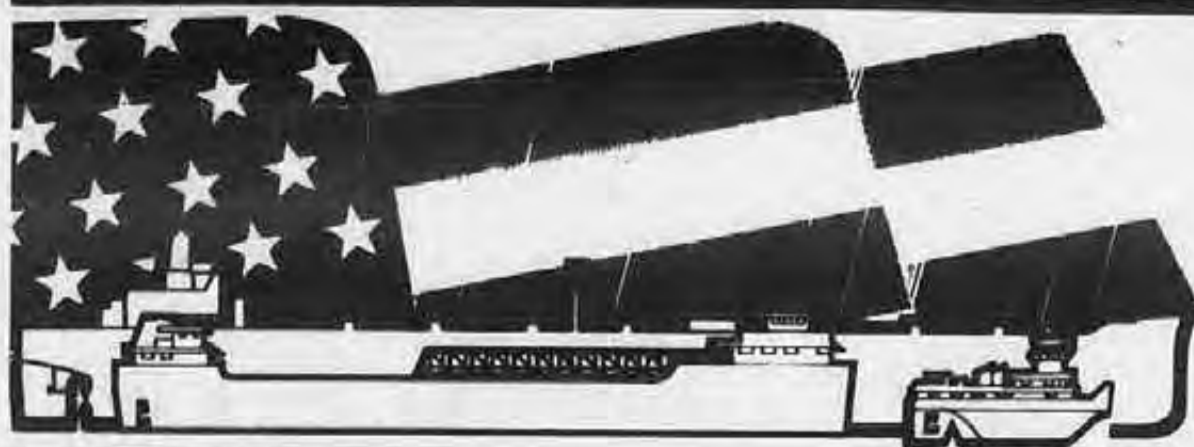


Maritime Labor Wins Big On OCS Bill

See Special Supplement Pages 19-22



LOG

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Seafarers Crew LNG El Paso Southern

See Pages 12-13



The liquid natural gas carrier, *El Paso Southern*, is the 4th U.S.-flag LNG ship to be manned by Seafarers.

Boatmen Man New Tug Sea Hawk

See Page 24



SIU Boatmen crewed the new tug, *Seahawk*, this month in Norfolk, Va. The tug is owned and operated by Allied Towing.

Milestone Pact Signed With Great Lakes Operators

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Hall Says 50,000 Maritime Jobs Endangered

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Milestone Pact Signed With Great Lakes Operators

Great Lakes area SIU members are now in the process of ratifying a new contract between the Union and the Great Lakes Association of Marine Operators (GLAMO). Contract negotiations were wrapped up last month and the ship-by-ship ratification vote is expected to be concluded by the end of July.

The highlight of the new three-year agreement is the new vacation plan for Great Lakes seamen. Effective Jan. 1, 1979, the vacation plan will give crewmembers 30-days-off with pay every 90-days-worked.

The 90-days-on/30-days-off vacation package is a breakthrough both in the industry and for the SIU. Algonac Port Agent Jack Bluit noted this was "the first time ever any unlicensed union representing merchant seamen negotiated paid time-off for their members."

Under the agreement, crewmembers will not be required to work more than

90 days at a time during the shipping season without time off the vessel. The crew also has the option to waive all or part of the vacation time which is coming to them. The only circumstance that allows the company to delay a scheduled vacation is "an unforeseen emergency beyond the control of the company."

Though the vacation plan is the major innovation in the Great Lakes contract, the agreement also provides substantial increases in benefits. The contract calls for a \$100 jump in pension benefits. On Jan. 1, 1979, pension checks will go up \$50 per month with a second \$50 hike to take effect on June 16, 1980.

Several improved welfare benefits are covered under the new agreement. The biggest increase is in death benefit coverage. Active employees' death benefit coverage will now range from \$5,000 to \$20,000, depending on seetime. Under the old contract, the maximum death benefit was \$5,000.

Another important welfare benefit is improved Major Medical coverage for dependents of Seafarers. Under the old benefit schedule, the Welfare Plan would not pay more than \$600 for any major medical expense. All charges above that amount came out of the Seafarer's pocket.

The new major medical plan will pay up to \$600 of doctor or hospital bills and then pay up to 80 percent of any charges above that amount.

Great Lakes Seafarers also won pay

increases, retroactive to August 1, 1977 and a hike in extended season compensation. The agreement also provides a jump in transportation and daily subsistence money.

Some work rule changes are included in the new contract. These are mostly clarification of onboard duties and provisions for compensating crewmembers doing work other than the job description laid-out in the contract.

The Great Lakes Association of Marine Operators covers most of the SIU-contracted companies on the Lakes. Included in GLAMO are: American Steamship Co., Cement Transit Co., Erie Sand Steamship Co. and Erie Navigation Co., Huron Cement Co., Litton Great Lakes Corp., and Pringle Transit Co. The agreement covers about 58 ships and the 1200 SIU members who crew them.

Eligibility Rules For Benefits Changed to 125 Days

All Seafarers and Boatmen should be aware that as part of the changes in the Seafarers Vacation, Welfare and Pension Plans made to improve benefits resulting from our recent contract negotiations, the Trustees have changed the eligibility rules.

Now, to be eligible for benefits under the Seafarers Welfare Plan, a Seafarer or Boatman must accumulate at least 125 days seetime or boat-time in the previous calendar year and one day seetime or boat-time in the six-month period immediately pre-

ceding the date of claim.

Under the Vacation Plan, a Seafarer or Boatman must now accumulate 125 days seetime or boat-time before filing for vacation benefits.

In addition, to be eligible for the Early Normal Pension (20 years seetime at 55 years of age, Seafarers only), or the Disability Pension (12 years service at any age), an eligible employee must accumulate 125 days seetime or boat-time in the calendar year immediately preceding his pension application.

As the Log goes to press, SIU Great Lakes Headquarters in Algonac, Mich. reports that the new three year pact has been accepted by the membership. SIU representatives visited the Union's contracted Great Lakes vessels one by one to tally the votes. The acceptance vote was 553 in favor and 51 against.



Paul Hall

The PRESIDENT'S Report

More Political Action Needed

Next to health and home, the most important thing to a working man in this country is security. By security, I mean the ability to get and hold a job at decent wages without the constant fear that the job could be gone in the morning.

Some American industries have a high degree of security built into the system for their workers. Unfortunately, our industry—maritime—is not one of them.

In fact, American maritime has traditionally been an industry with one of the highest degrees of insecurity built into it. Merchant seamen have always been the first to feel an economic crunch brought on by recession. And among the last to benefit from economic recovery.

It would be easy for us to sit back and accept anything that comes along and hope that things don't get too bad for maritime. But this has never been the way in the SIU. And if it had, there would be no SIU today worth talking about.

The SIU has always worked hard to try and build a degree of security within our Union that will stand up to the toughest possible test. It has not been the easy way, but it has paid off for us.

Right now, the SIU possesses the highest degree of job security in our history. We also possess the highest degree of job security of any other seagoing union in the nation.

We have been able to achieve this not only because we have worked hard. But because we have worked hard in the right areas.

We have worked in the area of education through the Lundeberg School in Piney Point. The educational tools provided us by the School are enabling us to cope with the technological changes that have already taken place in our industry, as well as preparing us for the changes sure to take place in the future.

The School, as well, is supplying us with many new young members who will form the backbone of the Union's manpower picture for years to come.

The SIU has also devoted a great deal of time and effort to political action.

Over the years, we have worked successfully on legislation affecting all areas of the U.S. maritime industry.

We have won some very important fights in Congress. And we have taken our licks as well. But the important thing is we are in there punching in the political battleground—an area that is growing in importance to us every day.

Another thing about politics. It is an area that is becoming more and more difficult to work in, effectively with any degree of consistency or continuity.

The reason is that with every election, more and more new faces are popping up in the House and Senate. These are people that have little or no background or knowledge concerning maritime. These people are replacing a lot of old line Senators and Congressmen whom the SIU considered among our friends.

In the face of these new happenings, the SIU is in the process of establishing a new and more comprehensive approach to politics to insure that the changing faces of the nation's legislators are friendly faces concerning maritime.

All along, our political arm has been SPAD. For years, SIU officials have been asking for voluntary contributions to SPAD. And SIU members have always come through for the Union in this respect.

The problem, plain and simple, is that the Union needs a larger political fund to continue to work effectively in this area. However, it is not fair to ask SIU members to dig deeper for out-of-pocket donations.

This is where our new program comes in. Basically, it is a checkoff program for political contributions. A lot of unions already have such a system. But this is a new concept for us.

The program is only a month old. But already, nearly 1,000 SIU members have signed the SPAD checkoff authorization. (see back page for more information).

Essentially, what you are doing when you sign one of these forms is authorizing the Seafarers Vacation Plan to deduct 30 cents per day from the vacation benefit for each day worked, with the money being transferred to the SPAD fund.

Thirty cents a day is a very small amount, and it may not seem like much. It may also seem a very small amount for a member to invest in his future security. However, with every SIU member supporting this program, the Union will be able to build a bigger and more effective political program than ever before—a program that is absolutely essential for the SIU to continue to be effective in politics.

The job of protecting our interest in all areas has always been a very difficult one. No one has ever given us anything without a fight. No matter what we have achieved over the years we did so by scratching and clawing. And we achieved things because we stuck together and worked together as a unit.

Our challenge on the political front may be the most important one we will ever face. But I am confident that the SIU membership will come through as we have always done in the past.

SIU Blasts Use of Navy Tugs at Kings Bay Base

The U.S. Navy policy of building, servicing and crewing non-combat support vessels, like tugboats, costs the government money that could be channeled towards construction of warships. Using commercial support services would not only be cheaper for the Navy but would provide them with trained, experienced boatmen to man the vessels.

Hundreds of millions of dollars have already been spent on ships that will never be used in combat. These are large, and unnecessary, expenditures when the U.S. merchant marine can provide a well-trained, well-run auxiliary fleet for the Navy.

A case in point occurred recently, when the Navy needed four tugs to service their base at King's Bay, Georgia. Under federal contracting procedures, the Navy is required to solicit bids, called Request For Proposals (RFP), from commercial companies for support work.

No RFP for private tugs on the King's Bay job was ever issued. Though the

Navy asked for estimates on the job from some tug companies, along with the bid requests was a statement which said: "The Government does not intend to award a contract on the basis of this request for quotation." Bids were not requested from tug companies closest to King's Bay.

In a letter to Rep. Charles Bennett, chairman of the House Subcommittee on Seapower and Strategic and Critical Materials, SIU Executive Vice President Frank Drozak said, "We believe this type of solicitation is designed only to provide the Navy with an excuse to say 'we solicited private industry and they did not respond.'"

In fact, four SIU-contracted companies in the area were interested in the King's Bay job. Caribe Towing, Willis Towing, Marine Contracting & Towing and Gatco all told the Union they were willing to station tugs in King's Bay to serve the Navy. But none of the four was contacted for a bid.

The Navy decided to use military-owned, military-manned tugs at King's

Bay. These tugs, part of the fleet of 125 harbor boats owned and operated by the Navy, will be transferred from bases at Mayport, Pensacola and Guantanamo.

The Navy conducted a cost study on the tug operation and came to the conclusion that using their own tugs would cost them less than contracting the job out to a private company. But the study omitted a 20.4 percent add-on which is supposed to be included in all budgets for government performed work. The extra 20.4 percent covers the cost of pensions and other benefits for government workers and would have put the cost of using Navy tugs above the highest possible private bid.

The cost study on the King's Bay job wasn't the first time the Navy neglected to include the 20.4 percent add-on in their calculations. Earlier this year a tug servicing job at Pearl Harbor, Hawaii, was awarded to Navy tugs under the same circumstances.

Traditionally, it's been a U.S. policy to encourage private industry to per-

form work for the government whenever possible. Only as a last resort, if private industry is unable to do a particular job, has the government stepped in.

Both the SIU and representatives of private companies have tried repeatedly to remind the Navy of this commitment to American industry. Spokesmen for the Union and industry have said many times that the merchant marine is capable of, and willing to build and man any support vessels the Navy might need.

But as long as the Navy continues to maintain their own fleet of harbor tugs, it is unlikely that private companies will be given a fair opportunity to bid for support work.

An alternative, which the Navy itself considered and rejected three years ago, is to phase out the Navy's tug program. This would benefit the government by eliminating the tremendous cost of maintaining the Navy harbor fleet. And it would end the duplication of service that could be more efficiently and economically provided by commercial tugs, crewed by trained, professional boatmen.

SIU Takes Election At Champion Auto Ferries

The number of SIU-contracted companies on the Great Lakes recently increased by one when the Union won a representation election at Champion Auto Ferries Inc. in Michigan.

The 13-2 vote, which took place June 7, gives the deckhands and pilots at Champion union representation for the

first time. SIU rep Byron Kelly is currently holding contract negotiations with the company and he expects to have an agreement by the end of July. The talks are focusing on wages and seniority but the Union is also negotiating for holiday and overtime pay and improved health and welfare benefits.

Though the Union won out, Champion put up a fight to keep the SIU from representing their employees. While the Union was waiting for the National Labor Relations Board to set a representation election date, the company filed a protest with the NLRB.

Champion said that since all their business took place in the state of Michigan, they should be subject to control by a state agency, not the NLRB. The Board regulates companies involved in interstate commerce.

At the end of May, the Board held a hearing to determine whether or not the

company was right. Key testimony for the SIU was presented by Mobil Oil, Champion's fuel supplier. All the fuel Champion uses comes into Michigan by pipeline from an Indiana refinery. The NLRB ruled that because the company's fuel supply comes from out of state, the company was subject to NLRB jurisdiction and a date for the election was set.

Champion runs car ferries across the St. Clair River from Algonac on the mainland to Hansens Island. The ferries are the only transportation for Island residents and they run 365 days a year.

During the winter, the population of the Island numbers a few hundred. But the number jumps to nearly 10,000 during the summer months. Champion runs anywhere from one ferry during the winter to four during the peak summer period.

The boats are crewed by one pilot and one deckhand and the company has be-

tween ten and 18 men working, depending on the number of boats running.

All four boats in Champion's fleet are 350 hp and were built between 1965 and 1973. The *North Channel* and the *South Channel* are 73 feet long, the *Champion* measures 75 feet and the *St. Clair Flats* is 79 feet long. The boats can handle 12 cars apiece.

In the slow months of the winter, one ferry keeps to a lazy schedule, shuttling Island kids back and forth to school and their parents to work or shop on the mainland. It's slow going when the St. Clair River freezes but all four ferries can break ice and the boats require only occasional help from Coast Guard icebreakers.

During the summer, one boat runs on a schedule but the rest of the fleet "runs wild," making the two-mile round trip as fast as possible.

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Deep Sea Members Accept New 3-Year Pact

Ratification vote on the SIU's new deep sea contract is underway and the results are overwhelmingly in favor of accepting the three-year agreement, which was negotiated last month.

