	0	0	10	0
Yokohama	0	0	1	0	0	0	0	0	1
Totals	213	69	17	215	209	11	365	135	43
ENTRY DEPARTMENT									
Boston	2	7	2				3	19	7
New York	33	87	51				54	251	155
Philadelphia	2	16	1				5	44	6
Baltimore	16	33	10				21	55	27
Norfolk	7	21	9				4	40	22
Tampa	4	17	6				3	19	10
Mobile	3	19	0				8	37	7
New Orleans	23	48	11				32	89	30
Jacksonville	14	31	4				18	65	14
San Francisco	21	38	27				34	74	71
Wilmington	5	21	36				11	43	103
Seattle	10	33	22				14	42	34
Puerto Rico	10	18	2				11	35	10
Houston	17	57	22				21	85	53
Piney Point	0	41	0				0	66	0
Yokohama	0	1	1				1	1	0
Totals	167	488	204				240	965	549
Totals All Departments	1,226	902	310	996	615	51	2,038	1,662	748

*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 August was good in most A&G deepsea ports, as it has been for the last several years. A total of 1,662 jobs were shipped last month to SIU-contracted deep sea vessels. Of these only 996 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 for the foreseeable future.

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At Sea & Ashore

ST Point Susan

From now until Nov. 25, the *ST Point Susan* (Point Shipping) will carry from a Gulf or Atlantic port to Haifa or Ashdod, Israel, 23,000 long tons of corn, soybeans or sorghum wheat and 25,000 more long tons of the same cargo.

Sea-Land Service

Early last month, two of the 12 new Sea-Land D-9s diesel-powered containerships were christened in ceremonies at the Hyundai Heavy Industries Shipyard, Ulsan, South Korea.

They were the 10th and 11th *Sea-Land Endurance* and the *Sea-Land Innovator*.

The last D-9 to be christened this month is the *Sea-Land Freedom*. All of the 12 D-9s will be in operation by the end of this year.

M/V Lionheart

The Coast Guard last month granted a waiver extension to the *M/V Lionheart* (Coordinated Caribbean Transport) on navigation and vessel inspection regulations until Dec. 31 or "until a replacement ship" is available. This enables the SIU-crewed *Lionheart* to remain in service.

The replacement, a R/O R/O vessel, is being built in West Germany. Also, a Artubar barge for the R/O R/O will not be completed until 1981.

Hampton Roads Harbor

Sen. John Warner (R-Va.) expects Congress will OK funding for the deepening of the harbor here to increase the port's coal export potential.

He expects action within about six or eight months on the dredging. Congress was back in action on Nov. 12.

Ninety ships this month were waiting here to load on coal. The port exports 80 percent of U.S. coal production.

THE TANKERMAN TEAM



Well trained Seafarers accepting the challenge ... To Be The Best!

To get the job done!

A skilled tankerman is necessary to move liquid cargoes, maintain pollution control and prepare the vessel for USCG inspection. Safety and firefighting are also taught.

A Tankerman Course starts every two weeks beginning Dec. 18.

SS Santa Magdalena

Seafarers and officers aboard the *SS Santa Magdalena* (Delta Line) gave \$590. last month in memory of their departed shipmates, Engineers Ethan Hett and Bob Eaton, who died in a tragic accident aboard ship last July.

The monies will be used "to improve midshipman quarters aboard the California Maritime Academy's training ship, the *Golden Bear* with an appropriate plaque put on board in their honor.

The engineers respectively were 1963 and 1972 Academy graduates.

SS Santa Isabel

N.J. Assemblyman William J. Maguire (R-22nd Dist.) and his wife Doris were two of the 12 passengers who sailed on the *SS Santa Isabel* (Delta Line) recently from Port Newark, N.J. through the Panama Canal.

They called their 14-day cruise on the 21,000 ton freighter the "best ever."

The Maguires, who live in Clark, N.J., said the passengers had their own lounge, with a small refrigerator stocked with cold cuts, fresh fruits, juice and bread. Hot coffee was available anytime, they added.

Their cabin, they said, with bath and shower, was twice the size of cruise ship cabins. A washer and dryer, ice maker and hair dryer were other bonuses. Their fare, they estimated, was 30 percent cheaper.

"I found very few barriers to spending time with the crew and never missed a morning and afternoon coffee break with them," Maguire commented. Capt. Emidio Calabrese of Fair Lawn, N.J., a World War II vet, showed them the bridge.

"The purser and chief steward put on a cocktail hour... that blew our socks off," the assemblyman crowed.

"First a heaping platter of shrimp, all washed down with Peruvian piscos," he continued. One passenger after downing a few piscos said he was ready to swim the Canal—he didn't need a ship!

The Maguires even liked the jungle birds singing for six hours as they sailed through the Canal.

SS Del Sol

From Nov. 23 to Nov. 28, the *SS Del Sol* (Delta Line) will haul from a Gulf port to Freetown, Sierra Leone, West Africa, 630 metric tons of bulk corn and 1,375 metric tons of bulk wheat.

Baltimore Committee



The crew and the Ship's Committee of the *SS Baltimore* (Sea-Land) got paid off on Sept. 18 at Port Elizabeth, N.J. The Ship's Committee consisted of (l. to r.) Chief Steward George W. Gibbon, secretary-reporter, 3rd Cook Edgar Vasquez, steward delegate; Crew Messman Sambo Sotomayor, Recertified Bosun Jose Gonzalez, ship's chairman and AB Joe Pozzuoli, deck delegate.

Personals

Robert T. Taylor

Please contact, Wesley Daniels.

Andus Andugar

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

Bill Thompson

Please contact, sister Betty, as soon as possible.

James Aherns

Please contact, Walter H. Stovall, 4635 Oakley Avenue, Cleveland, Ohio, 44102. Tel. 1-216-631-7476. Would like very much to have you come live with him, free of charge. Needs your company!

Bruce Mesger

You and I have been evicted. Personal possessions at our parents' houses. Moving to Berkeley 9/25/80. Contact me, c/o Gaylen Dedrick Deidre Dunphy, 1543 Fairview, Berkeley, Cal. 94703. Tel. (415) 658-7019. Grant Withers.

John Kucharski

Please contact, your sister Bernice at 7525 Durwood Road, Baltimore, Md. 21222.

Ted Katros

Please contact, your old buddy Raoul (Ralph) Caberra, 4221 Palmetto St., Philadelphia, Pa. 19124. Tel. (1-215) JE 3-2954. I would like very much to hear from you.



Pensioner Antonio Gonzalez Palmes, 71, passed away from heart-lung failure in Franklin Sq. Hospital, Baltimore on May 30. Brother Palmes joined the

SIU in 1945 in the port of Baltimore sailing as a chief electrician. He sailed 16 years. Seafarer Palmes was a veteran of the Spanish Army before World War II. Born in Spain, he was a naturalized U.S. citizen and was a resident of Baltimore. Interment was in Park Lawn Cemetery, Baltimore. Surviving are his widow, Concepcion and a son, Juan of Essex, Md.



Pensioner Ange-Michel "Mike" Panagopoulos, 49, died of a heart attack in Greenport (L.I.) Hospital on May 11. Brother Panagopoulos joined

the SIU in the port of New York in 1959 sailing as a recertified chief steward. He sailed 28 years. Seafarer Panagopoulos attended a Piney Point Educational Conference in 1972. He also attended the Cooks and Stewards School, the Netherlands and the Ecole des Cuisiniers and Hoteliers, Lausanne, Switzerland. A native of Alexandria, Egypt, he was a resident of East Marion, L.I. Burial was in Sterling Cemetery, Greenport. Surviving are his widow, Luise; a son, Theodore; a daughter, Georgia Frances and his mother, Georgia.



Pensioner Andreas Platis, 80, passed away from cancer in Piraeus, Greece on May 25. Brother Platis joined the SIU in 1944 in the

port of New York sailing as a FOWT. He sailed 42 years. Seafarer Platis was on the picketline in the 1965 District Council 37 beef. And he attended the 1970 Piney Point Pensioners Conference No. 9. Born in Marketouce Prika, Greece, he was a naturalized U.S. citizen and he was a resident of Brooklyn, N.Y. Surviving are his widow, Mary; a son, Mano; a sister, Angela and a son-in-law, Feliz Plocharczyk of Passaic, N.J.



Pensioner Joseph Anthony Walsh, 70, passed away from natural causes in the Staten Is. (N.Y.) USPHS Hospital on June 3. Brother Walsh joined the

SIU in 1945 in the port of Boston. He was born in Witless Bay, Newfoundland, Canada and was a resident of Brooklyn, N.Y. Interment was in Greenwood Cemetery, Brooklyn. Surviving is his sister, Mrs. Mary Lundrigan of Witless Bay.