At the time the Log went to press, 2,390 deep sea A&G members had cast their votes, either aboard their ships or during regular monthly membership meetings. So far, the tally is 2,368 in favor of accepting the contract and 22 opposed.

The new pact, which went into effect on June 16, includes a 7½ percent wage hike for all ratings for each of the three years of the contract. Regular overtime, premium and penalty rates also increase by the same rate.

A new formula for computing vacation pay is another gain negotiated by the Union for the deep sea membership. Under the new Vacation Schedule, Seafarers who accumulate 365 days seetime will receive a vacation benefit equal to 120 days (4 months) base pay at the rating sailed.

Improvements in pension and welfare benefits are also included in the new contract. The pension benefit will rise from \$350 to \$400 a month, effective Jan. 1, 1979. In June, 1980, pensions will jump an additional \$50 monthly.

Welfare benefit gains include: increased death benefit coverage; crea-

tion of a Major Medical plan under the Seafarers Welfare Plan; extended coverage for dependent children who are full-time students from age 19 to 25;

extended hospital coverage and increased optical benefits. The contract is explained fully in the June issue of the Log.

Special Notice:

Plans Building Damaged in Fire

The SIU regrets to inform the membership that a fire the night of July 26 has caused major damage to the Union's Welfare, Pension and Vacation Plans' building at Headquarters in Brooklyn, N.Y.

This unfortunate tragedy means an interruption in services to the membership. Although, as the Log goes to press, there is no way of telling how long it will take to bring the operation back to normal.

In the mean time, the Union asks its members to be patient while the situation is being corrected.

His Dad Was a Seafarer With a Big Heart

The literature of the 18th and 19th century and the movies and television of the modern era always picture the American seaman as an aimless drifter with little seaman in life other than to spend his earnings like a "drunken sailor." No doubt there are seamen like this, just as there are people like this in any profession. But the vast majority of seamen are hard working family men who look for the same things in life—peace, security and happiness—as everyone else. This is the story of one of those seamen. He was an SIU member named Walter H. "Shorty" Cook. The story is told by his son, Walter Cook, Jr. of Hattiesburg, Miss.

By Walter Cook, Jr.

I always wondered what ship Dad was on Dec. 3, 1951, which was the day I was born. He had told me several times, but I had forgotten until the other day.

I was going through some old papers and came across most of my Dad's discharge papers. I'm sure some of them are lost, but I still have a good many of them left.

On Nov. 29, 1951, Walter H. Cook, Sr. (Shorty Cook) boarded the *SS Alcoa Cavalier* in the port of New Orleans and was discharged in Mobile Dec. 17, 1951 as a messman. He signed on the same ship the next day where he sailed until Feb. 18, 1952. Nature of the voyage



Walter Cook, Jr.

was foreign and place of discharge was Mobile.

I did not find any more papers on him until Oct. 29, 1952, when he boarded the *SS Alcoa Pointer* as a messman in the port of New Orleans.

I remember crying along with mother as he was leaving aboard the *SS Topa Topa* in New Orleans in 1961. I was ten years old. Bombs they were going to carry or had carried lined the dock. We met him in February at New Orleans when he returned. It was about Mardi Gras time. There were people and ticker tape everywhere.

I remember one year he told me the company he worked for broke. It was seven or eight years later before he got all his payoff. I think he was in Saudi Arabia. He had to stay there awhile until President Kennedy could fly the crew back to the "good ole U.S.A." as he used to say.

He flew on what he called a cattle plane with twin props. It rattled his eye teeth and like to have scared the life out of him. That just about wound up his flying days. I believe he said the name of the company was Bull Line Steamship Co.

Scars From the Strikes

I remember him showing me scars on his head from the days of the strikes where he had walked the picket lines. Some of his SIU books are stamped 1947 Isthmian Strike Clearance, 1946 General Strike and Wall Street Strike. Some say \$10 Strike Fund Assessment, General Fund and Building Fund. I don't understand it all, but I'm sure most of the oldtimers will.

I think Dad sailed about 45 years until his retirement in 1965. One SIU book is signed by Paul Hall and says "Paid Dues from April 1939." and some of his discharges say Utilityman, Galleyman, Cook, Steward Assistant and even Bell Boy. One says Messman or Crews Mess Dec. 6, 1941, Port of New Orleans aboard the *SS Del Mundo*. Another says Utility aboard the *SS Del Argentina*, Mississippi Shipping Co. in New Orleans dated Oct. 2, 1937.

Most of these discharges are old,

faded, cracked and taped. They meant a lot to him and to me. I intend to cherish them as long as I live.

He only had 8½ years of schooling, but was more educated than most college graduates. He was kind, wise, friendly and well liked by everyone. He was the kind of man who would give you the shirt off his back or his last dime if you needed it. He told me of giving shirts to the children in India. The next day their parents would sell the shirts for food. Upon seeing the children without the shirts he would feel so sorry he would give them more clothes and soap.

He suffered whenever he saw these children suffering and was happy in making them happy.

Begged Him Not to Leave

Other times he would tell me stories of his friends and ships that he knew well disappearing at sea during the War. He told me of how everything was painted black and no lights were to be on at night. One time he was leaving on the train for New Orleans to catch a ship he signed on. Mom said she had a feeling she would never see him again if he left. She cried and begged him not to leave. He got off the train. The ship left without Dad and sailed under sealed orders. Two weeks later the ship disappeared at sea without a trace of it or any of the men. None of them have ever been heard of since.

He knew most everyone aboard. Some of you may remember him differently. But I remember him as my father the seaman. I think about him every time I pick up a *Seafarers Log*. I never fail to check every month to see if any of my ole buddies are pictured in the *Log*. You see, I also sailed with the SIU during 1968, 69 and 70.

Dad always used to say, "Son, don't even go to sea unless you want it to get in your blood. It's a hard, rough, rugged life. She is unpredictable. Today she could be mean, dark and ugly. Tomorrow she could be the most beautiful place on earth."

But when I became 16 years old in between times of finishing high school I did go to sea. With some hard talking,



Walter H. "Shorty" Cook

he signed papers for me and I left Houston via New Orleans in June 1968 aboard the *SS Halevon Panther*. I sailed as BR and later became an OS. I will always be thankful for this as long as I live. Going to sea did get in my blood. Dad was so right.

How I remember those days. I came back home every year in order to finish high school. After graduating and sailing to Vietnam and making a complete shuttle run around the world, I came home to join the U.S. Marine Corps.

Upon leaving the Marines and having gotten married and raising a family (I now have two children, a boy and a girl), I never made it back to sea. I'm now a full-time fireman and a part time employee with a well known company in the city.

I am now living in. I was just thinking of Dad and the other seamen I know. You meet some fine people aboard those ships. I just wanted to let you know how much I miss it and how much Dad missed it after his retirement. I hope to make it back to sea some day. Dad will never make it again as he is now in heaven. But I still love the water, and Dad still lives in me.

Delta Queen Shows Speed Supremacy in Riverboat Race

The SIU-contracted *Delta Queen*, the grande dame of riverboats, showed her stuff once again by winning the annual steamboat race at Louisville, Ky. on May 3.

The elegant, 52-year-old vessel captured the honors from the home port favorite, the *Belle of Louisville*. Her winning time in the 14-mile race on the Ohio River was one hour and 45 minutes.

Both competitors are authentic, old-time riverboats. The race, part of Kentucky Derby festivities for the past 15 years, gives their passengers and crews a firsthand chance to experience the colorful Mark Twain era when riverboat races were commonplace.

The *Delta Queen* has now chalked up eight wins, and her rival, six. The race was not held one year out of the 15 because of bad weather.

The *Delta Queen* normally carries 192 overnight passengers and 75 crew members. Deckhands, galley and housekeeping personnel are SIU. But close to 300 passengers were on board for this year's race. The crowd seemed to bear out Mark Twain's contention that riverboat racing is more exciting than horse racing—for the time being, at least, until they poured into Churchill Downs three days later for the Derby.

At first glance, it would appear that

the *Delta Queen* has it all over the smaller *Belle of Louisville*. She is 1,650 gross tons, 285 feet long and has 2,000 hp. from her two steam engines. The *Belle* is 390 gross tons, 190 feet long and has only 600 hp.

But larger size is not always an edge in

the race. The course requires a turn-around six miles out for the finish back at Louisville. The smaller *Belle* can pull away more quickly and can also maneuver turns more easily.

When the riverboats blow their whistles and start their huge paddlewheels



Paddlewheel churning up the Ohio River, the SIU-contracted *Delta Queen* sails to victory in the annual steamboat race in Louisville, Ky. May 3.

turning, it's anyone's guess which one will come in first. This year the *Delta Queen* was able to display the winner's prize once again on her pilothouse, a pair of gilded antlers, the symbol of speed supremacy on the rivers for 100 years.

The Union-contracted *Delta Queen* Steamboat Company of Cincinnati, Ohio also operates the only overnight passenger steamboat on the rivers, the *Mississippi Queen*. She was built two years ago for \$27 million. The *Belle of Louisville*, operated by Jefferson County, Ky., is an excursion boat that makes sightseeing trips around her home port.

The *Delta Queen*, was originally built in Scotland for \$865,000, said to be the most ever invested in a riverboat at the time. She has been declared a National Landmark and is now a priceless survivor of another era.

She has a steel hull and a wooden superstructure, including ornate oak and mahogany carvings. All her fittings are brass and her interior also includes cut glass and stained glass set with copper.

She operates by an Act of Congress which exempts her wooden superstructure from the safety-at-sea regulation. All other features are approved by current Coast Guard regulations.

Hall: 50,000 Maritime Jobs Imperiled

In a stinging attack on America's lackluster attitude toward her merchant marine, SIU President Paul Hall predicted that "50,000 Americans will lose their jobs in the next five years because the U.S. is not building enough ships and we are not carrying enough of our own cargo."

President Hall said that the imperiled jobs involve "people who work in our shipyards and on American flag ships."

He added that "most of these 50,000 Americans are black and members of other minority groups—people to whom this nation has made a commitment and to whom the maritime industry, more than most, has kept that commitment."

Hall levelled his charges late last month during a press briefing conducted by the National Maritime Council. The NMC is an organization comprised of labor, management and government people. It was established in 1971 for the purpose of fostering the growth of the U.S. maritime industry.

SIU President Hall is a member of the Board of Governors of the Council. He was joined at this press briefing by James R. Barker, NMC board chairman and head of Moore-McCormack Lines, and Robert J. Blackwell, assistant secretary of Commerce for Maritime Affairs.

'Outmoded Thinking'

President Hall blamed the bleak outlook for American maritime on the "outmoded thinking in this country that contends the rest of the world is so kind and fair and generous that we can depend upon others for our international transportation needs."

Hall also charged that unless the U.S. abandons its adherence to the false policy of "free trade" in the international industry, "the U.S. will have no fleet of its own."

President Hall predicted that if the U.S. fleet is allowed to disintegrate "it will be too late for consumers to complain about the doubling of the prices of imported goods because we no longer

can influence transportation costs; it will be too late for Americans to wonder why this nation is helpless to support and supply its allies against the Russians or anyone else because we no longer have ships by which we can supply them."

Hall concluded bluntly, "it's time we understood that a merchant fleet is as basic to American security and its economy as steel, automobiles and energy."

Barker, Blackwell Charge Soviets

James R. Barker blamed part of the American fleet's problems on rate cutting practices of the Soviet merchant fleet.

He charged that "predatory trade practices by the Russians are designed to push America from the high seas."

He added that "widespread rate slashing by the Russians clearly is intended for political primacy and is void of commercial consideration."

Supporting Barker's statements,

Maritime Administrator Robert Blackwell said that the Russians "have been quoting rates of up to 40 percent lower than those of U.S. flag or foreign flag vessels."

Blackwell said, "there is no way for the U.S. or the Europeans to compete. This is a classic case of dumping."

Blackwell also charged that the Russian fleet operating in the U.S. trades "does not provide U.S. jobs or one single advantage to the U.S. maritime industry." He said that the Soviet fleet's earnings "never return to the U.S."

Both Blackwell and Barker called on Congress to pass the Controlled Carrier Bill, now moving through the House.

The bill, in brief, would force the Russians to raise their rates to compensatory levels with the U.S. operators or be banned from the trade.

In closing, Blackwell noted that there are more Soviet ships now operating in the U.S. trades than American ships. He called this "a terrible, inconsistent policy."

Poor Procedures Caused Liberian-Flag Sansinena Blast

On the evening of December 12, 1976 the cloudless sky over Los Angeles Harbor suddenly erupted in a flash of fire and smoke.

It was the Liberian-registered, "flag-of-convenience" *Sansinena*, under charter to the Union Oil Company of California, exploding and burning at her berth while taking on ballast and bunkers.

In a Coast Guard "Marine Casualty Report", recently received by the *Log*, we were not surprised to learn the cause of this disaster, which snuffed out the life of nine persons (eight crewmembers and one Terminal Security Guard) and injured 58 others.

The explosion, the report concluded, was probably caused by the ignition of a hydrocarbon vapor cloud over the afterdeck of the *Sansinena*. The formation of the cloud itself, and its subsequent ignition, was largely attributed to "poor operating procedures"—not an uncommon phenomenon on "flag-of-convenience" ships, like the *Sansinena*.

Other factors which figured in the disaster were improperly maintained equipment and poor design features.

There was not much of a breeze in the harbor the night of the explosion. On the afterdeck of the *Sansinena*, in the lee of the midship house, there was even less of one. According to the report:

"This slight airflow was not sufficient to dissipate the hydrocarbon vapor cloud which had formed between the midship and after deck houses."

MTD Sets Up Council in Juneau

The port of Juneau, Alaska is the site of the newest Port Maritime Council of the AFL-CIO's Maritime Trades Department.

This important addition to the family of port councils, now numbering 29, follows closely on the heels of the establishment of a new council in Jacksonville, Fla.

Elected president of the new Alaska Council was Greg S. O'Claray, regional vice president of the Inlandboatmen's Union of the Pacific, Alaska Region, an affiliate of the SIUNA. Secretary-Treasurer of the Council is Thomas E. Cashen, business agent for the Alaska Statewide Local 1547 of the Electrical Workers.

Paul Hall, president of the MTD, welcomed the new council to the Department when he wrote to O'Claray:

"We would like to congratulate you

On "flag-of-convenience" ships, improperly trained crews are a major cause of various kinds of accidents, many of which have caused loss of life and ship. But crewmembers are all too often made the scapegoats for the "big guys" who are actually responsible for manning, operating, and inspecting the ships. The blame of such tragedies as the *Sansinena* must be shared. The Coast Guard report points the finger in all directions:

"The inspection procedures of the cargo vent system by the shipboard personnel, classification society inspectors, inspectors of the Government of Liberia, and company inspectors were inadequate to detect the relatively extensive deterioration that existed on the underside sections of the cargo vent piping. Furthermore, this lack of integrity allowed the vent piping to serve as a path of transmission for a flame to enter the cargo tanks."

According to figures released by the Transportation Institute in January, 1977, "flag-of-convenience" tankers, comprising 26 percent of the world's tanker tonnage, were responsible for 40.7 percent of all tanker tonnage lost.

American oil companies manage to avoid taxes, labor costs, and certain safety standards and requirements by using "flag-of-convenience" ships. What is the cost, though, to the American people and environment? The answer, in terms of lost jobs, pollution, and a weak-

on setting up the council, and we are sure it will be most successful under your leadership and that of Thomas Cashen."

Other charter members of the Port Maritime Council of Alaska are the Laborers International Union of North America; the United Brotherhood of Carpenters and Joiners of America; the United Association of Plumbers and Pipefitters, and the International Union of Operating Engineers.

The port councils serve as the local arms of the MTD in its mission to foster the cause of the labor movement and the U.S. merchant marine. Jean Ingrao, MTD Administrator, called the councils the "backbone of the MTD."

The MTD, which is headquartered in Washington, numbers 44 national and international unions with a total membership of eight million workers.

ened U.S. Merchant Marine, is clear.

SIU President Paul Hall has called the use of these unsafe, improperly manned and maintained ships, "a sham against the American people."

As a result of the *Sansinena* disaster, the Coast Guard has initiated a tanker boarding program.

According to the Coast Guard, "the results of the boarding program to date have revealed that a large number of the tank vessels calling at United States ports have deficiencies in the aforementioned systems (cargo venting and handling; safety-related equipment and installations)."

An effective inspection system can help. But only effective legislation can rectify a situation whereby 96 percent of all American oil imports are carried in non-American ships.

In an emergency situation, only

LNG Imports Plan, Thought Dead, Is Resurrected

A massive LNG importation program, thought dead because of a lack of government support, may yet be resurrected.

The prematurely buried program calls for the importation from Algeria of nearly 700 million cubic feet of natural gas a year for 20 years.

Two American companies are involved in the contracts to do the importing—El Paso Co. and Teneco Inc.

El Paso signed a 20-year contract with the Algerian government in 1975. Teneco signed a similar agreement in 1976. However, the two pacts have been in limbo since then while awaiting approval from the American government.

(El Paso, under a completely different program, will soon be importing LNG from Algeria on six brand new U.S.-flag LNG tankers. SIU members will man these vessels. In fact, Seafarers are already aboard the first of the six vessels, the El Paso Southern. The remaining five vessels will be crewed at intervals over the next year pending construction delays.)

The defunct Federal Power Commission had actually given preliminary approval of the programs in 1976. However, when the Carter Administration took over, the function of the FPC was replaced by the Federal Energy Regulatory Commission. The FERC promptly

American owned and manned ships can be relied upon. This was clearly proven during the Vietnam War when foreign countries and crews balked at carrying U.S. cargoes to the war zone. And American crews are better trained and work on safer ships. Thus, the possibility of disasters like the *Sansinena* and the *Argo Merchant* is far slimmer on American crewed ships.

Good legislation has been written to bolster the U.S. merchant marine. But powerful lobbying groups, such as the oil interests, have kept good legislation like the Energy Transportation Security Act of 1974, and the Carter Administration's cargo preference proposal, in 1977, from becoming law.

So we've got to keep fighting. It's just too bad that so many *Sansinena's* have to go up in flames before the battle is won.

announced it was not going to "rubber stamp" the actions of its predecessor.

The Algerian government initially gave the U.S. a cancellation date of Sept. 31, 1977. That date was extended to Dec. 31, 1977.

When the U.S. government allowed the Dec. 31 date to pass without approving the contracts, Algeria signed contracts to sell huge amounts of gas to West Germany. They also began negotiating to sell to France, Sweden, Austria, Tunisia and Yugoslavia.

The deal with the U.S. looked to be a dead issue. But earlier this month, Algeria announced that she would still honor the contracts with El Paso and Teneco if the U.S. would render approval.

Such an importation program would mean creation of thousands of jobs for U.S. workers. These jobs would be in shipyards for the construction of an undetermined number of LNG tankers, as well as jobs for American seamen in manning them.

The SIU's Washington staff has been working all along to encourage government approval of these contracts. The SIU feels such a program will allow the U.S. to cut down on its dependence on imported Arab oil, while at the same time encouraging American industry to develop our own domestic natural gas resources.



Washington, D.C.

What ever happened to Locks and Dam 26 and the user charge bill?

Nothing yet.

When and if the outmoded Mississippi River lock will be replaced and user charges imposed for the first time on the inland waterways are still unanswered questions.

The reason is that legislative action on the controversial measure has become even more complicated than it was to begin with.

In May the Senate passed the bill, H. R. 8309, authorizing these waterway developments. But its decision was different than the version of the bill passed by the House of Representatives in October, 1977. The Senate version instituted a higher fuel tax (12 cents per gallon) than the one approved by the House (6 cents per gallon).

Moreover, the Senate tacked on amendments to the bill authorizing a number of public works water projects in addition to Locks and Dam 26. For these reasons, H. R. 8309 must go before a joint House-Senate Conference to iron out the differences in the two versions of the bill before it reaches President Carter's desk.

The President threatened to veto the bill soon after it was passed by the Senate. The Administration wants higher charges than those provided by both the House and the Senate.

But in the meantime, the joint conference has not been formed yet. This is because a new bill, H. R. 13059, was introduced recently in the House, as a way for the House to act separately on the public works projects included in the Senate version. These projects had not been previously considered in the House.

Hearings were held in June on this water resources development bill, but it has not yet reached the floor of the House. Once the House acts on H. R. 13059, it will appoint conference members to participate in the full decision on H. R. 8309.

After that, it's up to the President.

Great Lakes

Lakes Boatmen and Dredgemen have gained new jobs through two more large dredging projects recently awarded to the SIU-contracted companies by the Army Corps of Engineers.

Great Lakes Dredge and Dock is doing a \$3 million hydraulic dredging job, deepening channels in Bay City, Mich. Luedkte Engineering started a \$2 million dredging project in Cleveland, Ohio this month, repairing sea walls in Lake Erie's outer harbor.

Mississippi River System

SIU Boatmen just crewed a brand new towboat, the *Thruston B. Morton*. The 4,200 hp. boat is the newest addition to the SIU-contracted fleet of Southern Ohio Towing Company of Jeffersonville, Ind.

Jacksonville, Fla.

SIU-contracted Caribe Tugboat, Inc. will be operating two more triple deck, roll on, roll off barges out of this port next year. Shipyard orders for the 580-ft. giants have been placed for additional trailer barge service in the Caribbean. The first is expected for delivery next summer and the second by the end of 1979.

The new barges will be identical to the two triple deckers beginning service this year. The first, *La Reina*, completed its maiden voyage in the Caribbean in May and the second, *El Conquistador*, is expected to be delivered in Jacksonville in the fall. The barges can carry up to 374 40-ft. trailers and are the largest of their kind in the world.



The 600 ft. long Lock 26 at Alton, Ill., shown here, is too old and too small to handle heavy barge traffic at this key point on the Mississippi River. But Congressional delays of legislation which would allow a new, larger lock—along with inland user charges—have been almost as long as the back-ups caused by the old lock.

Charlie Nalen Named HLSS Vocational Director



Charlie Nalen, newly-named Director of Vocational Education at HLS.

The Harry Lundeberg School has announced that one of our fellow Seafarers, Charlie Nalen, has been made Director of Vocational Education at the School. SIU members have come to know Charlie personally while upgrading at the School.

Charlie joined the SIU after he completed the basic vocational program at HLS. He is one of the many young men that the Union has helped to begin careers in maritime. As a Seafarer, Charlie earned engine department ratings as fireman, oiler, pumpman and electrician. He then attended the Calhoun MEBA School in Baltimore and earned his 3rd mate license.

Charlie shipped as an engineer and then later returned to HLS as an Engine Department Instructor.

Because Charlie is one of us—a Seafarer—he understood the unlicensed seaman's educational needs and he set up many programs that have helped so many Seafarers advance their careers.

Since Charlie had upgraded to higher ratings as a Seafarer, he knew very well how technical and advanced a seaman's job has become. So he worked hard to develop the Automation Course and College Credit Programs we now have at HLS.

Because Charlie is Director of Vocational Education, all of us can be sure that our needs will be met through the courses and programs at HLS.

All of us can be proud of our fellow Seafarer's success. Our School gave Charlie his start, and now he's making sure that the School will continue to work for us.

IT PAYS TO BE ABLE

TO KEEP THINGS COOL



If you know how to keep things cold, you'll always be needed aboard ships that carry refrigerated containers. So take the Maintenance of Shipboard Refrigerated Systems course at HLS. It starts September 5. When you finish you get a certificate of completion from HLS—your ticket into the booming job market aboard U.S.-flag ships for seafarers with reefer maintenance skills. To enroll, see your SIU Representative or contact HLS.



Headquarters Notes

by SIU Executive Vice President
Frank Drozak

It was one year ago that the SIU made maritime history by crewing the *Aquarius*, the first American-built, American-flag LNG tanker.

This month, with the crewing of the *El Paso Southern*, the Union is manning a total of four LNG ships and there are more on the way. The *El Paso Southern*, which will transport liquid natural gas from Algeria to the U.S. East Coast, is one of six LNG carriers planned by that company. And several sister ships to the *Aquarius* will be coming out of General Dynamics Shipyard over the next few years.

Another SIU crew on another LNG ship just goes to show that the future of shipping lies in new, highly automated vessels. Seafarers were able to crew LNG ships for just one reason. We had the training and the special skills required to operate them.

LNG tankers are only one type of high technology vessel now operating. Since 1970, new types of ships including the SL-7, LASH, UICCs, VLCCs and RO/RO's have become more and more common.

Along with the new ships come new job opportunities for Seafarers. But without the necessary skills, it's not possible for a Seafarer to take advantage of these opportunities.

The place to pick up the skills the new ships demand is the SIU's Harry Lundeberg School. HLS offers specialized courses that have been planned especially to qualify Seafarers to work high technology equipment.

Two examples of this are courses offered to QMEDs. In six weeks qualified Seafarers can earn certification in Marine Electrical Maintenance or Pump-room Maintenance and Operation, which are of special importance on new ships. (See P. 11 of this month's Log.)

The electrical course covers both in-class and practical training in the control, operation, maintenance, trouble-shooting and repair of rotating electrical machinery.

In the pumproom maintenance and operation class, Seafarers receive instruction in cargo properties, tanker development and construction, tank cleaning, inert gas systems and firefighting, among other things.

We've been able to bring a lot of the newest ships under SIU contract because SIU members have taken the time to upgrade. By continuing to upgrade we'll be able to keep on contracting these new vessels.

Upgrading is one very important way to secure new jobs and improve those we already have. Contract negotiations are another way.

The SIU recently negotiated landmark agreements for both deep sea and Great Lakes members. And right now, talks are underway on the West Coast on behalf of the Marine Cooks & Stewards.

When the MCS merged with the SIU-AGLIWD last month, the A&G District became the negotiating agent for the West Coast stewards. As of now, the Pacific Maritime Association has signed a Memorandum of Understanding with the A&G District. We've reached agreement on major contract issues involving representation and administration of pension, welfare and other benefit programs.

The issue of wages and cost items have not yet been worked out. This is because wage items are negotiated jointly with the Sailors Union of the Pacific and the Marine Fireman's Union. But we are hopeful that these negotiations will be wrapped up soon.

During contract negotiations, unions and management are on opposite sides of the table. But there are some issues where the two sides join forces to work for a common goal.

An issue where union and management are of one mind is on opposing the Navy's request for government funds to build their own non-combat support vessels. (See P. 5 of this month's Log.)

The Navy wants \$192 million to construct a cable repair ship even though the merchant fleet has a modern cable-layer which has been used on Navy jobs before.

And the Navy has asked for hundreds of millions of dollars to maintain their fleet of 125 harbor boats.

Industry spokesmen have joined the SIU in opposing the use of federal funds to build ships that are already available in the U.S. merchant fleet.

It's a waste of money for the Navy to maintain a non-combat fleet. And it's a waste of the skills of the merchant sailors who could and should crew any commercial support vessel.

In these days of high costs and tight budgets, it just makes more sense for the Navy to spend its money for warships and leave the support work to commercial vessels and trained seamen.

Overseas Arctic Committee



Recently at the Stapleton Anchorage (S.I., N.Y.) the Ship's Committee and a crew-member of the *ST Overseas Arctic* (Maritime Overseas) gather for pix. They are, (l. to r.) AB Francisco Zapata, deck delegate; Recertified Bosun Malcolm Cross, ship's chairman; Engine Delegate J. D. "Whitey" Harmon; 3rd Cook Steve Fakiroglou, steward delegate and Chief Cook Hollis Huff.

Training Standards Set By IMCO

An international agreement on training and crewing standards for merchant ships was reached this month by the Inter-Governmental Maritime Consultative Organization (IMCO).

The pact, titled "Convention of Standards on Training, Certification and Watchkeeping for Seafarers," was initiated by delegates from 73 countries who attended the Conference, held in London from June 14 to July 7.

The conference was the end result of five years of work by the Standards of Training and Watchkeeping Committee (STW) of IMCO. The STW Committee prepared documents, with input from the SIU and other maritime organizations, designed to improve maritime safety. The SIU was represented by Vice President Earl "Bull" Shepard and Bob Kalmus of the Lundeberg School.

In all, 23 resolutions were adopted.

But the most important are the Articles which set general crew requirements and watchstanding training qualifications for ocean-going ships over 200 tons.