Richard Bartholomew Marchand, 38 died of heart disease at the Mercy Hospital, New Orleans on May 20. Brother Marchand joined the SIU in the port

of New Orleans in 1977 sailing as a saloon messman. He was a former member of the NMU. And a Vietnam War veteran of the U.S. Air Force. Seafarer Marchand was born in New Orleans and was a resident of Kenner, La. Burial was in Greenwood Cemetery, New Orleans. Surviving are his father, Paul and his mother, Mrs. Kathryn Falcon of Kenner.



Pensioner William Joseph "the Admiral" McKeon, 79, passed away from heart failure in the Boston USPHS Hospital on May 24. Brother

McKeon joined the SIU in 1943 in the port of Boston sailing as a cook. He sailed 31 years. Seafarer McKeon was born in Massachusetts and was a resident of Boston. Interment was in Mt. Pleasant Cemetery, Arlington, Mass. Surviving is his sister, Rose M. Bowler of Arlington.



Pensioner James Bernard Morton, 64, succumbed to cancer in the New Orleans USPHS Hospital on May 28. Brother Morton joined the SIU in

1938 in the port of Mobile sailing as a chief steward for Sea-Land and the Delta and Robin Lines. He sailed 42 years. Seafarer Morton was born in Poley, Ala. and was a resident of Mobile. Burial was in Whistler Cemetery, New Orleans. Surviving are a daughter, Mrs. Patricia M. King of Ponchatoula, La.; his father James of Pritchard, Ala.; a sister, Mrs. Edwina Strickhausen of 8 Mile, Ala. and two granddaughters, Theresa and Pamela Richardson.



Robert Hunter Mullen, 54, died of arteriosclerosis on May 5. Brother Mullen joined the SIU in the port of Norfolk in 1970 sailing as a bosun. He sailed 18 years.

Seafarer Mullen was a veteran of the U.S. Navy in World War II and the Korean War. A native of Houston, he was a resident there. Interment was in Houston National Cemetery. Surviving are his widow, Audrey and a son, Steve of Jacksonville.

Pensioner Michael Karl Burhart Sr., 67, died of natural causes in the Staten Island (N.Y.) USPHS Hospital on Oct. 2, 1979. Brother Burhart joined the Union in the port of New York in 1961 sailing as a deckhand for the Baltimore & Ohio Railroad from 1961 to 1974. He was born in Massachusetts and was a resident of Staten Island. Burial was in Ocean View, Staten Island. Surviving are two sons, Michael Karl Jr. and John.



Pensioner Florencio Sanchez Omega Sr., 79, passed away from cancer in St. Patrick Hospital, Batangas City, P.I. on Feb. 4. Brother Omega joined the

SIU in the port of New York in 1956 sailing as a yeoman and waiter for the Isthmian Line. He sailed with the SUP in 1953 out of the port of San Francisco and for the U.S. Army Transportation Service, Fort Mason, San Francisco from 1945 to 1949. Seafarer Omega was born in Palompon, Leyte, P.I. and was a resident of Batangas City. Burial was in Floral Garden Cemetery, Batangas City. Surviving are his widow, Natividad; two sons, Florencio Jr. of Union City, Calif. and Arturo; two daughters, Violeta and Adoracuer of San Francisco and a sister-in-law, Elisa Ituralde of Batangas City.



Hollis Huff, 67, died of pneumonia in New Orleans on Apr. 4. Brother Huff joined the SIU in the port of Norfolk in 1955 sailing as a chief

cook, baker and butcher for 30 years. He also rode the Delta Line. Seafarer Huff was a veteran of the U.S. Army in World War II. Born in Mississippi, he was a resident of Seattle. Interment was in Wesley Chapel Cemetery, Meadville, Miss. Surviving are his mother, Laura and a sister, Mrs. Claudia Murray of Meadville.



Merrill Floyd Hummel, 62, died of a heart attack in Reading, Pa. on July 24. Brother Hummel joined the SIU in 1947 in the port of Baltimore sailing as a

cook. He sailed 30 years, for Cities Service and as a waiter for the MSTs in 1955. Born in Reading, he was a resident there. Surviving are a son, Arthur; a daughter, Lorraine and his mother, Elsie of Reading.



Pensioner Robert Lee Kelly, 74, died of cancer in Doctors Hospital, Mobile on May 31. Brother Kelly joined the SIU in 1947 in the port of New York sailing

as a bosun and cargo engineer. He also rode the Alcoa Steamship Co. and American Coal Co. Seafarer Kelly received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the SS Alcoa Roamer. He sailed 55 years and was a boilermaker. Kelly was born in Virginia and was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving is his widow, Ida.

Pensioner Joseph Alphonse Lavardin, 53, succumbed to heart-lung failure in U.S. Veterans Administration Medical Center, New Orleans on Mar. 21. Brother Lavardin joined the MC&SU in the port of San Francisco in 1950 sailing as a 2nd cook. Burial was in the St. Louis Cemetery No. 2, New Orleans. Surviving is his widow, Lena Mae.



Albert Raymond Kennedy, 28, died on June 29. Brother Kennedy joined the SIU following his graduation from the Harry Lundeberg School Entry

Trainee Program, Piney Point, Md. in 1969. He sailed as an AB and QMED out of the port of New Orleans last on the Alaskan oil run in 1979. Seafarer Kennedy was born in Bogulusa, La. and was a resident of Pearl River, La. Surviving are his widow, Denise; two sons, Albert Jr. and James; a daughter, Brandie and his father, Luther of Pearl River.



William "Bill" Waters Kingsbury, 63, succumbed to cancer on May 12. Brother Kingsbury joined the SIU in the port of New York in 1969 sailing as an AB.

He sailed 37 years and rode the Robin Line. Seafarer Kingsbury upgraded to quartermaster at Piney Point in 1976. He retired from the SUP in 1948 sailing with the Standard Oil Co. from 1935 to World War II. From 1948 to 1967, he was a millwright and iron worker. In 1969, he retired from the Teamsters Union Local 559. Born in New York City, he was a resident of Old Saybrook, Conn. Burial was in Cedar Hill Cemetery, Hartford, Conn. Surviving are his widow, Vera; his son, Seafarer William "Bill" W. Kingsbury Jr.—a Piney Point graduate—and a brother, Joseph of Old Saybrook.



Anthony John Marano, 53, died of cancer in the New Orleans USPHS Hospital on Feb. 11, 1972. Brother Marano joined the SIU in the port of New

Orleans in 1956 sailing as a FOWT for the Delta Line. He was a veteran of the U.S. Army in World War II. Seafarer Marano was also a pipefitter. A native of New York City, he was a resident of New Orleans. His remains went to medical science at Louisiana State University, New Orleans Anatomical Board. Surviving are his widow, Earlene of Metairie, La.; three sons, Anthony Jr., John Jr. of Metairie and Dominick; three daughters, Vita of Metairie, Ciro and Catherine and a stepson, William A. Hillerman.



I. G. Modica, 59, succumbed to heart-lung failure in the Providence Medical Center, Seattle on Apr. 6. Brother Modica joined the Union (MC&S) in the

port of Seattle in 1978 sailing as a chief cook for the Matson Line and for PMA from 1968 to 1978. He first sailed from the West Coast in 1946. Modica was a veteran of the U.S. Army in World War II. A native of Louisiana, he was a resident of Seattle. Interment was in Evergreen Cemetery, Seattle. Surviving are his widow, Clara, and a son, Thomas of Seattle.



Pensioner Miguel Burgos Salcedo, 61, died of pneumonia on June 1. Brother Salcedo joined the SIU in 1941 in the port of New York sailing as a FOWT

for Puerto Rico Marine and Sea-Land. Seafarer Salcedo sailed 44 years. He walked the picketline in the 1961 N.Y. Harbor beef and the 1965 District Council 37 strike. In 1960, he received a Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Seatrain New Jersey*. Born in Naguabo, P.R., he was a resident of Catano, P.R. Surviving are his widow, Marcelina; three sons, Rafael, Roberto and Raymondo and two daughters, Julia and Mrs. Carmen Parrucci of Babylon, L.I., N.Y.



Manuel Lagula Salvador, 40, died of heart-lung failure in Bay General Community Hospital, Chula Vista, Calif. on Oct. 27, 1979. Brother Salvador joined the

SIU in the port of Wilmington in 1978 sailing as a cook. He was born in Cavite City, P.I. Burial was in Holy Cross Cemetery, San Diego. Surviving are his widow, Sylvia of National City, Calif.; two sons, Jericho and Noah; his mother, Timotea of San Diego and his father, Edilberto, also of San Diego.



Pensioner Antonio Santiago, 70, succumbed to a lung clot in the New Orleans USPHS Hospital on June 3. Brother Santiago joined the SIU in 1938 in

the port of New York sailing as a chief steward. He sailed 33 years. Seafarer Santiago was born in Puerto Rico and was a resident of Pearlinton, Miss. Interment was in Greenwood Cemetery, New Orleans. Surviving is his widow, Dolores.



Pensioner Miguel Angelio Viera, 62, died of heart failure at home in Baltimore on May 26. Brother Viera joined the SIU in 1947 in the port of Phila-

delphia sailing as a cook. He sailed 35 years. Seafarer Viera attended Piney Point Crews Conference No. 5. He was born in Puerto Rico. Burial was in Baltimore Cemetery. Surviving are his widow, Thelmita and two daughters, Arnetta and Augustina.

Pensioner Pete Leon, 79, passed away from a heart attack in the Quelpue Hospital, Bilbao, Chile on July 20, 1979. Brother Leon joined the MC&SU in the port of San Francisco. He started sailing in 1935. During World War II, he worked for the U.S. Government. Born in Chile, he was a resident of Valparaiso, Chile. Surviving are his widow, Nora; a son, Anthony; two daughters, Angelina and Mrs. Petronila Leo of Ovalle, Chile; a stepson, Herman of San Francisco, and a sister, Francesca, also of San Francisco.



Pensioner Lester Joseph Mahaffey 70, died of heart failure in the New Orleans USPHS Hospital on May 7. Brother Mahaffey joined the SIU in 1943 in

the port of Norfolk sailing as a chief steward. He also rode the Isthmian Line. Seafarer Mahaffey sailed 51 years. Born in New Orleans, he was a resident there. Interment was in St. Bernard Memorial Park Cemetery, Chalmette, La. Surviving are a brother, Huey of New Orleans and a stepdaughter, Mrs. Shirley M. Taledo, also of New Orleans.



Pensioner Roy J. Thomas Boyd, 65, died of natural causes in Woodville, Tex. on May 3. Brother Boyd joined the SIU in 1946 in the port of

Baltimore sailing as a chief steward. He was a veteran of the U.S. Army in World War II. Seafarer Boyd was born in Georgia and was a resident of Woodville. Cremation took place in the Brookside Crematory, Houston. Surviving are his widow, Jacqueline and his mother, Ruby of Abbeville, S.C.



Pensioner William "Bill" Patrick Connerty, 63, succumbed to heart disease in Somerville (Mass.) Hospital on May 17. Brother Connerty joined the SIU in

the port of New York sailing as a FOWT and engine room delegate. Seafarer Connerty was an ex-prizefighter. He was born in Cambridge, Mass. and was a resident of Somerville. Interment was in Cambridge Cemetery. Surviving are a son, Robert; four daughters, Mrs. Carol Ann White of Somerville; Mrs. Walter (Patricia) Hilliard, also of Somerville; Mary Jean and Ann Marie and a sister, Mrs. Gertrude Noone of Jamaica Plains, Mass.



Pensioner Marcelo Sison Maguad, 71, passed away from heart failure in Manila, P.I. on June 21. Brother Maguad joined the SIU in the port of

Savannah in 1955 sailing as a chief cook. He sailed 46 years. Seafarer Maguad was born in Ilo Ilo, P.I. and was a resident of Manila. Burial was in Manila Memorial Park Cemetery, Paranaque. Surviving are his widow, Dolores; a son, Paul—a 1979 SIU scholarship winner—and a brother, Alfredo of Ilo Ilo and San Francisco.

Pensioner Arthur Herbert Hubbard, 51, died of arteriosclerosis in the General Mayer Hospital, Algiers, La. on Dec. 23, 1979. Brother Hubbard joined the MC&SU in 1950 sailing as a chief cook. He was born in New Orleans and was a resident there. Seafarer Hubbard was buried in the Olive Branch Cemetery, New Orleans. Surviving are his widow, Helen; a son, Verdell of New Orleans; a daughter, Beverly and a sister, Mrs. Betty Cemp of New Orleans.



Ching Fook Wing, 54, died of heart failure in the San Francisco USPHS Hospital on Dec. 30, 1979. Brother Wing joined the SIU in the port of San

Francisco in 1968 sailing as a chief steward. Seafarer Wing sailed 51 years. He was born in China, was a naturalized U.S. citizen and was a resident of San Francisco. Also he was a veteran of the U.S. Coast Guard in World War II. Cremation took place in the Pleasant Hill Crematory, Sebastopol, Calif. His ashes were flown to Japan for burial. Surviving are his widow, Eiko Kakimoto of Sasebo Shi, Japan; a son, Glenn and his father, Chin Yum Woo.



Pensioner Arthur P. Ceto, 62, died of natural causes in the Staten Is., N.Y. USPHS Hospital on July 5. Brother Ceto joined the Union (MC&S) in

the port of New York in 1958 sailing as an assistant cook. He also sailed on the *SS President Cleveland* (APL). Born in Belize City, British Honduras, Central America, he was a resident of New York City. And he was a naturalized U.S. citizen. Burial was in Fair Lawn (N.J.) Cemetery. Surviving are a daughter, Geraldine Roland of the Bronx, N.Y. and a brother, Emile Bailey, also of the Bronx.



Pensioner Pedro Villa Reyes, 86, passed away from heart-lung failure in the San Francisco General Hospital on Apr. 13. Brother Reyes joined the SIU in

1948 in the port of New York sailing for 47 years. He also rode the Isthmian Line. A native of the Philippine Islands, he was a resident of San Francisco. Burial was in Olivet Memorial Park Cemetery, Colma, Calif. Surviving is his widow, Josefa.

Pensioner Lewis Robert Head, 76, passed away from pneumonia in the Faith Medical Center Nursing Home, East China Twp., Mich. on July 12. Brother Head joined the Union in 1947 in the port of Detroit. He was born in Ira Twp., Mich. and was a resident of Wyandotte, Mich. Burial was in Maple Grove Cemetery, Starville, Mich. Surviving are his brother and sister-in-law, Mr. and Mrs. John and Irene W. Head of Fairhaven, Mich.

Pensioner Henry Albert Koerber, 79, passed away from heart failure on arrival at the Paul Kimball Hospital, Lakewood, N.J. on Aug. 9. Brother Koerber joined the Union in the port of New York in 1960 sailing as a bridge and motorman for the Pennsylvania Railroad from 1923 to 1966. He was also a carpenter and a former member of the MM&P Union. Boatman Koerber was a veteran of the U.S. Marine Corps in World War I. Born in Queens, N.Y., he was a resident of Lakehurst, N.J. Cremation took place in the Rosehill (N.J.) Crematory. Surviving are his widow, Margaret and a daughter, Gloria.



Pensioner Evaristo V. Aldahondo, 68, died of natural causes in Long Island College Hospital, Brooklyn, N.Y. on July 22. Brother Aldahondo joined

the SIU in 1941 in the port of Boston sailing as a bosun. He sailed 38 years, during the Korean War and rode the Bull and Robin Lines. Seafarer Aldahondo hit the bricks in the 1961 Greater N.Y. Harbor beef. Born in Puerto Rico, he was a resident of Brooklyn. Burial was in Evergreen Cemetery, Brooklyn. Surviving are his widow, Virginia and a son, Evaristo Jr.



Pensioner William Boleslaw Rutkowski, 75, died of heart failure in the Contra Costa County Health Services Medical Center, Martinez,

Calif. on July 25. Brother Rutkowski joined the SIU in 1943 in the port of New York sailing as a bosun. He sailed for 45 years. Seafarer Rutkowski hit the bricks in both the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. He was born in Poland, was a naturalized U.S. citizen and was a resident of Walnut Creek, Calif. Interment was in Queen of Heaven Cemetery, Lafayette, Calif. Surviving are his widow, Maria and a daughter, Elizofia.

Judson Powell Lanile Lamb, 60, died in the USPHS Hospital, Staten Is., N.Y. 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.

Pensioner Irving Charles Edwards, 74, passed away from a lung ailment in Cascade Valley Hospital, Arlington, Wash. on Mar. 24. Brother Edwards first sailed on the West Coast in 1952 as an assistant cook for Matson Line, PFE, APL and the American Mail Line. He was born in Port Jervis, N.Y. and was a resident of Arlington. Burial was in Arlington Cemetery. Surviving is a brother, Cecil of Albany, N.Y.

Edward Salles Rivers, 64, died of cancer in Gloucester, Mass. on May 18. Brother Rivers joined the merged Union (Atlantic Fishermen's Union in 1980) in the port of Boston in 1966 sailing as an AB fisherman. He was a veteran of the U.S. Navy in World War II. Fisherman Rivers was born in Gloucester and was a resident there. Burial was in Calvary Cemetery, Gloucester. Surviving is his widow, Angela.