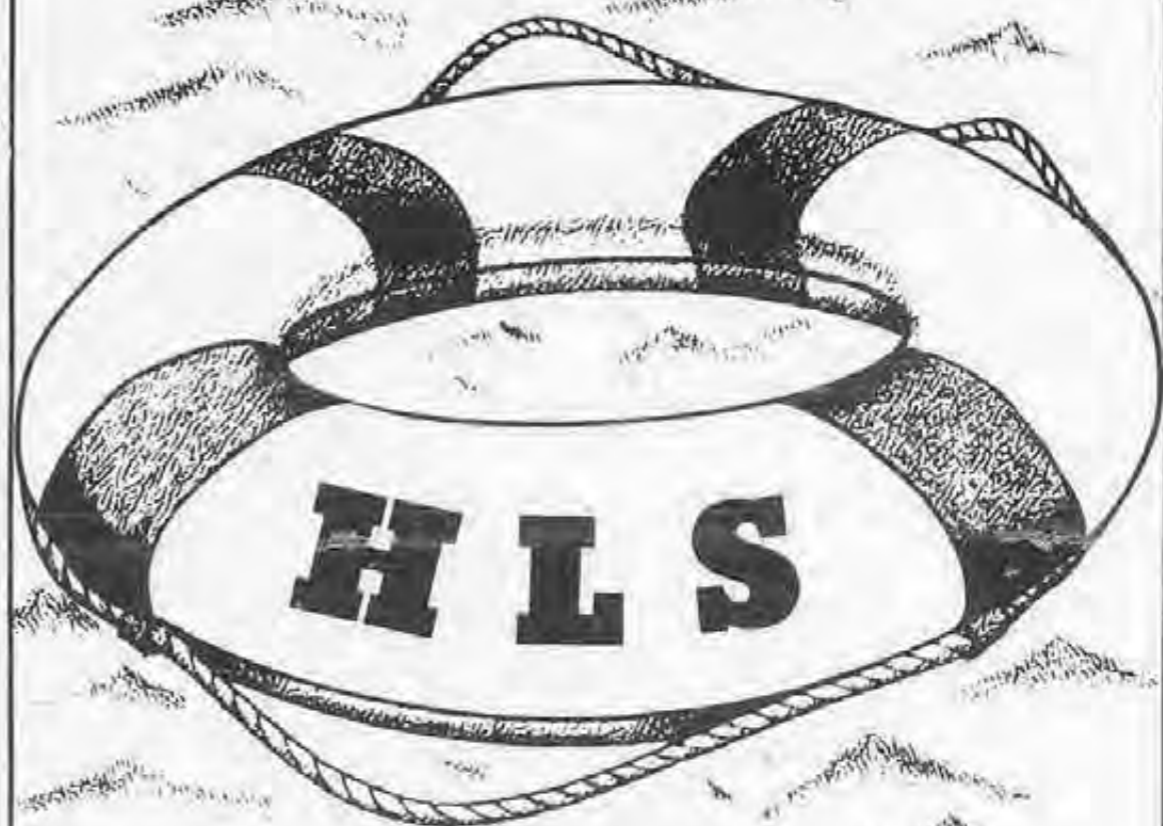
These standards do not apply to small vessels that travel only on inland waterways.

In most cases, crew training requirements and qualifications parallel, or are less rigorous, than present U.S. requirements. For example, the resolution for "Ratings Assisting the Engineer of the Watch" is very similar to U.S. requirements for the QMED rating.

The IMCO agreement does not become a binding treaty until after it is ratified by at least 25 countries that represent half the world's gross tonnage.

IMCO's STW Committee will meet again early next year to begin developing standards for manning and to continue work on training and certification requirements.

**Sometimes you're faced
with a
sink or swim situation**



We'll Help You Stay Afloat

At HLS, we'll help you get the job security and the higher pay you need to keep your head above water. How? We'll help you get the skills you need for your FOWT endorsement. Better skills mean a better job and more security. Enroll in the FOWT Course now! Classes begin August 31, October 16.

To enroll, see your SIU Representative, or contact HLS.



The Lakes Picture

ALGONAC

In addition to the contract SIU reps negotiated with the Great Lakes Association of Marine Operators (see p. 2 of this month's Log), the Union is in negotiations with S&E Shipping Corp. and Bay Shipping Corp. These two corporations operate the Kinsman fleet of ore carriers which are not covered by the GLAMO contract. Talks on the new Kinsman agreement are close to completion and a ratification vote should take place by the end of July.

* * *

SIU Port Agent Jack Bluit was elected to the Executive Board of the Michigan AFI-CIO at the Board's annual Upper Peninsula meeting in June. Bluit will take the place of retired Board member, SIU Headquarters Rep Fred Farnen. During the two-day meeting, Farnen was presented with a plaque commemorating his service to the Michigan Federation by Executive Board President William Marshall.

DULUTH

All six ships in the Huron Cement fleet are running for the first time in two years. The *L.G. Harriman*, used as a cement storage silo since 1976, crewed on June 12. She started a regular run between Alpena and Escanaba, Mich. on July 6.

CHICAGO

The crew of the *Adam E. Cornelius* (American Steamship Co.), laid up for repairs, was recalled July 6 and the ship started for Cleveland.

CLEVELAND

American Steamship Co.'s *Consumers Power* laid up in Cleveland for repairs on her self unloading equipment. Repair work is expected to take about three days.

ST. LAWRENCE SEAWAY

The St. Lawrence Seaway Development Corp. recently concluded another in a series of projects, studies and experiments geared towards extending the shipping season on the Seaway.

The Seaway Development Corp., which administers the waterway for the U.S., demonstrated how two ice booms on the St. Lawrence River could be modified to allow ship passage year-round in that section of the river.

Ice booms are used to keep ice jams from forming around hydroelectric powerlines. They're made of 30-foot wood timbers chained to steel cables and anchored to the river bottom.

The Seaway Development Corp. began the studies on ways to extend the shipping season in 1971 under a grant from Congress. The project is scheduled to run until 1979.

ALL THE LAKES

The fight over where a proposed \$60 million Great Lakes icebreaker will be built continues. Pressures on Congress from different sources, including the former U.S. ambassador to Finland, want the government to purchase a Finnish icebreaker. U.S. shipbuilders, suffering from a decline in new orders, want the vessel to be American built.

Spokesmen for American shipbuilding companies are asking Congress to guarantee that the icebreaker and all other Coast Guard vessels be built at U.S. shipyards. Ships built for the Navy with government funds are all constructed at American yards.

* * *

Figures from the Lake Carrier's Association indicate that shipping overall on the Lakes has been good for the start of the 1978 season. Iron ore shipments were up more than 50 percent from the same time last year and grain shipments also rose. The only decline was in the movement of coal, with only 2,172,206 net tons shipped during April.

Notice to Members On Job Call Procedure

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

- membership certificate
- registration card

- clinic card
- seaman's papers



Seafarer Raymond Kane, who works as a porter on the *Consumers Power*, puts his years of experience as a cook to use every chance he gets.

Galley Gourmet Ray Kane Can Whip Up a Mean Stroganoff

Land-locked Kentucky isn't the most likely state in the Union to spawn a seaman. But that's where Seafarer Raymond Kane was born. Brother Kane, a night porter on the Laker *Consumers Power* (American Steamship Co.), has spent half his life shipping out. That's a considerable chunk of time because Kane is now 71 years old and still going strong.

Brother Kane began his sailing career working on "salties" as a cook. Great Lakes shipping is new to him. He joined the SIU in 1970, at the age of 63 because, he said, "I had no other pension but Social Security and you can't live on that."

Ray had a lot of practice as a cook before he ever set foot in a galley. During the Great Depression, when jobs were scarce, he answered an ad in a newspaper for work at the Russian Bear Inn.

Though he'd never eaten, much less cooked, Russian food before, Ray trained under the restaurant's chefs and eventually became top cook himself. His specialties included stroganoff, a beef dish named after a 19th century Russian count, and Russian pastries.

One of the drawing points of the Russian Bear Inn was its orchestra. In his years at the restaurant, Ray became friends with the orchestra leader who

gave his three sons music lessons.

The boys learned to play balalaikas, three-stringed Russian instruments a little like guitars. All three of Ray's sons now play in a Russian balalaika orchestra.

There wasn't too much call for Russian food when Brother Kane went to work aboard ship, but on holidays he might come up with something special. One Thanksgiving he served the crew a Russian rum cake.

In between his deep sea sailing years and joining the SIU to work on Lakers, Ray spent seven years feeding hungry tourists at Yosemite National Park.

Ray ships out from Detroit where he raised his family and where his 14 grandchildren and one great-grandchild now live.

Those kids are a big reason why Brother Kane decided to return to seafaring. "When I'm home," he said, "I like to be able to take them out and treat them to lunch or a movie. I can do that now but I couldn't on my Social Security checks."

It also seems that Ray's not much of a stay-at-home type. He's just happier when he's working, whether on land or on the water.

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

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

JULY 1978

Legislative, Administrative and Regulatory Happenings

SIU Testifies in Support Of Sea-Level Canal Study

SIU Legislative and Political Activities Director Dave Dolgen (at right) voiced the strong support of an amendment proposed by Senator Mike Gravel (D-Alaska) which would establish an International Sea-Level Canal Study Commission. Senator Gravel (at left) is urging the study to update both the commercial and military effectiveness of a deep-draft canal across Central America.

In his testimony, Dolgen pointed out the inability of the present canal to handle the more than 1,300 ships that are too large for transit. He stressed that there is "ample justification" for upgrading the Canal Study Commission's 1970 report in view of the economic difficulties in transmitting Alaskan North Slope oil to Gulf and East Coast refineries.



On the Agenda in Congress . . .

A number of hearings are scheduled in both the House and Senate in the coming weeks which are of particular interest to Seafarers. These are hearings on bills which affect the maritime industry and—either directly or indirectly affect the jobs and job security of all of us. Our Washington legislative and political staff will be attending many of these hearings, and will be in close touch with Congressional members of the House and Senate to let them know our position on these bills.

IN THE HOUSE.

CLOSED SHIPPING CONFERENCES. The House Merchant Marine Committee will hold hearings later this month and in August on a bill which would authorize the formation and implementation of "closed conferences" and "shippers' councils" in the foreign ocean trades of the U.S.

RECIPROCAL OCEAN AGREEMENTS. The Merchant Marine Subcommittee will hold a hearing this month to finalize a draft of a bill which provides for prompt implementation of "reciprocal ocean agreements"—including "equal access" and "cargo pooling" arrangements between U.S. liner operators and foreign shippers in the U.S. trades. Further hearings will be held in October.

AGRICULTURAL EXPORTS. The Subcommittee on International Economic Policy and Trade is in the process of drafting a final version of a bill to extend the Commodity Credit Corporation. The CCC is a federal financing agency which extends loan guarantees to foreign nations to buy U.S. agricultural products. Under present provisions of the law, U.S. ships are not given preference—as they are under the P.L. 480 Act—for carrying the agricultural cargoes. We have testified at hearings on this bill, arguing that the loan guarantees are in effect "government-sponsored" and that cargo preference provisions should be written into the Act.

NAVY-MARITIME ADVISORY BOARD. The Merchant Marine Subcommittee is in the process of completing a draft of legislation which would establish a Navy-Maritime Advisory Board. The purpose of the legislation is to establish closer coopera-

tion between governmental agencies and industry in order to coordinate efforts to strengthen our naval defense system by a more practical use of the U.S. Merchant Marine as a viable support system.

GREAT LAKES VESSEL FINANCING. The House Merchant Marine Subcommittee is holding hearings this month on financing and mortgage guarantees for Great Lakes vessels. This legislation could be a spur to the construction of new bulkers on the Lakes.

ALASKA NORTH SLOPE CRUDE OIL. The Special Investigations Subcommittee of the House Interior Committee will be holding field hearings next month in San Francisco on the possibility of exchanging Alaska North Slope crude oil with foreign nations. One of the schemes is to send the Alaska oil to Japan, and import Indonesian oil on an exchange system. This would cut drastically into the U.S.-flag tankers trade out of Valdez, and our Washington legislative staff is watching this Congressional hearing very closely.

TANKER SAFETY. The House International Relations Committee is planning hearings later this month on a Senate bill (S. 682) which would implement certain safety standards for tankers in the world trade. These standards were drafted by the recent International Maritime Consultative Organization (IMCO) meeting in London.

GRASS ROOTS LOBBYING. The Commerce Subcommittee of the House Government Operations Committee is holding hearings on "grass roots" lobbying by major industry groups this month. James Barker, chairman of the National Maritime Council, and Robert Blackwell, assistant Secretary of Commerce for Maritime Affairs will testify.

IN THE SENATE.

OCEAN MINING. The Senate Commerce Committee will mark up S. 2053, the Deep Seabed Mining bill, later this month. This bill has already cleared the Senate Energy Committee with "build American" and "hire American" provisions intact. Commercial mining operations in the deep seabeds by American industry has been delayed by the uncertainties surrounding the International Law of the Sea Conference.

OIL POLLUTION LIABILITY. The Senate Environment and Public Works Committee will be holding hearings later this month on a wide-sweeping oil pollution liability bill.

FEDERAL MARITIME COMMISSION. The Senate Subcommittee on Merchant Marine & Tourism will hold hearings next month on a House-sponsored bill which would cut back the power of the Federal Maritime Commission to suspend general rate increases or decreases in the domestic ocean trades, and to expedite the FMC's decision-making processes in its regulation of these trades.

In the Federal Agencies . . .

SHIPPING COORDINATING COMMITTEE. The Working Group on Safety of Navigation, a part of the Shipping Coordinating Committee's Subcommittee on Safety of Life at Sea, will hold a series of open meetings this month in Washington. The purpose of the meetings will be to consider matters relating to the upcoming session of the Subcommittee on Navigation, of the Intergovernmental Maritime Consultative Organization (IMCO). The IMCO meetings will take place in New York from July 31 to Aug. 4.

In particular, the group will discuss matters relating to ship routings, navigational aids, and navigational equipment.

SAFETY OF LIFE AT SEA. The Safety of Life at Sea Committee is meeting in Washington at the Department of Transportation to prepare the U.S. position which will be presented to the Subcommittee on Ship Stability and Load Lines at the IMCO meeting in New York next month.

RADIO COMMUNICATIONS. The Working Group on Radio Communications of the Subcommittee on Safety of Life at Sea will be meeting in Washington this month to prepare U.S. position documents for the IMCO meeting on Radio Communications which will be held in London in September. Included on the agenda will be a discussion of the Code of Safety Requirements for mobile offshore drilling units, and operational standards for shipboard radio equipment.



SIU Opposition to More Tax Breaks For Foreign-Flag Shippers Gains Major Congressional Support

The SIU is gaining major Congressional support in our opposition to a section of a tax treaty with the Republic of Korea which would offer further incentives to U.S. multinational companies to build and operate foreign-flag vessels.

Support to amend the proposed tax treaty with Korea has come from Senator Daniel K. Inouye, chairman of the Senate Subcommittee on Merchant Marine and Tourism; Senator Lloyd Bentsen (D-Texas); and Senator Maryon Allen (D-Alabama).

This is what has been happening:

U.S. tax treaty policy has traditionally provided that income from ships operated in international trade by American citizens would benefit from the treaties only if the ships were registered under the U.S. flag. The proposed Korean Tax Treaty—as well as similar treaties with other nations—would provide that foreign-flag ships owned by Americans would also qualify for the tax breaks.

SIU President Paul Hall sent a strongly-worded letter of protest to all members of the U.S. Senate voicing opposition to the shift in treaty policy. In his letter, Hall asked the Senate to re-examine the tax proposals, and take whatever steps are necessary to amend it "so as not to create another tax incentive for the use of foreign vessels by U.S. citizens."

In response to Hall's letter, Senator Inouye sent a letter to Senator John Sparkman, chairman of the Senate Foreign Relations Committee, asking that the treaty be reviewed and amended to strike out the section giving tax breaks for foreign-flag vessels. Senator Inouye said:

"As chairman of the Merchant Marine Subcommittee, I believe Article 10 raises substantial issues as to whether it is consistent with our national shipping policy to establish and maintain a strong merchant

fleet, built in America, owned by Americans, manned by American crews, and fully capable of serving our international economic, military and political commitments under all foreseeable circumstances."