Daniel Joseph McMullen, 60, joined the SIU in the port of New York in 1956 sailing as an AB. Brother McMullen sailed 33 years and during the Vietnam War. He hit the bricks in the 1961 Greater N.Y. Harbor beef, attended a 1972 Piney Point Educational Conference and upgraded to quartermaster there in 1975. Seafarer McMullen is a wounded veteran of the U.S. Army in World War II. A native of Brooklyn, N.Y., he is a resident of Reading, Pa.



Adrian Candelaria Torres, 65, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Torres sailed 43 years. He was born in Puerto Rico and is a resident of Baltimore.



Vincent Thomas Yates, 65, joined the SIU in the port of Tampa in 1959 sailing as a chief electrician and engine delegate. Brother Yates sailed 29 years. He was born in Honduras, is a naturalized U.S. citizen and is a resident of Tampa.



Woodrow Wilson Ball Sr., 62, joined the Union in the port of Norfolk in 1965 sailing as a tanker man for McAllister Brothers from 1964 to 1980. Brother Ball was born in Louisburg, N.C. and is a resident of Chesapeake, Va.



Martin Kowalski Sr., 67, joined the Union in the port of Detroit in 1957 sailing as a FOWT. Brother Kowalski sailed 31 years. He was born in Michigan and is a resident of St. Ignace, Mich.



Elliott Stewart Gordon, 62, joined the Union in the port of St. Louis in 1962 sailing as a chief engineer for Bernhardt Brothers, Inland Tugs and ACBL. He also worked for the Ashland Oil Refining Co. from 1946 to 1960. Brother Gordon was a former member of the Marine Engineers Beneficial Assn. (MEBA). And he is a veteran of the U.S. Navy in World War II. Born in Frankfort, Ky., he is a resident of Lexington, Ky.



Calvin Boyer Stewart, 65, joined the SIU in the port of Boston in 1969 sailing as a QMED. Brother Stewart attended the 1970 Piney Point Crews Conference. He was born in Prince Edward Is., Canada and is a resident of Lisbon Falls, Me.



Oscar "Al" Ronda Vasquez, 69, joined the SIU in the port of New Orleans in 1959 sailing as a FOWT. Brother Vasquez was born in Chile and is a resident of San Francisco.



Saul Franco Zambrano, 68, joined the SIU in the port of New York in 1970 sailing as an AB. Brother Zambrano was on the picket line in the 1971 maritime beef. He was born in Ecuador and is a naturalized U.S. citizen. Seafarer Zambrano is a resident of the Bronx, N.Y.



Anthony J. Zanca, 65, joined the SIU in the port of New York in 1956 sailing as a waiter. Brother Zanca sailed 40 years. He speaks four languages. Seafarer Zanca was born in Brooklyn, N.Y. and is a resident of St. Bernard, La.



Richard Jackson Conner, 62, joined the Union in the port of Philadelphia in 1961 sailing as a captain for Independent Towing from 1936 to 1980. Brother Conner is a veteran of the U.S. Navy in World War II. He was born in Conestoga, Pa. and is a resident of Buena Vista, Colo.



William Ronald Eden, 71, joined the Union in Port Arthur, Tex. in 1963 sailing as a cook for Moran Towing, Sabine Towing and D.M. Picton. Brother Eden was a former member of the NMU and UMB Union. He is a veteran of the U.S. Army's Military Police Corps in World War II. Boatman Eden was born in Grand Cayman, B.W.I. and is a resident of Port Neches, Tex.



William Wren Quin, 60, joined the SIU in the port of New Orleans in 1955 sailing as a chief electrician. Brother Quin sailed 18 years. He also sailed as a 3rd assistant engineer for MEBA District 2 in 1966 after he graduated from the MEBA School of Engineering, Brooklyn, N.Y. Seafarer Quin was a former member of the Steelworkers Union, Local 1010 and the IBEW. He is a veteran of the U.S. Marine Corps in World War II. Born in Mississippi, he is a resident of New Orleans.



William Ogden Bolling, 55, joined the SIU in 1944 in the port of Norfolk sailing as an AB for the Delta Line. Brother Bolling also worked on the Delta New Orleans Shoregang. He is a veteran of the U.S. Army during the Korean War. Seafarer Bolling was born in Norfolk, Va. and is a resident of Slidell, La.



Franklin Nathaniel Cain, 69, joined the SIU in the port of New Orleans in 1955 sailing as a chief steward. Brother Cain is a veteran of the U.S. Navy in World War II. He was born in Pearlinton, Miss. and is a resident of Bay St. Louis, Miss.



Evaristo R. Pantoja, 62, joined the SIU in 1943 in the port of New Orleans sailing as a bosun. Brother Pantoja hit the bricks in the 1961 Greater N.Y. Harbor beef. He was born in Puerto Rico and is a resident of Catano, P.R.



Mario P. Nolasco, 59, joined the SIU in the port of New York in 1958 sailing as a cook and oiler. Brother Nolasco upgraded at the HLS, Piney Point, Md. in 1972. He was born in the Philippine Islands and is a resident of San Francisco.



Manuel Barros Silva, 65, joined the SIU in the port of New York in 1959 sailing as an AB. Brother Silva sailed 36 years. He also sailed 10 years as a room steward for American President Lines. Seafarer Silva was also a member of the Teamsters Union. A native of Hawaii, he is a resident of Milledgeville, Ga.

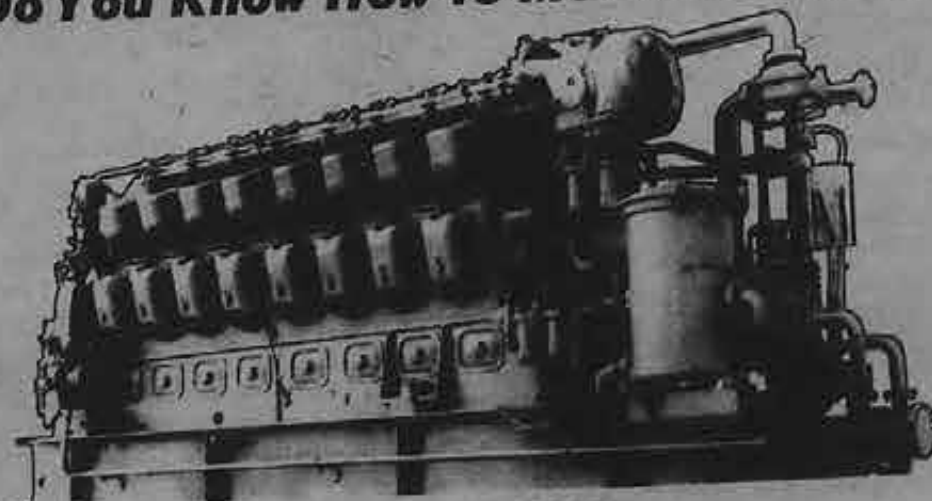
Overseas Vivian Committee



Hdqs. Patrolman Ted Babkowski (seated 3rd r.) poses here with the Ship's Committee and crewmembers of the ST Overseas Vivian (Maritime Overseas) at a payoff at Stapleton Anchorage, S.I., N.Y., early last month. They are (seated l. to r.) OS Joe Rivas, GSU Jerry Z. Miller, steward delegate; Chief Steward Vincent Pizzitolo, secretary-reporter and ABs Jim Dufore and Hans Jacobsen. Standing (l. to r.) are GSU Miguel Lopez and AB Jim Barbbaccia, deck delegate.

Pensioner's Corner

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.

Learn Diesel Engineering at
The Seafarers Harry Lundeberg School of Seamanship

Unlicensed - Courses start Jan. 5; Mar. 20; June 22.
Licensed - Courses start Jan. 5; Mar. 20; June 22.

Senate Conservatives to Jobless: 'Eat Cake'

ATTEMPTS to extend unemployment compensation benefits an extra ten weeks so that American workers could better cope with the effects of a lagging economy have been dealt a serious set-back by Senate conservatives.

Earlier this year, in a 336-71 vote, the House of Representatives passed a bill that would have extended unemployment benefits an extra ten weeks, from the present 39 weeks to 49. President Carter and the AFL-CIO are strong advocates of such a move.

Senate conservatives, led by David Boren (D-Okla.), were able to attach damaging amendments to a Senate version of the bill. Rather than accept the Senate version, House members have decided to let the bill go to conference, where a joint panel of senators and members of the House of Representatives will meet and hopefully agree to a compromise concerning the proposed extension of unemployment benefits.

Both the Senate and House versions of the bill call for a 10 week extension of unemployment benefits. But where the House version would leave the

Extension of Unemployment Benefits Axed

present structure of dispensing benefits intact, the Senate version would make permanent and far-reaching changes.