Senator Allen, the newest member of the Senate, said:

"I agree entirely with the SIU that there is no justification for a policy change embodied in these new tax incentives for

owners of foreign-flag vessels, and I would support an effort in the Senate to amend the language of the U.S.-Korea Tax Treaty so that the treaty-making process not be misused to create further tax incentives for the use of foreign-flag vessels by United States citizens."



Senator Maryon Allen (D-Alabama).

SIU Opposed Bill:

House Defeats Coal Slurry Pipeline Bill

A bill which was being pushed by power companies, and oil and gas pipeline operators, to slush coal through pipelines from Western coal mines was killed this month by an emphatic vote of 246 to 161. Although a companion bill is pending in the Senate, the whole issue is dead for this session of Congress.

The bill would have given pipeline operators the right to acquire property for rights of way to build pipelines from the coal beds in Wyoming to power plants in the Texas-Arkansas area. The idea was to pulverize the coal, mix it with an equal amount of water, and slush it through the pipelines.

The bill was strongly opposed by the SIU because the technique would seriously cut into the coal transportation business of barge line operators. It was also opposed by environmentalists because the project would use enormous amounts of "pure water" which could not be reclaimed.

U.S.-Russian Grain Pact Nears Accord

Negotiations for a new minimum bulk rate for U.S.-flag ships in the Russian grain trade is moving ahead "with considerable progress", according to Robert J. Blackwell, Assistant Secretary of Commerce for Maritime Affairs.

Blackwell, who just recently returned to Washington from Moscow from a meeting with Soviet shipping officials said that prospects for a new rate to replace the present \$16 per ton shipping rate on Russian grain purchases in the U.S. were better than might be expected in view of recent tensions arising from the trials of U.S. newsmen and businessmen in the Soviet Union.

The MARAD chief did not reveal what the U.S. is seeking in a new rate, but he did indicate that it would be higher than the present rate to take into account increased costs this year, plus those anticipated for 1979.

Under the present trade agreement—negotiated in 1972—one third of the Russian grain purchases must be carried in U.S.-flag ships. Blackwell said that he hoped the new rate would attract more U.S. carriers into this trade. At the present time, neither U.S. nor Russian-flag ships are hauling their full, one-third shares of the trade.

U.S. Plans Increase In Oil Reserve Plan

The U.S. Department of Energy has been given approval for a plan to increase the Strategic Petroleum Reserve to 1 billion barrels by 1985. The present SPR program limits the reserves to 500 million barrels.

In preparation the DOE has begun a study for new storage sites for the 500 million barrels which will be added to the reserves of oil for use in national emergencies. The Energy Department has indicated that longer hauls may be involved for U.S. ships which will be transporting the crude oil reserves.

The DOE also announced that it is including "an additional 50 cents per barrel as an estimate of the additional cost of transporting 50 percent of the oil in U.S.-flag tankers."

An analysis of this stepped up program by the Washington-based Transportation Institute indicates that the availability of a Louisiana superport in the early 1980's would add a new source of employment for U.S.-flag ULCC's.

MARAD Data Shows U.S.-Flag Fleet Is Increasing

The privately-owned, deep-draft fleet of the U.S. Merchant Marine totalled 749 ships, comprising a record 21.2 million deadweight tons on June 1, 1978, according to the U.S. Maritime Administration.

Compared to one year ago, the number of vessels in the U.S. fleet increased by seven, and its capacity increased by 2.2 million deadweight tons. The sharp increase in tonnage reflects the larger size of the newer ships in the U.S. fleet, and the comparatively smaller sizes of the older vessels which have been sold foreign or scrapped during the past year.

The Maritime Administration also revealed that as of June 1, 55 merchant ships, totalling nearly 4.3 million deadweight tons, were under construction or on order in American shipyards. The new vessels include: 14 tankers, 15 liquefied natural gas carriers, 10 intermodal vessels, 10 dry-bulk carriers, 3 break-bulk ships, and 3 special-type vessels.

Labor Law Reform Set Back By Filibuster

Old laws, like ships, need to be overhauled every now and then. The barnacles that accumulate to slow a ship down, are like the hidden flaws and loopholes that eventually surface to slow down a good law.

The Labor Law Reform Bill (S. 2467), recently dealt a setback by anti-union forces in the Senate, would have scraped the barnacles off the Labor Relations Act of 1935 (Wagner Act).

But a month long filibuster, which prolonged debate on the bill, finally caused it to be sent back to the Human Resources Committee in June for revision.

Delay, a favorite tactic of anti-union elements, has stopped the bill for now. But it is by no means dead.

The bill is of vital importance to the entire labor movement, which will be looking for it to come out of committee—hopefully for final passage—later on this year.

The National Labor Relations Act of

1935, the provisions of which the Labor Law Reform Bill seeks to strengthen, is probably the single most important piece of pro-union legislation in U.S. history. It was incorporated into the Taft-Hartley Act of 1947.

The essence of the Act of 1935 is contained in Section 7 of that Act:

"Employees shall have the right to self-organization, to form, join, or assist labor organizations, to bargain collectively through representatives of their choosing, and to engage in concerted activities for the purpose of collective bargaining or other mutual aid or protection."

As good as the provisions of the 1935 Act are, unscrupulous employers have found ways to either circumnavigate it or to flagrantly ignore it. So the rights of employees continue to be infringed upon, and workers continue to be exploited.

The Reform Bill, among other things, would create stronger penalties so that it

would no longer be cheaper for employers to break the law than to comply with it.

As George Meany, president of the AFL-CIO recently put it, "it is directed against the law breakers, and only law breakers."

Do we really need this law? No question about it. In 1977 alone, according to the National Labor Relations Board, the government found that 7,552 workers had been illegally discriminated against by employers.

There is no telling how many workers had their rights infringed upon by employers but kept quiet for fear of reprisal or the humiliation of a lengthy battle in court.

The Labor Law Reform Bill would not only create stiffer penalties for employers who break the law, but would also speed up the process of resolving employee grievances.

The Carter Administration has called the Labor Law Reform Bill a fair law

and has backed it since its conception. Secretary of Labor Ray Marshall, commenting on the bill's return to committee, which will require that certain changes be made in it, said,

"I believe these changes can be made without weakening the bill's central thrust, which is to strengthen the rights of workers or to choose whether or not they want to engage in collective bargaining."

The Carter Administration has pledged to support the bill in the future.

The key sponsors of the bill are Senator Harrison A. Williams, Jr. (D-N.J.), chairman of the Human Resources Committee, and Senator Jacob K. Javits (R-N.Y.).

It is a sad state of affairs when workers continue to be threatened—and sometimes fired—for simply exercising their rights as defined by the law.

This is what is happening, and why it is important that the Labor Law Reform Bill resurfaces for passage this year.

Notice:

Clarification of Vacation, Death Benefits in New Deep Sea Pact

The *Log* would like to point out two clarifications concerning increased benefits under the new 3-year deep sea contract.

Under the new Vacation Benefit Schedule, the *Log* reported last month that a Seafarer will receive 4 months base pay in the rating sailed for 365 days worked. Seafarers should be advised that a "month" shall be interpreted as 30 days. So, under the new Vacation Schedule, for 365 days worked, a Seafarer will receive an equivalent of 120 days (4 months) base pay in the rating sailed.

The other clarification involves the new increased Death Benefit for active Seafarers. The new Death Benefit can go as high as \$20,000 depending on a

deep sea member's seetime with SIU—contracted employers.

The new Death Benefit and the seetime requirements for receiving it are as follows:

- \$5,000—125 days seetime in the previous calendar year, and 1 year employment in the 6 month period immediately preceding date of death.

- \$10,000—125 days seetime in each of the 3 consecutive previous calendar years, and 1 day in the six month period immediately preceding date of death.

- \$12,000—125 days in each of the 4 consecutive previous calendar years, and one day in the previous six months.

- \$15,000—125 days in each of the 5 consecutive previous calendar years.

and 1 day in the previous six months.

- \$17,000—125 days in each of the 6 consecutive previous calendar years, and 1 day in the previous six months.

- \$20,000—125 days seetime in each of the 7 consecutive previous calendar

years, and 1 day in the six month period immediately preceding date of death.

The new Death Benefit Schedule is applicable to active Seafarers only. The Death Benefit for retired deep sea members remains at \$5,000.

Seafarer Turned Teacher Draws on Shipping Experiences

Louis N. Cirignano has been a loyal SIU member since he first shipped out from the old Stone Street Hall in Lower Manhattan in 1944.

He's been on the beach for 15 years now, ever since he began teaching full-time in 1963. But he's still paying dues because, as he puts it, "the SIU is something I believe in."

Brother Cirignano makes no bones about it—it was his early experiences with the SIU which "provided the foundation for my teaching and political career."

Cirignano's initial experiences with the SIU came at a time when many ships were still coming up on the wrong end of Nazi torpedoes. His first vessel, the Liberty ship *Thomas Wolfe*, on which he served as messman for 13 months, was lucky enough to steer clear of them.

This was luck, indeed, especially considering that the *Wolfe* had the dubious honor of holding down the deadly "coffins corner" in several convoys she participated in.

Cirignano recalled that the *Wolfe* made some 30 runs between the British Isles and the Normandy beachheads, while he was aboard. In the English Channel at that time, there seemed to be a lot more worry about German mines and the infamous German "88's" (long range artillery) than there was about subs or enemy planes.

After the war, Cirignano continued to ship out with the SIU in both the Steward and Engine departments. He participated in many union organizing drives and beefs in the late 1940's. It was this experience, as he puts it, "that helped me to understand the political animal."

Cirignano served in the U.S. Army during the Korean War and entered college in 1952 when his tour was up. After receiving his degree in 1956, he continued to ship out full-time but began to do substitute teaching while on the beach.

The last vessel he served on was the dredge *Zanzibar*, which participated on



Louis Cirignano

the Chesapeake Bay Bridge and Port of Newark projects in the early 1960's.

Since 1963 Brother Cirignano has been a teacher with the Passaic, New Jersey school system. He recently won an unprecedented fourth term to the Passaic Board of Education.

Cirignano's experience with the SIU, more than anything else, has taught him that, "he who perseveres will eventually succeed." Perseverance is often the name of the game in the labor movement, and this has obviously helped Lou Cirignano in his career ashore.

Researching Vietnam Sealift

Seafarer Mike Gillen is currently doing research for a book about the merchant marine during the Vietnam War. He is looking for stories, photos, etc. and would like to correspond with anyone who was on the Vietnam run.

Gillen was OS on the *SS Fairport* to Da Nang in 1969. Write to him, c/o Lee, 21-05 33rd St., Astoria, N.Y. 11105.

Taiwan Unionists Visit Hdqtrs.



Representatives from the labor movement in Taiwan recently visited the U.S. as guests of the Labor Department and the AFL-CIO. One of the stops on their tour of America's labor institutions was the SIU hall in New York. They were hosted by New York Agent Jack Caffey (third from right).



The *El Paso Southern* is an impressive sight in the Norfolk Shipbuilding and Drydock Co. yard. The ship measures over 948 feet in length, with a beam of 135 feet.



The view from the *Southern's* bridge shows the top portion of her five cargo tanks. The structure amidships is the Cargo Control Room.



Wiper P. Sharp does some sprucing up atop one of the boilers inside the engine room's vapor hood.



The *El Paso Southern*, like all U.S.-flag LNG ships, is equipped with a swimming pool. Storekeeper/Utility Ed Savickas looks ready to take the plunge—clothes and all.

El Paso Southern, 4th SIU-Contracted LNG

SIU members took another big step forward this month in insuring their future job security. This 'step' was the manning of the first of six U.S.-flag LNG carriers to be built for El Paso Co., the *El Paso Southern*. The *Southern*, joins Energy Transport Co.'s *LNG Aquarius*, *LNG Aries* and *LNG Capricorn* as the fourth SIU-manned LNG vessel.

These four liquid natural gas carriers, and others which are currently under construction, represent a new era in shipping for SIU members. LNG ships also present a new chal-

lenge to Seafarers because they require specialized training for their handling and in the handling of their unique cargo.

Seafarers can acquire the needed skills by taking the LNG course offered at the Harry Lundeberg School in Piney Point, Md. The course acquaints students with the vessels and the advanced technological equipment utilized aboard them.

Included in the course is vital information about liquid natural gas and its properties. A proper understanding of LNG helps to alleviate

some of the fears that people have about it, while insuring that they will maintain a fair amount of respect as to the possible dangers of LNG if it is not handled properly.

The HLS has been working in close cooperation with the El Paso Company to train the men who will work on these ships. After completing training at HLS, crewmembers travelled to Texas A & M University to learn how to combat actual fires from LNG vapor before taking jobs on the *El Paso Southern*.

The *El Paso Southern* has been nick-

named "Arzew 1" because she will be transporting LNG between the liquefaction facility located in the port of Arzew, Algeria and the regasification facilities located in either Cove Point, Md. near Baltimore, or at Elba Island near Savannah, Georgia.

James Stillwell who is currently receiving training aboard the *Southern*, and who will be the Master of the "Arzew 2" when it is completed, called the *Southern* "... the best ship I've ever seen." He pointed out that the ship is equipped with "two of everything" in virtually all phases of opera-



Quartermaster R. E. Ramage opens one of the forward ballast tanks with the pressing of a button on the Ballast Control System Console which is located inside the Cargo Control Room.



There are many firefighting stations located throughout the ship. Pictured at a dry powder unit is Recertified Bosun (3rd from left) Stephen Homka. He is flanked by (l. to r.) Ordinary Seamen San Anthony Negron, Mike Tennill and David Bland (all HLSS grads). The ship is also equipped with water sprinkler systems and the engine room has a carbon dioxide fire protection system.



It's lunchtime and (l. to r.) David Pappas, baker, and Eric Stevens crew messman, are ready to serve up some turkey with all the fixin's to the *Southern's* crew.



Chief Steward Harry Huston, left, and Chief Cook Bob Frazier seem to be enjoying their work as they prepare the midday meal.



QMED Don Busby checks the readouts of Cargo Tank No. 3 from the displays on the Cargo Control Console. From here he is able to check the level of inert gases in the tank, as well as the temperature and pressure of the tank.



QMED Sonto Mondone watches carefully as stores are lowered into the engine room.

Carrier, Is Crewed in Norfolk, Va.

tion including dual radar and navigation equipment on the bridge. He said, "this is something I've never seen before."

Stillwell pointed to the training the crew received at HLS, calling it "a valuable asset to have a well trained crew" and noting that "the Harry Lundberg School has come a long way since its inception ten years ago."

SIU Quartermaster R. E. Ramage was happy to conduct a tour of the *Southern's* Cargo Control Room for the *Log*, explaining in detail the

various functions each console controlled throughout the ship. Ramage noted that "everything on this ship has a back up," and that is a fact.

There are two heat detection consoles. And firefighting systems can be activated from either the CCR or the bridge. Ramage pointed to the ship's hydraulic and electronic ballast control systems and said, "she can run on fuel oil or on the boil-off of LNG vapors." This last fact is a safety feature and an economic plus only possible on LNG ships.

The *El Paso Southern* is currently

docked at the Norfolk Shipbuilding and Drydock Co. yard in Norfolk, Va. She is there undergoing final preparation and check out of her equipment. The time spent here is also giving her first crew a chance to become familiar with her operations. The *Southern* will start sea trials sometime in August and after will travel to Cove Point to have her LNG tanks "cooled down."

At the end of the month, the *Southern* will make way for Arzew, Algeria to take on her first cargo of liquid natural gas.

PUMPROOM, MARINE ELECTRICAL COURSES

Preparing for the Future of U.S. Maritime Thru Education

For years, the word "automation" called up visions of ghost-like factories where machines did all the work and of workers standing on long unemployment lines.

But automation for Seafarers presents a challenge to learn new skills and be ready to work high technology equipment that is the future of the maritime industry.

LNG tankers, LASH ships, and supertankers have been coming out of shipyards regularly and the SIU has a lot of them under contract. In order to keep crewing these new vessels, Seafarers have to have the skills required to run them.

Some Welding

Classes Cancelled

SIU members, should be aware that scheduling of the Specialized courses for Pumproom Operation and Maintenance and Marine Electrical Maintenance has caused scheduling changes at the Lundeberg School.

To accomodate these programs, Welding courses will be cancelled from July 24 to Sept. 29. Also the Pumproom course originally scheduled to begin Oct. 9 will begin Oct. 30, 1978.

The Harry Lundeberg School offers several courses which teach Seafarers how to use and maintain the high technology equipment on new ships.

For QMED's and Pumpmen there's a course in Pumproom Maintenance and Operation. Even if a seaman has been a Pumpman on an old tanker, it's a different job on the new ships. Automated loading and discharging procedures are different and so are safety measures.

The six-week Pumproom Maintenance and Operation course, being offered at HLS from August 7 to Sept. 15 and again from Oct. 30 to Dec. 8, provides in-class and practical training needed to work on automated ships.

The School has its own full scale simulator of an automated engine room console. Completion of the course means certification to ship aboard the newest vessels afloat.

Another important course geared to new equipment trends is Marine Electrical Maintenance, open to all QMED's and Electricians. It teaches the operation and maintenance of the latest electrical equipment used aboard ships. This course is especially important for the QMED and Electrician's jobs on LASH vessels.

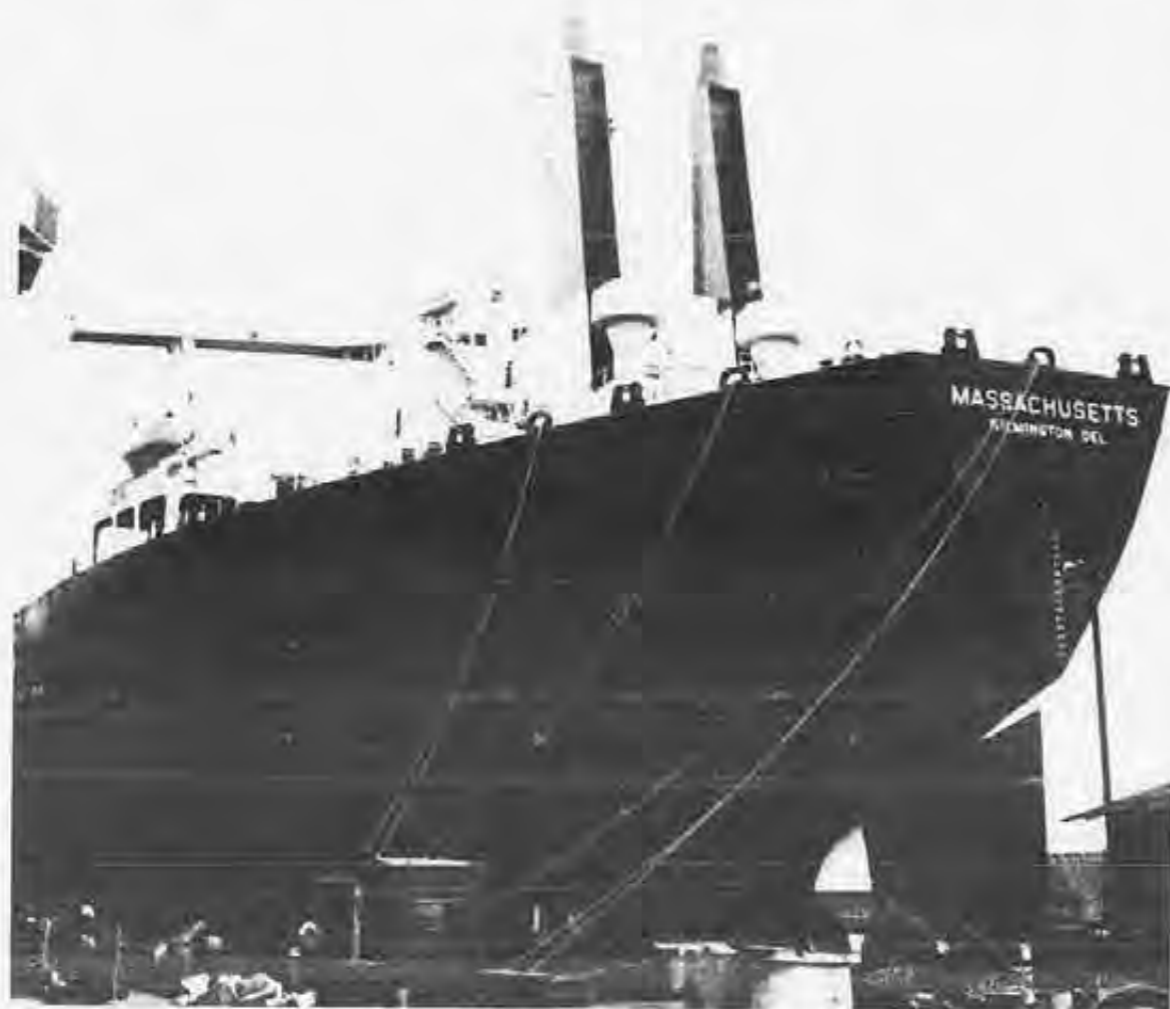
The next session of the class will run from Sept. 18 to Oct. 27.

Knowing how to run the new equipment means Qualified Seafarers are ready for the future in shipping.

It means new career opportunities and the extra money that goes along with having skills in demand on automated ships.

And every time a Seafarer goes through one of the advanced, specialized courses at HLS, he's pulling for the Union by helping protect the work jurisdiction of unlicensed seamen.

Having the qualified personnel to meet the demands of the industry also means the SIU will be able to keep on contracting and manning new, automated vessels.



Huge supertankers, like the 265,000 ton *Massachusetts* require that pumpmen know how to work with automated equipment for loading and discharge of cargo.



Automation on today's high technology vessels presents Seafarers with the challenge of learning the new skills required to operate these ships.



The course in Marine Electrical Maintenance is especially important to rated engine department people working on LASH vessels.

Move Mounted to Export Alaskan Oil to Japan

One year after Congress took the position that no domestically produced oil would be exported from the U.S., another move is on to ship Alaskan crude to Japan.

Proponents of the move, including Department of Energy officials and the oil companies, claim exportation is necessary to alleviate a "glut" of oil on the U.S. West Coast.

According to Sen. John Durkin (D-N.H.), some Alaskan oil has already been shipped to Japan. He said that last month the Energy Department okayed the shipment of 200,000 barrels of Alaskan crude to Japan, reaping in a \$1.2 million profit for Tesoro Petroleum, an American oil company.

Enraged by the move, Sen. Durkin said he was "shocked" by the deal and he vowed to introduce legislation "to outlaw this clear evasion of Congressional

intent by specifically banning exports of refined oil products."

Durkin said it "is outrageous that the country is exporting oil at the same time New Hampshire and New England are forced to pay such high prices for imported oil."

The New Hampshire Senator said that "it's time we faced up to the need to preserve Alaskan resources for America. It makes no sense to export Alaskan oil to our foreign competitors in Asia, thereby increasing their economic might and enabling their exports to put more people out of work in New England."

Sen. Durkin concluded that exporting Alaskan oil "may help the oil companies' profits, but it will not help solve the country's energy problems."

The SIU, as we have been all along, is opposed to any move that involves ex-

porting domestically produced oil.

In just one year of operation, the influx of Alaskan pipeline oil has enabled the U.S. to cut down on imported oil from 45.8 percent of total consumption to 41.3 percent.

The whole purpose behind construction of the Alaskan Pipeline was to reduce America's dependence on imported oil.

Any move to export this oil is in direct opposition to both national policy and the original intent of Congress in approving construction of the pipeline in the first place.

The SIU realizes that there is an excess of Alaskan oil on the West Coast. However, the problem is not as acute as the oil companies would like everyone to believe.

The SIU also feels that the U.S. must not take the easy way out by simply ex-

porting the excess oil, especially when the nation as a whole is in the middle of an energy crisis.

The SIU also feels that the Administration must seriously consider alternate moves to keep Alaskan oil solely for U.S. use, including, 1.) construction of an oil pipeline from Port Angeles, Wash. to the oil hungry Northern Tier States of Montana, the Dakotas, Wisconsin and Minnesota, and 2.) modification of an existing, but idle, gas pipeline to carry oil from Southern California to Texas. This line could handle 500,000 barrels a day.

The SIU feels that it is in the nation's best interests to keep Alaska's huge reserves solely for domestic use. Exporting this oil can only deepen our dependence on imported oil from the Arab states.

1,500th Check Marks New Plateau for Inland Vacation Plan

The SIU has reached another milestone in bringing bigger and better vacation benefits to SIU Boatmen.

This month Capt. Byron Davidson received the 1500th benefit check issued under the industry-wide SIU Inland Vacation Plan.

The Plan started just two years ago when it was first negotiated with Steuart Petroleum of Piney Point, Md. in August, 1976. The 1500 checks issued in that short period of time is a significant indi-

cation of how far the Union has come toward its goal of bringing the Vacation Plan to Boatmen within all SIU-contracted inland companies.

But the real significance of the increasing number of vacation checks lies in what these growing benefits mean to Boatmen.

In many cases, it means the first substantial vacation benefit for Boatmen, like those from some companies on the Rivers and in the Gulf which provided

only a small benefit or none at all. But even for Boatmen like Capt. Davidson, who received a good company benefit before the Plan started in his company, it means a better deal all around.

Davidson has worked for Caribe Tugboat, Inc. in the Gulf and the Caribbean for five years, the last two as captain. The check he brought home to Wichita Falls, Tex. this month was for \$1,599. Based on 214 days work, it is the largest vacation benefit he ever received for that period of time working with Caribe.

This is because Boatmen who are eligible for a company benefit don't lose it when the industry-wide Plan goes into effect. They get both benefits.

This is how it works:

The Plan is based on a trust fund supplied by company contributions. The companies pay a certain amount into the fund for each day that each Boatman works. The amount is determined by the Boatman's rating and increases each year that the Plan is in effect under the contract.

In other words, the more you work, the more vacation benefits you get. But the Plan goes one step farther for Boatmen like Davidson to protect the company benefits they already had.

Caribe also pays its own vacation benefit into the trust fund for Davidson and other Boatmen in the company who were eligible to receive it before the SIU Plan began. Davidson's check, therefore, represents what he used to get from Caribe, plus the new Union benefit.



Capt. Byron Davidson

Davidson keeps the company benefit only as long as he stays with Caribe. But if he goes to work for a new SIU-contracted company that has the Plan, he is still assured of its benefits. That's why it's called an industry-wide plan.

The growing number of SIU-contracted inland companies that have it means that Boatmen have greater benefit protection throughout the industry.

In short, the industry-wide Inland Vacation Plan means more opportunities to get more money, more often. The Boatmen who have received the 1500 checks so far know what that means. In time, all inland members will, too, since the Union is getting much closer to its goal of negotiating the Plan under all new contracts.

Brotherhood in Action
...for SIU members with an alcohol problem

"I only drank beer. I didn't think that would hurt me. While at the Center I learned that beer is alcohol," said Seafarer Willie Palmer of San Francisco, who recently celebrated one year of sobriety. From the help he received at the Center and through his own determination, Brother Palmer was able to stop his drinking.

He said, "I didn't have a severe problem but I always seemed to be involved in beefs on a ship. I also found it difficult to spend any length of time on a ship." Now that he is sober, Seafarer Palmer has noticed improvements in his life. He was able to sail on his last ship for six months. "I have also been able to save some money," he commented.

Brother Palmer joined the SIU in 1967, working in the Steward Department. He

said that "since I have been through the program at the Center, I have gotten foresight about my career." He is currently enrolled in the Cook and Baker program at the Lundberg School and plans to attend the Chief Cook and Chief Steward programs also.

Seafarer Palmer would like to recommend the program to all of his brothers. "There is a great staff at the ARC. If you think you have a problem with alcohol, the only thing for you to do is go to the Center," he said. "Some of my fellow Seafarers do have problems with alcohol and I would like to recommend the ARC to them. I hope you realize who you are and get the help you need."

If you have a problem with alcohol, contact your SIU representative or the Seafarers Alcoholic Rehabilitation Center.

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

Quarterly Finance Committee



Along with SIU Secretary-Treasurer Joe DiGiorgio, seated center, the seven-man Quarterly Finance Committee goes over the Union's records for the last quarter. This committee of rank-and-file members was elected by their fellow members at the regular monthly meeting for July in the port of New York. Seated clockwise around table are: Carroll P. Dwyer, Edward Polise; Louis Machirote; Secretary-Treasurer DiGiorgio; William Kollowitch (committee chairman); William Seltzer; William Lovett, and A. R. Hassan.

SIU Tugs Shine in Detroit's July 4th Harbor Festival



The SIU-contracted *Maryland* (foreground), last year's winner, holds the *Shannon* (left) and the SIU-contracted *Daryl C. Hannah* at bay during early goings in the International Tugboat Race on the Detroit River



"We are putting a new dress on the Queen" said Larry Bernard, deckhand, (standing, rear) as he and deckhand Mike Slaght finish a fresh paint job on the *Maryland* in preparation for the race.



Left to right: Engineer Jack Treadway; deckhand Rod Jeziorski and Captain Kim Gill, of the *Daryl C. Hannah*, show off their second place trophy

The annual International Tugboat Race on the Detroit River is becoming quite a popular event. Despite foul weather all day long, an estimated crowd of 200,000—twice the size of last year's spectator crowd—turned out on July 4 to watch 18 American and Canadian tugs do battle.

The number of tugs participating was an increase of 4 over last year's entries.

The SIU-contracted tug *Daryl C. Hannah* (Hannah Inland Waterways Corp.), skippered by Captain Kim Gill, came in second.