Unemployment benefits are divided into two types; state compensation benefits, which account for 26 weeks, and extended federal benefits, which account for 13. Once a worker uses up his 26 weeks of state unemployment benefits, an automatic trigger goes into effect, and the worker is eligible for 13 weeks of Federal benefits.

Senate conservatives would abolish the national trigger device and impose harsher Federal standards for extended Federal unemployment benefits. It is estimated that 385,000 workers would be made ineligible for continued benefits under such a move, at a time when unemployment has become an unusually severe national problem.

The Senate version calls for a blanket disqualification of people who voluntarily quit their jobs, were discharged for "cause" or who refused "suitable" employment. At the present time, the Federal government accepts

judgements made by the state governments.

The most hotly debated amendment is the one that would require a worker receiving extended Federal benefits to

U.S.-China Ink 4-Year Grain Deal

Following closely on the heels of the historic bi-lateral trade pact signed with the People's Republic of China in September, the U.S. has once again wrapped up an agreement with the PRC that could bode well for the U.S. maritime industry.

The Carter Administration announced on October 22 the signing of a four-year grain deal with China that provides for the shipment of some six to nine million tons of U.S. corn and wheat to China in each of the next four years.

The pact is scheduled to go into effect on January 1, 1981.

Though it's not immediately known to what extent it might effect the U.S. maritime industry, the pact will ensure a continued healthy trade relationship between the U.S. and China.

According to terms of the

accept any job with a take-home pay equal to the amount of his unemployment benefit, as long as it is not less than the Federal minimum wage. Many experts feel that this would deprive workers of any flexibility they presently have in finding suitable long-term jobs.

earlier bi-lateral trade agreement, the U.S. and Chinese merchant fleets are each entitled to carry at least a third of the ocean-borne commerce moving between the two countries.

But whether or not the bi-lateral trade agreement would have any real effect on U.S.-China grain shipments, and the number of American ships involved in that trade, remains to be seen.

U.S.-Brazil Ink Maritime

Pact for 3 More Years

The U.S. and Brazil late last month signed a 10-year-old maritime agreement for three more years which assures each country's national flag vessels equal access to Government-controlled cargoes of both countries, according to MARAD.

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 a 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:

Angus "Red" Campbell
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 Frank Drozak at Headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.

Seafarer Says Getting H.S. Diploma Was A Wiz

EDUCATION is very important to many seafarers and their personal goals can come true through the Seafarers Harry Lundeberg School of Seamanship.

Seafarer Melvin "Wizard" Brown of New York has taken advantage of several programs. He recently completed the high school equivalency program and earned his diploma.

During the two and a half years that Seafarer Brown has sailed with the SIU, he has taken the FOWT, Diesel Engines, LNG Safety and Welding Courses at the Lundeberg School.

"While taking the Vocational courses, I found out about the GED program and decided to take this opportunity to get my diploma," he said. Brother Brown dropped out of school in the tenth grade. He commented that he received a lot of help from the Academic Staff. "This

is an excellent program for anyone. The teachers prepare a student to take the GED test and you receive personal attention," he said.

The high school equivalency program is designed to help all seafarers and boatmen get their high school diplomas. An individualized course of study is made for each person to make sure he learns all that he needs to get a diploma. Seafarer Brown said, "The individualized program helped to stimulate the self-motivation in me to learn."

Because of the high school equivalency program at the Harry Lundeberg School of Seamanship, 75 seafarers and boatmen have gotten their diplomas. Brother Brown is an example of the success that any SIU member can have. And Melvin has plans to upgrade to QMED as soon as he has enough seetime.

If you are interested in the high

school equivalency program, contact the Academic Department, Harry Lundeberg School of Seamanship, Piney Point, Maryland 20674 or call (301) 994-0010.

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



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

NEW ORLEANS, LA.

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

LOS ANGELES, CALIF.

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

MOBILE, ALA.

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

DETROIT, MICH.

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

GLOUCESTER, MASS.

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

SEATTLE, WASH.

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

CHICAGO, ILL.

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

Dispatchers Report for Inland Waters

SEPT. 1-30, 1980

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	4	3	2	0	0	0	10	7	5
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	1	0	0	0	1	2	4	3
Mobile	1	1	1	0	0	0	2	1	1
New Orleans	1	6	22	0	4	10	0	10	19
Jacksonville	2	1	0	0	0	0	3	2	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	2	6	0	3	1	4	6	9
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	1	0	6	0	0	1	1	0	6
Houston	3	4	4	4	3	1	7	10	10
Port Arthur	19	3	6	18	0	2	51	8	14
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	2	6	1	1	1	5	4	11
Piney Point	2	3	0	2	3	0	0	5	2
Paducah	7	3	46	1	1	0	13	12	161
Totals	43	29	99	26	15	17	98	69	242
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	0	0	0	0	1	0	0
Mobile	0	0	0	0	0	0	1	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	0	1	0	1	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	0	1	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	2	0	1	0	0	0	3	1	1
Port Arthur	3	0	0	2	0	0	4	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	8	0	2	3	0	1	10	1	7
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	1	0	0
Jacksonville	1	0	0	0	0	0	2	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	0	0	0	1	0	0	0	0	0
Port Arthur	1	0	0	2	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	1	0	0	0	0	1	1	2
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	1	0	3	0	0	0	4	0	16
Totals	4	1	3	3	0	0	8	1	20
Totals All Departments	55	30	104	32	15	18	116	71	269

*"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.

Tug McGraw Sails in World Champ Philly Harbor



Mate Joe Worrell is all smiles as he moves the *Tug McGraw* into position at Philadelphia's Penn's Landing sporting, of course, a Phillies' cap.



Phillies' ace reliever Tug McGraw gives the thumbs up to Taylor Anderson's *Tug McGraw* and her SIU crew. It was a thumbs up day for Tug all around as Phils won the series and he recorded the save.



McGraw is the apple of a Philly fan's eye as he stands on the bow of the tug that got his name.

The SIU-contracted Taylor and Anderson Towing Company and the Philadelphia Phillies Baseball Club now have a common name on their respective rosters—that being "Tug McGraw" or Frank "Tug" McGraw as the case may be.

In a move essentially designed to call attention to Philadelphia's

waterfront, which is in serious need of refurbishing, Taylor and Anderson renamed their 38 year-old tugboat "T and A No. 12" to the *Tug McGraw* after the ace of the Phillies bullpen. The renaming ceremony, held at Penn's Landing was not only productive but also a good deal of fun as McGraw (i.e.

the pitcher) was on hand to mug for some photographs and sign autographs for the hundreds of Phillies' fans who were on hand.

The October 21st ceremony must have been an inspiration to McGraw because that very night he and his teammates went on to defeat the Kansas City Royals in

the final game of the World Series and become the World Champions of Baseball for the first time in the team's history.

Incidentally, Tug McGraw got the save in that game and as he struck out the last batter you could hear a steamwhistle toot on the Delaware River.

Unemployment Dips to 7.5%

WASHINGTON, D.C.—September's nationwide unemployment rate dipped to 7.5 percent down from August's 7.6 percent and July's 7.8 percent. The jobless rate was the lowest since April's 7 percent.

Commissioner Janet L. Norwood of the Labor Department's Bureau of Labor Statistics (BLS) told a Congressional Joint Economic Committee hearing that the new unemployment rate showed "further evidence of gradual improvement."

She also told the hearing that "I think we have certainly stopped going down." And added that "unemployment rates usually continue to rise for a few months after an improvement in the economy."

More than 60 percent of the 172 industries in the BLS count registered job gains in September. BLS reported that nearly 200,000 workers found jobs in September mostly in the construction industry, durable goods manufacturing (100,000 more jobs since July), trades and services. This swells the employment rate to 97.2 million working; 7.8 million unemployed.

Dr. Norwood further observed that since July the number of jobless here in the U.S. had decreased by about 400,000 workers.

A Washington economist, Michael Evans said he thought "the (jobless) number is real" and that

unemployment may stay below 7.7 percent in 1980's final quarter.

The most significant gains in September occurred among women whose jobless rate declined to 6.1 percent from August's 6.5 percent. And among teenagers whose unemployment rate fell to 17.5 percent from August's 19.1 percent.

The unemployment rate for adult men rose to 6.7 percent in September from August's 6.6 percent.

Though the jobless rate for whites dropped from 6.8 percent to 6.5 percent in September, joblessness for blacks and other minorities climbed to 14.2 percent from 13.6 percent in August.

White collar employment fell off in August, but employment among the blue collar workers went up after eight straight months of declines. Employment among farm workers also rose.

In September also, "discouraged" workers who have given up looking for work increased to 930,000 a jump of 52,000 workers since June. Although most of the "discouraged" are women and blacks, the jump happened among men and whites mostly.

Those out of work for 27 weeks or more rose by 5,000 to 930,000 in September. The average length of unemployment of 8.2 weeks increased for the fourth month in a row.

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If earning your diploma is something you have been putting off, delay no more.

Fill out this coupon and send for your application kit.



NAME _____

ADDRESS _____

PHONE _____

Are you an SIU member ☐ yes ☐ no
book number _____

☐ Please send me an application and pretest packet.

☐ Please send more information on the GED program.



Address to: Tracy Aumann
GED Department
Seafarers Harry Lundeberg
School of Seamanship
Piney Point, Maryland 20674

AFL-CIO Backs VA Benefits for Seamen Issue

MARITIME labor's drive to secure veterans status and benefits for American merchant seamen who served their country during World War II won the formal support of the AFL-CIO last month.

In a letter to Air Force Secretary Hans M. Mark, AFL-CIO President Lane Kirkland said "American merchant mariners who served during World War II have never received the official recognition which their service, dedication and certainly their battle casualties warrant."

Secretary Mark is a member of the joint Civilian/Military Review Board named by the Secretary of Defense to consider the applications of civilian military support groups for veteran status.

An application on behalf of all maritime union veterans of World War II including SIU members, was submitted to the Review Board by the Joint

Maritime Congress in January.

To date, about a dozen civilian groups who played key support roles during wartime have been awarded veterans status. While the Board is reportedly close to a ruling on the maritime unions applications, no decision has yet been issued.

The AFL-CIO's strong support, however, may spur the Board on to early action.

In his appeal for a favorable ruling on the merchant marine application Kirkland pointed out that "the personnel who man our ships have built a history and tradition of solid and self-sacrificing support for the Armed Forces in the defense of our country. Unique among all civilian industries," he said, "their support takes them directly into the hazards of combat during war."

In his strongly-worded testament to the wartime contributions of the U.S. merchant marine, Kirkland stated "the

casualty record for the Merchant Marine during World War II is direct testimony, written in flesh and blood, of the military nature of their employment in time of war or national emergency. The American Merchant Marine has always responded fully to national defense needs without reservation."

Favorable action on the application, Kirkland added, is "an excellent opportunity for the Dept. of Defense to further strengthen the close relationship which must exist between our Merchant Marine and our Armed Forces."

The application for veterans status presented to the Board early this year was filed on behalf of 250,000 merchant seamen, the largest non-combat group to serve during World War II.

Three volumes worth of documentation, representing months of in-depth work, made up the application which was submitted under the provisions

of Title IV of the G.I. Improvement Act of 1977.

Title IV includes five criteria used as the basis for determining the eligibility of the group applying for veterans status. While the criteria are "advisory," the maritime unions' application answered each one of them, including:

- the group applying received military training and acquired a military capability or the services performed by such group were critical to the success of a military mission;
- the members of the group were subject to military justice, discipline and control;
- the members of the group were permitted to resign;
- the members of the group were susceptible to assignment for duty in a combat zone, and;
- the members of the group had reasonable expectations that their service would be considered active military service.

Help Your Brother Down the Road to Sobriety

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

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

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

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

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

Alcoholic Rehabilitation Center

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

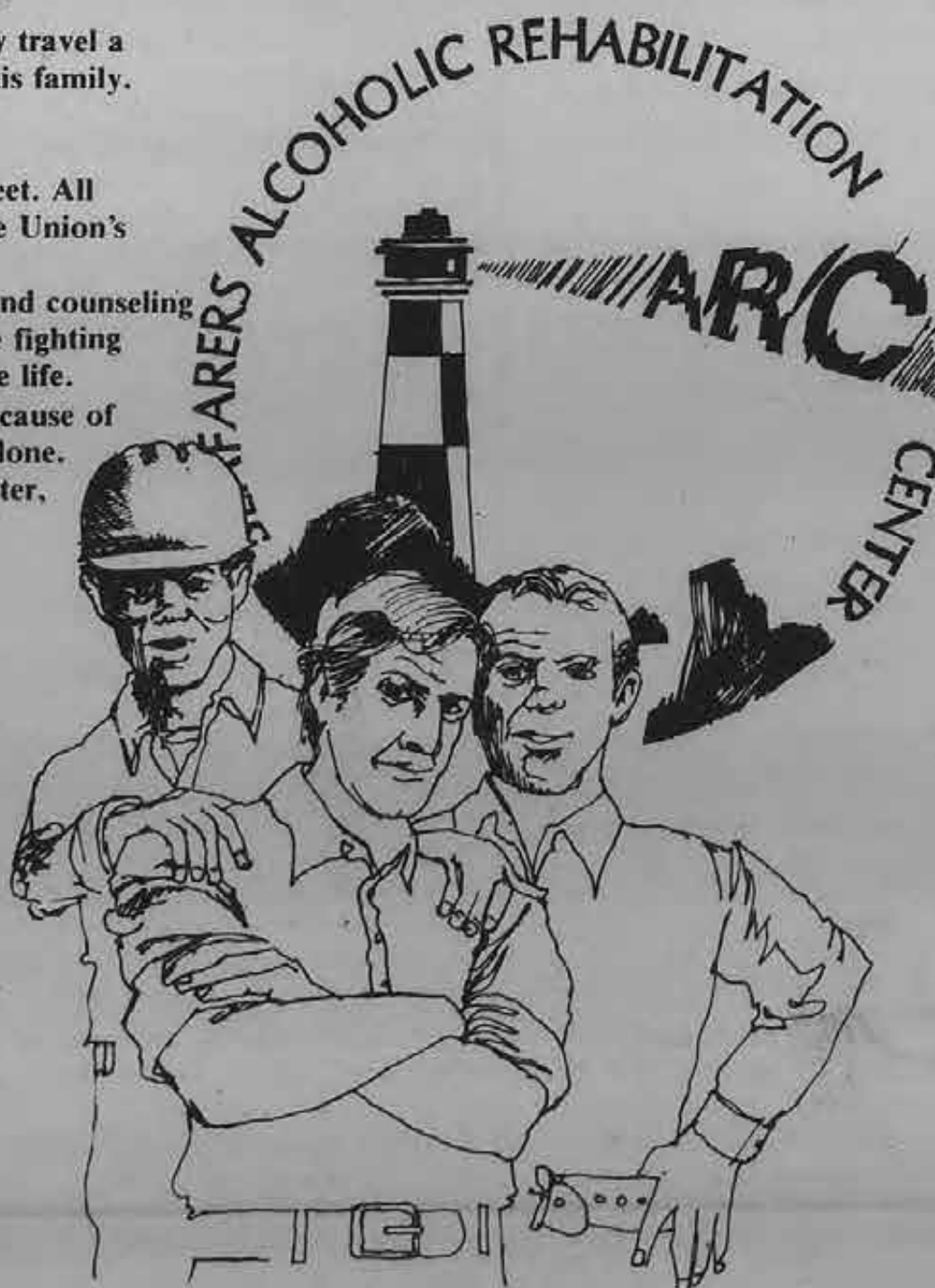
Name Book No.

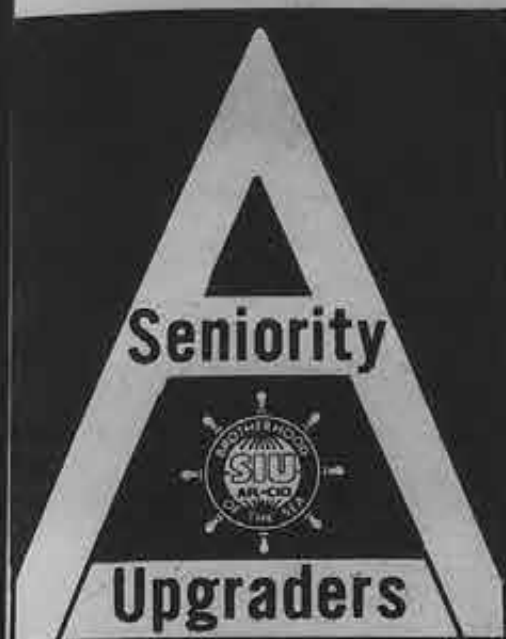
Address
(Street or RFD) (City) (State) (Zip)

Telephone No.

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

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





Anthony Sacco



Seafarer **Anthony "Tony" Sacco**, 20, graduated from the HLS in 1978. Brother Sacco upgraded to AB there last year. He earned the CPR, lifeboat and firefighting endorsements. Born in Brooklyn, N.Y., he lives in St. Louis, Mo. and ships out of the port of New York.