Another SIU tug, the *Maryland* (Great Lakes Towing Co.), was last

year's winner. After getting off to an early lead this year, the *Maryland* developed engine trouble and had to bow out of the race.

After trophies had been handed out, and the water of the Detroit River had regained some of its former composure, crewmembers and guests relaxed with food and drink on the Canadian shore.

The race, held last year for the first time in 17 years, is part of the International Freedom Festival which celebrates not only the signing of the American Declaration of Independence, but also America's long-standing friendship with her Canadian neighbors.



Retired tugmen Felix Knetchel (left) and Captain M. B. Kelley were guests of SIU-contracted Great Lakes Towing Co. Kelley skippered the winning tug 17 years ago. Knetchel and Kelley represent 80 years of tug experience.



Deckhand John Marx finishes up the topside trim on the *Maryland* prior to the race.

A MESSAGE FROM YOUR UNION



**NARCOTICS
HAVE NO
PLACE
IN
A
PROFESSIONAL
SEAMAN'S
CAREER**

**... AND YOU
LOSE YOUR
PAPERS
FOR LIFE!**



New Orleans

Besides its regular runs from the Gulf to the east coast of South America, west coast of Africa, the Caribbean and Central America, Delta Line now serves both coasts of South America from the U.S. East and West Coasts. This has been made possible through Delta Line's recent acquisition of 13 Prudential Line vessels.

From the East Coast, Delta serves ports in Venezuela, Colombia, Panama, Ecuador, Peru, Chile, the Caribbean and Central America.

From the West Coast and western Canada, Delta's express passenger-cargo service calls at ports in Mexico, Panama, the Caribbean, Central America, the east and west coasts of Colombia, Venezuela, Brazil, Uruguay, Argentina, Chile, Peru and Ecuador.

Also from the U.S. West Coast, Delta's express cargo liners call at ports in Mexico, Guatemala, El Salvador, Nicaragua, Costa Rica, Panama, Colombia, Ecuador, Chile, and Peru.

ST Flor

From a Gulf port from Aug. 1-21, the *ST Flor* (Altair Steamship) will sail to the port of Arica, Chile with a cargo of 23,500 metric tons of bulk wheat.

ST Port

Also from a Gulf port from Aug. 1-20, the *ST Port* (Asbury Steamship) will journey to Casablanca, Morocco carrying 13,400 metric tons of bulk wheat.

ST Penn

Also going to Casablanca from the Gulf on Aug. 1-20, the *ST Penn* (Alpine Steamship) will haul 13,400 metric tons of bulk wheat.

Gulf Coast Salt Domes

SIU oil tankers, chartered by the MSC, are delivering millions of barrels of crude for storage in Gulf Coast salt domes under the year-old U.S. Strategic Petroleum Reserve Program.

The program's goal of stockpiling 1 billion barrels of crude by 1984 is to avert a nationwide oil and gasoline shortage during the Arab boycott in 1973-74. That cold winter cost the country \$35 to \$45 billion in lost gross national product and caused 500,000 job losses to U.S. workers. We all remember when we had to wait in line at gas stations for fuel.

Today, the U.S. is even more vulnerable to an oil embargo. In 1973, the nation

had to import 35 percent of her crude oil supply. Now it's 48 percent!

By the end of May the tankers had delivered 21.8 million barrels of crude for storage. Among the SIU-contracted ships involved are the VLCC's *Massachusetts* and *New York*, both 264,073 dwt, the 225,000 dwt *Williamsburgh*, plus the *ST Catigny* (IOT) the *ST Zapata Ranger* and *ST Zapata Patriot*.

Under the Merchant Marine Act of 1936, at least 50 percent of the crude cargo must be moved on U.S. flag, privately-owned tankers "if available at fair and reasonable rates."

Total cost of the 1 billion barrels of crude oil stored would be roughly around \$16 billion. In an emergency, 4 million barrels of crude could be taken out daily for nine months.

Washington, D.C.

President Jimmy Carter has commanded U.S. ships to pick up indochinese "boat people" refugees, most of whom fled South Vietnam.

The Presidential order would allow the refugees to settle in the United States.

Carter's order was caused by a sudden jump in May and June of the number of refugees who landed from boats in Asian ports, mostly in Thailand, Malaysia and Australia, where refugee camps have been set up.

At the start of the year refugees arriving at these ports numbered around 2,000 a month. But in May and June the number rose to 5,800 a month. Refugee organizations estimate that at least half the people who escape by boat from Vietnam perish at sea.

Under the President's order, U.S. ship captains can assure port authorities that the refugees will soon be out of their countries to where they wish to settle in the United States.

The Carter Administration will launch a comprehensive study of maritime problems through a U.S. Interagency Task Force. The Administration says the purpose of the study is to seek "a clear articulation of the issues which must be resolved and the options which are realistically available to the Administration in this area."

The study calls for meetings of the various agency officials involved and the presentation of proposals in mid-summer.

The task force includes representatives of the Office of Management and Budget, the Domestic Policy Staff and of the Departments of Commerce, Labor, Transportation, State, Defense, Navy and Treasury. It also includes the assistant attorney general, chairmen of both the *Federal Maritime Commission* and the *Council of Economic Advisers* and the assistant to the President for National Security Affairs.

Not a Telephone, but Better Than the Better Mousetrap

His name may not go down in history alongside such people as Eli Whitney or Alexander Graham Bell. But just the same, Felix Dayrit, a deep sea SIU member, is an inventor of some note.

Felix's invention may never become as popular as the telephone. But those who may need it and use it will probably

find it very practical, especially in an emergency.

The 64-year old Seafarer's invention is a technical sounding contraption known as the Cyclone Generator.

It's basically a hydro-electric generating system that can be used as an emergency power standby, or can be used as a primary power source for

houses or small buildings without electricity.

The system uses diesel fuel or gasoline to run a ground level pump which feeds water from a well to a raised storage tank. For power, a simple control valve sends water down to a lower level turbine-flywheel setup activating the generator.

Right now, Dayrit is trying to get his invention patented. He has an application already on file in the U.S. Patent Office.

After getting his patent, Dayrit will have to seek out a manufacturer to build and help market his product. As he is finding out, inventing something is only half the battle. A lot more work is involved to actually market an invention into a consumer product.

Dayrit, a native of the Philippines, has drawn on many years of experience sailing electrician to build his invention from an idea to a finished product.



Felix Dayrit

He has always sailed in the engine room since joining the SIU in 1946. Prior to that, Dayrit served in the U.S. Army during World War II. He's a former resident of Brooklyn, N.Y. and now makes his home and ships from the port of San Francisco.

Brother Dayrit knows he won't become famous, or rich, from his invention. But then again, how many people know the name of the guy who invented the better mouse trap.

MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Aug. 7	2:30 p.m.	7:00 p.m.
Philadelphia	Aug. 8	2:30 p.m.	7:00 p.m.
Baltimore	Aug. 9	2:30 p.m.	7:00 p.m.
Norfolk	Aug. 10	9:30 a.m.	7:00 p.m.
Jacksonville	Aug. 10	2:00 p.m.	—
Algonac	Aug. 11	2:30 p.m.	—
Houston	Aug. 14	2:30 p.m.	7:00 p.m.
New Orleans	Aug. 15	2:30 p.m.	7:00 p.m.
Mobile	Aug. 16	2:30 p.m.	—
San Francisco	Aug. 17	2:30 p.m.	—
Wilmington	Aug. 21	2:30 p.m.	—
Seattle	Aug. 25	2:30 p.m.	—
Piney Point	Aug. 12	10:30 a.m.	—
San Juan	Aug. 10	2:30 p.m.	—
Columbus	Aug. 19	—	1:00 p.m.
Chicago	Aug. 15	—	—
Port Arthur	Aug. 15	2:30 p.m.	—
Buffalo	Aug. 16	—	—
St. Louis	Aug. 18	2:30 p.m.	—
Cleveland	Aug. 17	—	—



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

Time to Leash Russian Rate Slashing

Like a hungry shark that hasn't eaten in a week, the Soviet merchant fleet is devouring ever increasing chunks of America's foreign liner cargoes.

When U.S. ports were first reopened to Russian ships in 1971, the Soviets embarked on an aggressive

program to capture as much of the U.S. foreign liner trade as possible. Their method of attracting business has been to offer rates as much as 60 percent below accepted liner conference rates. Without any Congressional restrictions against such anti-competitive rate slashing, the Rus-

sians have made tremendous inroads into the American shipping market.

As a result, Russian ships are now regular visitors to U.S. ports on all three coasts and the Great Lakes leaving with cargoes on most of our major liner trade routes.

The Soviets carry U.S. cargoes between American ports and the Far East, Northern Europe, the Mediterranean, India, Pakistan and the Persian Gulf.

The end result of the Soviets' activities in this area is painfully simple—less and less cargo for American-flag liners. And that necessarily means a strain on the job market for American seamen.

The SIU feels that the problems created by the expanding Soviet merchant fleet have reached a crisis level. Not only in respect to jobs for U.S. seamen. But also in regard to America's national defense picture.

We raise the issue of national defense for the following reasons. The U.S. merchant fleet is presently comprised of 577 deep sea vessels capable of carrying only 5 to 6 percent of the nation's waterborne foreign commerce. The Russian merchant fleet has grown in the last few years to 2,420 vessels capable of carrying more than 50 percent of their commerce.

That means the Russians outnumber us 4 to 1 on the high seas in regard to merchant vessels. It used to be the other way around.

If that's not bad enough, according to Maritime Administrator Robert J. Blackwell, more Russian ships are now operating in America's foreign trades than are American-flag ships.

In other words, the United States is now more dependent on the Soviet fleet for movement of our commerce than on our own flag fleet.

The SIU believes that this is an intolerable situation—and a situation that Congress must remedy soon before our dependence on the Russians becomes irreversible.

In all fairness to Congress, a bill is moving through the House of Rep-

resentatives aimed specifically at halting the growing Russian threat.

It is known as the Controlled Carrier Bill. It was marked up late last month by the House Merchant Marine and Fisheries Committee. No date has been set, though, for action by the full House.

The bill, itself, is aimed at rates. The Russians, and other state owned fleets, have been able to corner so much of the U.S. trade market by offering rates way below conference levels. American operators and other national flag fleets simply cannot compete against these rates.

The Controlled Carrier Bill, would force the Russians to raise their rates to a comparable level with accepted conference liner rates.

The bill also empowers the Federal Maritime Commission to suspend for a maximum of 180 days any rates that are not found to be "fair and reasonable."

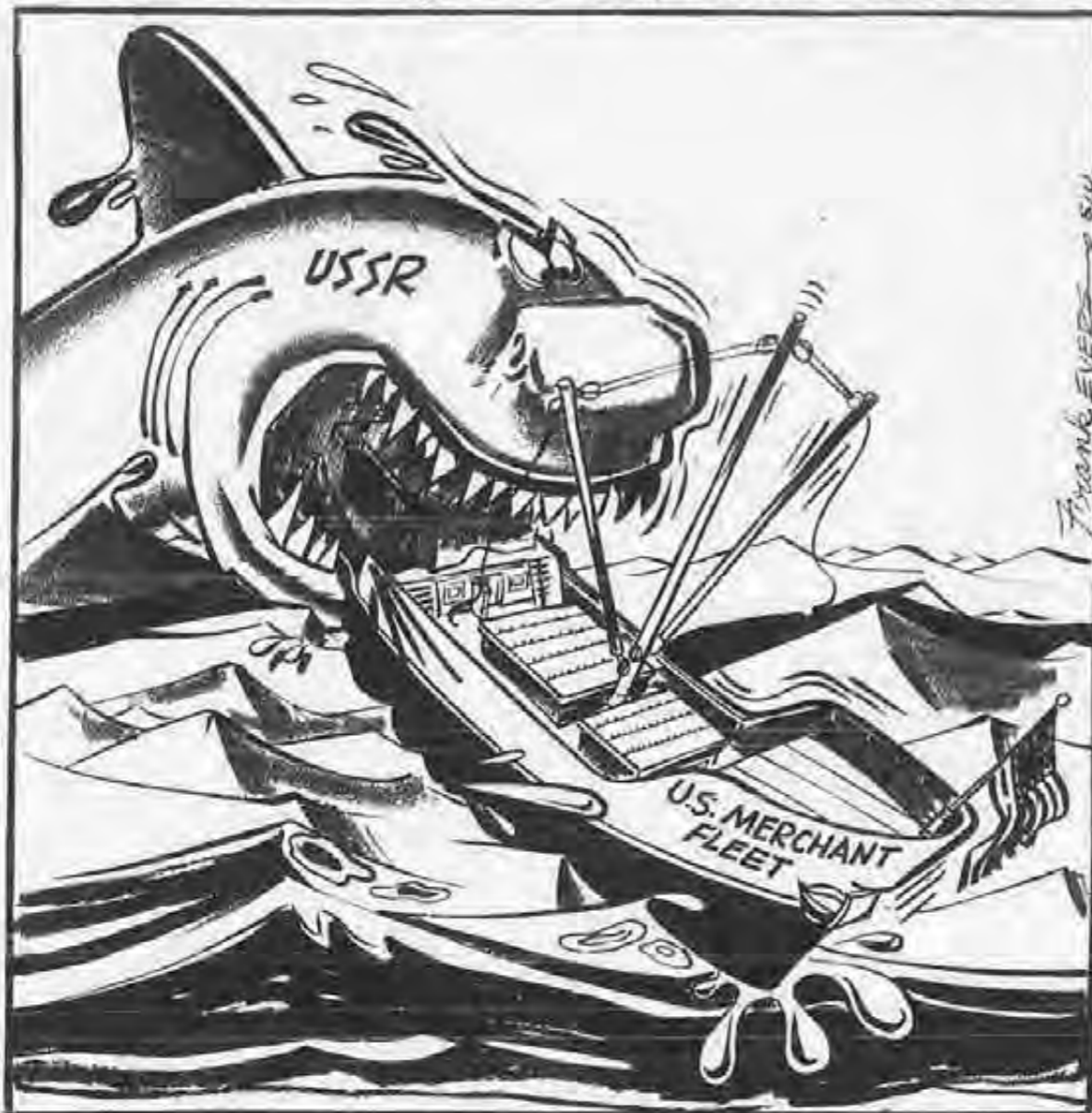
In other words, the FMC could ban Russian ships from a certain trade for non-cooperation on the rates issue.

The SIU feels that the Controlled Carrier Bill is a good one. We have nothing against fair competition, because we feel that American liner companies can compete with foreign lines which must make a profit to exist.

But the Communist bloc state-owned fleets care nothing about profit. The motive behind their merchant marine buildup is the accumulation of hard foreign currencies and, more importantly to them, political leverage over the U.S.

The Controlled Carrier Bill is by no means the answer to all the U.S. maritime industry's problems. In fact, we are convinced that America must adopt a totally new national maritime policy which will insure U.S. flag ships a significant share of all cargoes.