John Micklos



Seafarer **John Micklos** graduated from the HLS in 1977. He upgraded to AB in 1979. Brother Micklos has the LNG, CPR, firefighting and lifeboat tickets. He is a U.S. Army veteran. And he ships out of the ports of Baltimore and New York.

Victor John DeGroot



Seafarer **Victor John DeGroot**, 21, is a 1977 HLS graduate. He upgraded to FOWT. Brother DeGroot earned his CPR, lifeboat and firefighting endorsements. DeGroot lives in and ships out of the port of New York.

G.S. Vanover



Seafarer **G.S. Vanover**, 25, graduated from the HLS Entry Program in 1979. Brother Vanover upgraded to LNG AB in 1980. He holds the CPR, firefighting and lifeboat tickets. Born in Oregon, he lives in the state of Washington and ships out of ports on the West Coast.

Jeffrey Yarmola



Seafarer **Jeffrey "Jeff" Yarmola**, 19, graduated from the HLS in 1978. Brother Yarmola upgraded to FOWT there in 1979, QMED in 1980 and earned his high school diploma also. He rode the *LNG Aquarius* and *Leo* (Energy Transport) on her maiden voyage. Yarmola also earned the CPR, firefighting and lifeboat tickets. Born in Brooklyn, N.Y., he resides in Chicago, Ill. and ships out of the port of New York.

Edward James Dandy



Seafarer **Edward James Dandy**, 25, is a 1977 HLS graduate. Brother Dandy in 1979, upgraded to FOWT. Next year he plans to get his QMED rating. He earned the lifeboat, firefighting and CPR endorsements. And he also earned an associate, two-year degree in Liberal Arts from the State University of N.Y. Alfred, N.Y. Dandy lives in Ogdensburg, N.Y. and ships out of the port of New York.

J. L. Dunn



Seafarer **J.L. Dunn**, 30, is a 1971 graduate of the HLS, Brooklyn, N.Y. Brother Dunn upgraded to AB in 1977. He has the CPR, firefighting and lifeboat tickets. And he has sailed on the *Vietnam Sealift*. Dunn is also a U.S. Army veteran. A native of California, he lives in the state of Washington and ships out of West Coast ports.

Albert Caulder



Seafarer **Albert Caulder**, 32, is a 1967 HLS graduate. He was among the first group of trainees at Piney Point. Brother Caulder upgraded to AB there in 1978. He has the CPR, firefighting, LNG and lifeboat endorsements. Caulder was in the U.S. Marine Corps 10 years with the Force Recon unit doing two tours of duty in Vietnam on the frontlines. He has already applied for the proposed 3rd Mate Course at the HLS.

Steven Wagner



Seafarer **Steven Wagner**, 25, graduated from the HLS in 1978. Brother Wagner got his training and earned his high school diploma GED the same year. He sails as assistant cook since upgrading this year and as chief cook on the *LNG Leo*. Wagner also sailed on the maiden voyages of the *LNG Gemini* and *Virgo* (Energy Transport). A native of Louisville, Ky., he ships out of the ports of Baltimore and New York.

Stephen Gateau



Seafarer **Stephen Gateau**, 21, is a 1978 HLS graduate. Brother Gateau upgraded to AB in 1979. He holds the lifeboat, firefighting and CPR tickets. Gateau ships out of various ports.

John Frederick Tubman



Seafarer **John Frederick Tubman**, 52, sails in the deck department as an AB and bosun. Brother Tubman started sailing with the SIU in 1965 joining the Union in the port of Baltimore in 1969. He is a graduate of the HLS, San Francisco. Tubman was a former member of the SUP for five years. Born in Secretary, Md., he is a resident of Salisbury, Md. and ships out of the port of Baltimore.

Samson Orlan Sandven



Seafarer **Samson Orlan Sandven**, 26, graduated from the Harry Lundberg School Entry Trainee Program, Piney Point, Md. in 1977. Brother Sandven upgraded there to fireman-watertender. He holds the firefighting, lifeboat and CPR tickets. His ambition is to be an engineer. Born in New Albany, Ind., he ships out of the port of New York.

David Aaron Murray



Seafarer **David Aaron Murray** graduated from the HLS Trainee Program in 1975. He also got his GED degree. Brother Murray upgraded to AB in 1978. And he holds the firefighting, CPR and lifeboat endorsements. Born in Hartford, Conn., he resides in Bethesda, Md. and ships out of the port of New York.

Howard B. Francis



Seafarer **Howard Francis**, 59, sails in the deck department as an AB Quartermaster. Brother Francis has been an SIU member 13 years. He has the cardio-pulmonary resuscitation (CPR) firefighting and lifeboat endorsements. A U.S. Navy retiree, he operates his own fishing boat when not shipping out. Francis ships out of the port of Wilmington, Calif.

Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Dec. 8	2:30 p.m.	7:00 p.m.
Philadelphia	Dec. 9	2:30 p.m.	7:00 p.m.
Baltimore	Dec. 10	2:30 p.m.	7:00 p.m.
Norfolk	Dec. 11	9:30 a.m.	7:00 p.m.
Jacksonville	Dec. 11	2:00 p.m.	—
Algonac	Dec. 12	2:30 p.m.	—
Houston	Dec. 15	2:30 p.m.	7:00 p.m.
New Orleans	Dec. 16	2:30 p.m.	7:00 p.m.
Mobile	Dec. 17	2:30 p.m.	—
San Francisco	Dec. 18	2:30 p.m.	—
Wilmington	Dec. 22	2:30 p.m.	—
Seattle	Dec. 26	2:30 p.m.	—
Piney Point	Dec. 13	10:30 a.m.	—
San Juan	Dec. 11	2:30 p.m.	—
Columbus	Dec. 20	—	1:00 p.m.
Chicago	Dec. 16	—	—
Port Arthur	Dec. 16	2:30 p.m.	—
St. Louis	Dec. 19	2:30 p.m.	—
Cleveland	Dec. 18	—	—
Honolulu	Dec. 11	2:30 p.m.	—

Notice To Mariners

Upgrading Class Schedules For Jan.-June Are Announced

Upgrading class schedules for the first six months of 1981 are announced by the Seafarers Harry Lundeborg School of Seamanship.

To register for any of the following courses, use the Upgrading Application form which is published in this issue of THE LOG.

January 1981

LNG: Jan. 5-Jan. 29.
QMED: Jan. 15-April 9.
FOWT: Jan. 29-Feb. 26.
Marine Electronics: Jan. 5-Feb. 12.
Diesel (unlicensed): Jan. 5-Jan. 29.
Diesel (Licensed/T.I. Scholarship): Jan. 5-Feb. 28.
Conveyorman: Jan. 5-Jan. 29.
Towboat Operator (T.I. Scholarship): Jan. 5-Feb. 26.
Able Seaman: Jan. 5-Jan. 29.
Lifeboatman: Jan. 2-Jan. 15; Jan. 15-Jan. 29; Jan. 29-Feb. 12.
Tankerman: Jan. 2-Jan. 15; Jan. 15-Jan. 29; Jan. 29-Feb. 12.

February 1981

Pumproom Maintenance & Operation: Feb. 16-Mar. 26.
Lifeboatman: Feb. 12-Feb. 26; Feb. 26-Mar. 12.
Tankerman: Feb. 12-Feb. 26; Feb. 26-Mar. 12.

March 1981

LNG: Mar. 2-Mar. 26.
FOWT: Mar. 26-April 23.
Marine Electrical Maintenance: Mar. 2-April 23.
Refrigeration Systems, Maintenance & Operation: Mar. 2-April 9.
Diesel (unlicensed): Mar. 20-April 23.
Diesel (Licensed/T.I. Scholarship): Mar. 20-May 21.
Automation: Mar. 30-April 23.
Welding: Mar. 2-Mar. 26.
Towboat Operator (T.I. Scholarship): Mar. 30-May 14.
Celestial Navigation: Mar. 2-April 2.
Pilot: Mar. 16-May 7.
Quartermaster: Mar. 2-Mar. 26.
Able Seaman: Mar. 27-April 23.
Lifeboatman: Mar. 12-Mar. 26; Mar. 26-April 9.
Tankerman: Mar. 12-Mar. 26; Mar. 26-April 9.

April 1981

LNG: April 27-May 21.
Able Seaman: April 24-May 21.
Lifeboatman: April 9-April 23; April 23-May 7.
Tankerman: April 9-April 23; April 23-May 7.

May 1981

QMED: May 7-July 30.
FOWT: May 21-June 18.
Marine Electronics: May 25-July 2.
Welding: May 25-June 18.
Towboat Operator: May 11-July 2.
Celestial Navigation: May 25-June 25.
Able Seaman: May 22-June 18.
Lifeboatman: May 7-May 21; May 21-June 4.
Tankerman: May 7-May 21; May 21-June 4.

June 1981

LNG: June 22-July 16.
Refrigeration Systems, Maintenance & Operations: June 2-July 30.
Diesel (unlicensed): June 22-July 16.
Diesel (Licensed/T.I. Scholarship): June 22-Aug. 13.
Pumproom Maintenance & Operation: June 8-July 16.
Towboat Operator (T.I. Scholarship): June 22-Aug. 6.
Quartermaster: June 19-July 16.
Lifeboatman: June 4-June 18; June 18-July 2.
Tankerman: June 4-June 18; June 18-July 2.

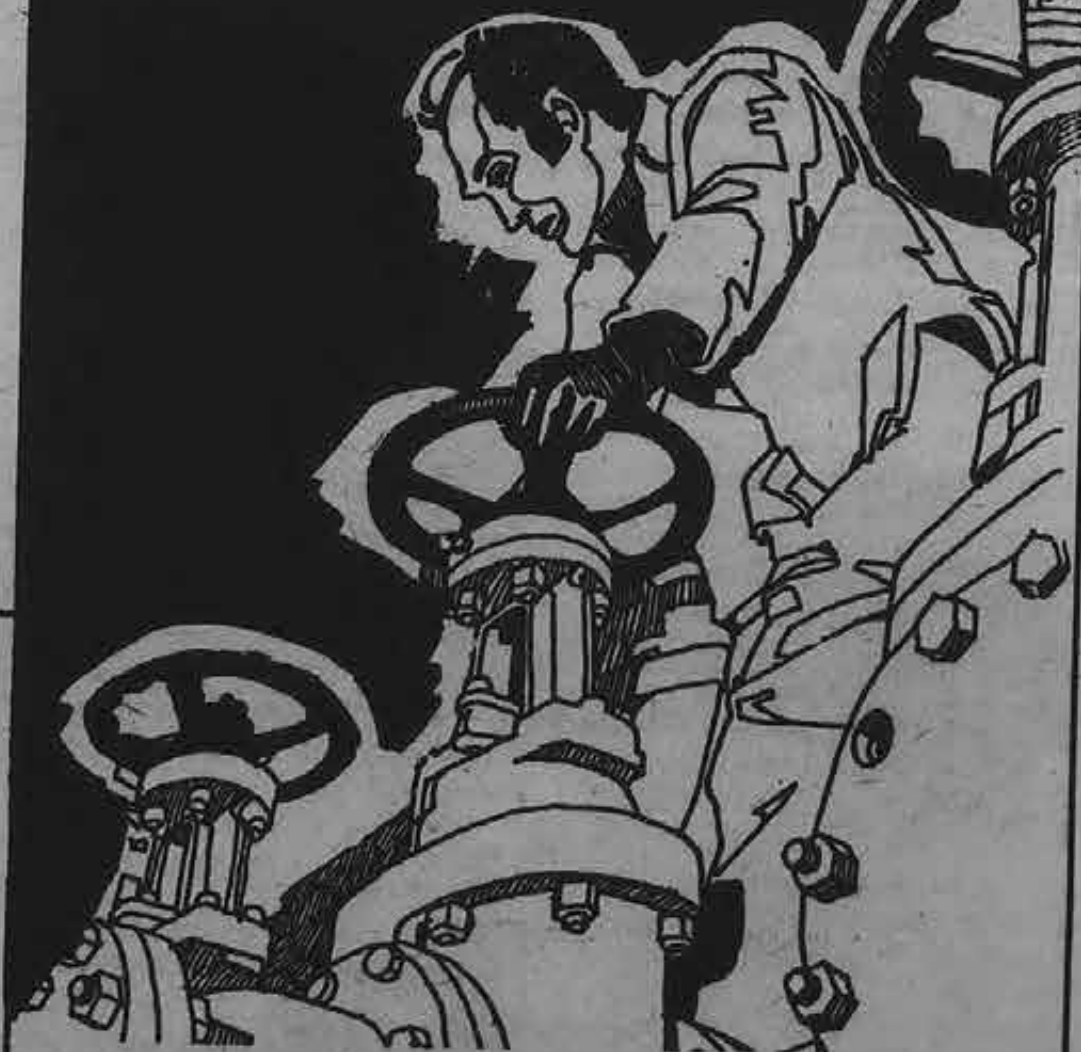
Courses may be added or cancelled, and dates may be changed, depending upon the particular needs of our membership and the special requirements of the industry.

Columbia Paying Off in Baltimore



Baltimore Patrolman Al Raymond and SIU Rep Roland "Snake" Williams (seated l. to r.) service part of the Ship's Committee and a crewmember of the ST Columbia (Ogden Marine) at a payoff there on Oct. 16. They are (l. to r.) Chief Steward John "Big Train" Hunt, secretary-reporter, Recertified Bosun Walter L. Compton, ship's chairman, OS Clay Brown, AB David Hartman, deck delegate and 37-year SIU member and 3rd Cook Ray Lawrence, steward delegate.

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Get your Chief Pumpman endorsement
Take the Pumproom Maintenance and Operations course at SHLSS. It starts Feb. 16 and continues through Mar. 26.

To enroll, see your SIU Representative or contact SHLSS.

Apply Now for an SHLSS Upgrading Course

(Please Print)	Seafarers Harry Lundeberg School of Seamanship Upgrading Application	(Please Print)
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Name _____	Date of Birth _____
(Last) (First) (Middle)	Mo./Day/Year

Address _____	
(Street)	
(City) _____	(State) _____
(Zip Code) _____	Telephone _____
	(Area Code)

Deep Sea Member <input type="checkbox"/>	Inland Waters Member <input type="checkbox"/>	Lakes Member <input type="checkbox"/>
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Book Number _____	Seniority _____
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Date Book Was Issued _____	Port Issued _____	Port Presently Registered In _____
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Social Security # _____	Endorsement(s) or License Now Held _____
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Piney Point Graduate: ☐ Yes ☐ No ☐ (if yes, fill in below)

Entry Program: From _____ to _____
(dates attended)

Upgrading Program: From _____ to _____
(dates attended)

Endorsement(s) or License Received _____

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

Dates Available for Training _____

I Am Interested in the Following Course(s) _____

DECK <input type="checkbox"/> Tankerman <input type="checkbox"/> AB 12 Months <input type="checkbox"/> AB Unlimited <input type="checkbox"/> AB Tugs & Tows <input type="checkbox"/> AB Great Lakes <input type="checkbox"/> Quartermaster <input type="checkbox"/> Towboat Operator Western Rivers <input type="checkbox"/> Towboat Operator Inland <input type="checkbox"/> Towboat Operator Not More than 200 Miles <input type="checkbox"/> Towboat Operator (Over 200 Miles) <input type="checkbox"/> Master <input type="checkbox"/> Mate <input type="checkbox"/> Pilot <input type="checkbox"/> Third Mate	ENGINE <input type="checkbox"/> FWT <input type="checkbox"/> Oiler <input type="checkbox"/> OMED - Any Rating <input type="checkbox"/> Others _____ <input type="checkbox"/> Marine Electrical Maintenance <input type="checkbox"/> Pumproom Maintenance and Operation <input type="checkbox"/> Automation <input type="checkbox"/> Maintenance of Shipboard Refrigeration Systems <input type="checkbox"/> Diesel Engines <input type="checkbox"/> Assistant Engineer (Uninspected Motor Vessel) <input type="checkbox"/> Chief Engineer (Uninspected Motor Vessel)	STEWARD <input type="checkbox"/> Assistant Cook <input type="checkbox"/> Cook & Baker <input type="checkbox"/> Chief Cook <input type="checkbox"/> Steward <input type="checkbox"/> Towboat Inland Cook ALL DEPARTMENTS <input type="checkbox"/> LNG <input type="checkbox"/> LNG Safety <input type="checkbox"/> Welding <input type="checkbox"/> Lifeboatman <input type="checkbox"/> Fire Fighting
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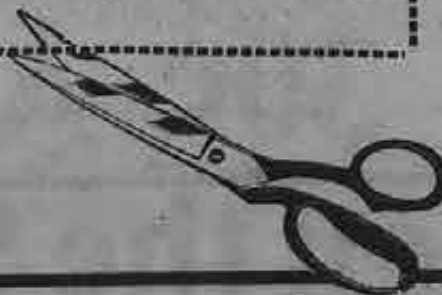
RECORD OF EMPLOYMENT TIME — (Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE
_____	_____	_____	_____
_____	_____	_____	_____
_____	_____	_____	_____

SIGNATURE _____	DATE _____
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Please Print

RETURN COMPLETED APPLICATION TO:
 Seafarers Lundeberg Upgrading Center
 PINEY POINT, MD. 20674



Keep US Anchored in Washington



November 1980



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