But for the time being, the Controlled Carrier Bill is a step in the right direction to return a fair competitive spirit to the nation's foreign liner trades. The SIU urges swift adoption of this measure.



LETTERS



TO THE EDITOR

Scholarship Winner Thanks SIU

This letter is to express my thanks to the SIU for the \$10,000 college scholarship awarded to me last month. I will be attending Eastern Mennonite College in Harrisonburg, Va. for my pre-medical studies.

Before receiving the scholarship, my parents had been concerned about college funds for myself and my twin sister, who will be attending the same college. Our prayers, though, were answered concerning this need.

I understand that receiving a scholarship such as this entails many responsibilities. With this in mind, I will strive to achieve the goals I have set for myself concerning the medical profession.

Again, I wish to thank the Union for awarding me such an honor.

Sincerely,
Sigmund Seiler
Blenheim, N.J.

Editor,
LOG
675 Fourth Ave.,
Brooklyn, N. Y. 11232

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OUTER CONTINENTAL SHELF BILL



LOG

Special Supplement

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VOL. 11 NO. 1 JULY 1978

Hire American Provision Wins Support of House-Senate Confab: Victory for Maritime Labor

A House and Senate Conference on July 20 voted overwhelmingly to require that vessels and equipment working the U.S. Outer Continental Shelf be manned and crewed by American workers. The House conferees adopted the 'Hire American' provisions by a unanimous voice vote. The Senate conferees voted 6-2 to support the bill.

As adopted, the bill will require that American equipment must be manned and crewed by U.S. citizens. In addition, equipment that is owned 50 percent or more by foreign nationals must be manned American to the extent that the foreign nation favors its own workers on its outer continental shelf.

The 'Hire American' provisions of the OCS Bill set some important precedents for American workers—including Seafarers.

What the bill does is to guarantee—for the first time—the right of American workers to participate in the job of developing the resources of American technology.

Congress has, in effect, put the multinational oil companies on notice that they can no longer expect a free ride by exploiting American resources and at the same time exporting American jobs overseas.

It was a little more than a year ago that the Senate first adopted its version of an Outer Continental Shelf bill. That version of the bill made no provisions for protecting the rights of American workers to participate in the development of America's offshore resources.

Then, in February 1978, the House passed its version of the bill (H.R. 1614). During hearings and committee consideration of the House bill, a Select House Committee on OCS added an

amendment which was sponsored by Rep. Leo Zeferetti (D-N.Y.). It contained the very important provisions requiring U.S. documentation of offshore equipment; U.S. safety standards for offshore equipment; and jobs for American workers on U.S. offshore equipment.

Labor Fought Hard

During this time, the SIU—together with affiliates of the Maritime Trades Department of the AFL-CIO, and other AFL-CIO unions—formed the General Presidents' Offshore Construction Industry Committee. This was to work toward ensuring that the final bill would contain provisions to protect and promote jobs for American workers.

SIU President Paul Hall has been chairman of the Committee, and has worked actively within the AFL-CIO on behalf of maritime and construction workers whose jobs are directly involved.

As passed by the House-Senate Conference, the Outer Continental Shelf Bill has to be considered as a sweeping victory for maritime labor. The 'Hire American' provision carries the immediate potential of creating some 3,000 to 5,000 new jobs for American seamen and other workers aboard support and supply vessels and on the drill rigs themselves.

Most importantly, the 'Hire American' provision sets an important precedent in gaining Congressional recognition of the rights of American workers to participate in the development of our nation's energy resources. It is a precedent that has strong application to the water transportation of America's energy needs. It represents a clear vic-

tory for American labor, and a signal defeat for the giant international oil interests and their efforts to export the job opportunities of American workers.

As this issue of the *Log* goes to press, the House-Senate Conference is wrapping up the final sections of the OCS

bill. When the total bill is reported out of Conference, it will be sent to both the House and Senate for final approval of the compromises. Following that action, the final draft of the bill will be sent to President Carter for his signature.



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WASHINGTON, THURSDAY, FEBRUARY 2, 1978

No. 11

Following is the actual debate that took place on the floor of the House of Representatives last February concerning the 'Hire American' provision in the House version of the OCS bill. As shown in this debate, a serious challenge to remove the 'Hire American' provision was soundly defeated.

OUTER CONTINENTAL SHELF LANDS ACT AMENDMENTS OF 1977

Mr. MURPHY of New York. Mr. Speaker, I move that the House resolve itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill (H.R. 1614) to establish a policy for the management of oil and natural gas in the Outer Continental Shelf; to protect the marine and coastal environment; to amend the Outer Continental Shelf Lands Act; and for other purposes.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. MURPHY). The motion was agreed to.

IN THE COMMITTEE OF THE WHOLE
Accordingly the House resolved itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill H.R. 1614, with Mr. NATCHER in the chair.

The Clerk read the title of the bill.
The CHAIRMAN. When the Committee rose on Wednesday, February 1, 1978, title II was under consideration and pending was an amendment offered by the gentleman from New York (Mr. MURPHY) and a substitute amendment offered by the gentleman from Ohio (Mr. WHALEN).

The gentleman from Ohio (Mr. WHALEN) is now recognized for 5 minutes in support of his substitute amendment.

(Mr. WHALEN asked and was given permission to revise and extend his remarks.)

Mr. WHALEN. Mr. Chairman, this amendment would delete section 31, which would require U.S. documentation, registry, and employment of U.S. nationals for OCS facilities and vessels. Although section 31 purports to maximize U.S. employment and use of American equipment in OCS operations, it would accomplish neither of these legitimate goals but could invite retaliation by other countries against U.S. nationals working overseas and against a major export market for American products. Mr. Chairman, I advocate deletion of section 31 for three reasons:

First, section 31 would not increase the number of Americans working on the OCS or the amount of U.S.-produced equipment used in OCS development. There is no evidence that large numbers of aliens are or will be employed in coastal drilling operations. Rather, economics and logistics dictate that while operating off U.S. coasts, the vast majority of crew members

will be Americans or legally admitted aliens with proper work visas. Likewise, a prohibition against foreign-flag vessels and drilling units on the OCS is unnecessary. America currently produces approximately 80 to 90 percent of the world's oil and gas production equipment, and, thus, the predominance of equipment and vessels used on OCS lands will undoubtedly be American. According to Offshore Rig Data Services of Houston, Tex., of the 141 drilling units currently on the American OCS, 124 were built in the United States, 4 were built in U.S.-owned yards overseas, and only 13 were constructed in foreign facilities.

Second, Mr. Chairman, section 31 would serve to protect a market that needs no protection at the cost of inviting retaliation by other countries. The embassies of Great Britain, Norway, and the European Communities have protested the provisions of section 31 and have noted that their governments are under considerable pressure from labor and industry to institute similar "buy and hire national" restrictions in the North Sea oilfields. The Department of Commerce reports that 1977 U.S. exports of oil field machinery amounted to \$2.7 billion, while imports of such products were insignificant. These factors lead me to believe that protective restrictions such as those contained in the provisions of section 31 cannot be justified on the basis of the needs of American industry or American workers, and in fact could lead to retaliatory measures by other nations to the detriment of an important U.S. export market.

Third, section 31 is contrary to current U.S. multilateral efforts to liberalize trade through a variety of international organizations, including the multilateral trade negotiations (GATT), the Organization for Economic Cooperation and Development, and the International Energy Agency. In addition, the United States is actively engaged in bilateral talks with individual countries to open foreign markets to our exporters to a much greater degree than present. Adopting the restrictive measures of section 31 while these negotiations are taking place would seriously hamper our efforts and would be viewed by other countries as a shift by America toward increased protectionism. As Charles L. Schultze, Chairman of the President's Council on Economic Advisers, warned recently in the Council's annual report to the President, the world and U.S. econo-

Continued on next page

Rep. Leo Zeferetti Sponsored 'Hire American' Provision

"We are, of course, primarily concerned with extracting fossil fuels from the ocean floor. But, the interests of the American maritime industry and American labor must also be of paramount concern. It makes sense to me to tie these national needs together in this bill."

Rep. Leo C. Zeferetti (D-N.Y.)

Congressman Leo C. Zeferetti has been a firm supporter of the U.S. Merchant Marine and American maritime labor in his two terms as a member of Congress, and member of the House Merchant Marine and Fisheries Committee.

It was Congressman Zeferetti who introduced the amendment to the Outer Continental Shelf Bill which guarantees the right of American workers to participate in developing the resources of the American Outer Continental Shelf.

Congressman Zeferetti was elected to the House in 1974 to represent the 15th Congressional District in Brooklyn, N.Y. He was elected to a second



Rep. Leo C. Zeferetti

term in 1976. In addition to being a member of the House Merchant Marine and Fisheries Committee, Congressman Zeferetti is also a member of the House Committee on Education and Labor; the Select Committee on Maritime Education and Training; the Select Committee on the Outer Continental Shelf, and the Pension Task Force.

Senate Conferees



Sen. Henry Jackson
(D-Wash.)



Sen. Frank Church
(D-Idaho)



Sen. J. Bennett Johnston
(D-La.)



Sen. James A. McClure
(D-Idaho)



Sen. Dale Bumpers
(D-Ark.)



Sen. James Abourezk
(D-S. Dak.)



Congressional Record

PROCEEDINGS AND DEBATES OF THE 95th CONGRESS, SECOND SESSION

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Continued from preceding page

mies could be seriously harmed by protectionism and the resultant slump in international trade.

Section 31 is unnecessary and counterproductive. It is opposed by the administration, including the Department of State and the Department of the Interior. A similar proposal was rejected by the House during consideration of the OCS bill in 1976, and no "preference America" language is contained in the OCS legislation that was passed by the Senate last year. I strongly believe that section 31 is not in the best interests of the United States and I urge you to support my amendment to delete it from H.R. 1614.

Mr. CONABLE. Mr. Chairman, will the gentleman yield?

Mr. WHALEN. I yield to the gentleman from New York.

Mr. CONABLE. I thank the gentleman for yielding.

I strongly support the position the gentleman is taking. It seems to me this is absolutely the worst time to try to enact a measure of this sort. The measure would be anticonsumer, and in my view it would be cutting off our nose to spite our face. We have a tremendous stake in the export trade, particularly of the type of high technology items we are here considering.

(**Mr. CONABLE** asked and was given permission to revise and extend his remarks.)

The CHAIRMAN. The time of the gentleman has expired.

(At the request of **Mr. ZEFERETTI**, and by unanimous consent, **Mr. WHALEN** was allowed to proceed for 2 additional minutes.)

Mr. ZEFERETTI. Mr. Chairman, will the gentleman yield?

Mr. WHALEN. I yield to the gentleman from New York.

Mr. ZEFERETTI. I thank the gentleman for yielding.

I have before me some offshore mobile drilling construction orders for the years 1978 through 1979, and in them there are some 12 rigs under construction that are being built by Finland, by Spain, by the Netherlands, by Nova Scotia, by Scotland,

by Singapore, and by Japan. I also have before me an assessment of the impact on the maritime industry, an assessment of offshore industry and a paragraph which I would like to bring to the gentleman's attention. In it it says that—

One of the most apparent changes has occurred in the offshore oil and gas industry where once the United States was virtually alone in technological development, rig and platform fabrication and offshore production . . . of 171 rigs constructed prior to 1970, 71 percent were built by yards in the United States, 16 percent were built in other parts of the world. Since 1970, 272 rigs have been delivered or are on order, and of this number the U.S. will have produced only 34 percent, Europe 28 percent, and the rest of the world 38 percent. With the growth in North Sea activity, Europe has assumed a place of leadership in semisubmersible construction and concrete structures.

For that reason I have to oppose the gentleman's striking that section.

Mr. WHALEN. I think that the fundamental issue was discussed last night when the gentleman from New York's (**Mr. MURPHY**) amendment was introduced. That is the effect that protection legislation of this kind will have in the long run. If we adopt protective legislation, certainly we are going to see retaliation by our trading partners abroad. What is going to happen is that even while we enjoy this lead, we are not going to be able to take advantage of it economically because we will be frozen out of these other areas. So for this reason I again would stress that section 31 be deleted from the bill.

The CHAIRMAN. The time of the gentleman has expired.

(At the request of **Mr. MURPHY** of New York, and by unanimous consent, **Mr. WHALEN** was allowed to proceed for 1 additional minute.)

Mr. MURPHY of New York. Mr. Chairman, will the gentleman yield?

Mr. WHALEN. I yield to the gentleman from New York.

Mr. MURPHY of New York. I thank the gentleman for yielding. The long-range trend of dumping in the United States by different foreign countries is

probably highlighted by Japan and the auto industry. I think as of now there are over 1,200,000 cars coming into the U.S. market, and I think we have put about 1,100 cars into the Japanese market. That is the type of reciprocity that we are dealing with on an international basis.

I think the gentleman from New York (**Mr. ZEFERETTI**), just pointed out that same trend is now established in the construction on our own Continental Shelf.

Mr. WHALEN. If I may just respond to the gentleman's comments, he has of course broadened the scope of my discussion. It seems to me that the negotiations that are taking place right now in the fora to which I previously have referred hopefully will resolve some of these protectionist attitudes on the part of Japan and other countries. But if we become involved ourselves in those very same practices it is very evident we are not going to ameliorate the problem to which I have referred.

The CHAIRMAN. The time of the gentleman from Ohio has expired.

(On request of **Mr. DUNCAN** of Oregon, and by unanimous consent, **Mr. WHALEN** was allowed to proceed for 1 additional minute.)

Mr. DUNCAN of Oregon. Mr. Chairman, will the gentleman yield?

Mr. WHALEN. I yield to the gentleman from Oregon.

Mr. DUNCAN of Oregon. Mr. Chairman, I commend the gentleman from Ohio for his remarks and I must say philosophically I am in complete agreement with what the gentleman from Ohio has said. Also I am in accordance with the American building of these rigs but I am not in a position to support the gentleman 100 percent. I must emphasize to the House that this Nation is a trading nation and the opportunity we have at the present time to recover from the very unfavorable balance of trade depends on our continuing to be a trading nation.

The gentleman from New York, the chairman of the committee, raised the question of unfair trade practices, dumping, and the gentleman in the well I think correctly distinguishes between that situation and the one we are faced with here today in the OCS bill. I agree that foreign trade must be a two-way street and I have supported the administration's move to stop the unfair trade and the dumping of Japanese products in this country. I think this House has likewise generally been supportive of the efforts to have fair free trade in the textile industry, but that is not what we are talking about here.

American rigs are all over the world and what we can expect from the passage

of the legislative change the chairman is endorsing from his own bill is reciprocity that will drive our rigs from the drilling sites all around the world, to the great deprivation and ultimate deprivation of labor in this country.

I thank the gentleman for yielding.
Mr. WHALEN. I thank the gentleman for his comments.

Mr. STEIGER. Mr. Chairman, will the gentleman yield?

Mr. WHALEN. I yield to the gentleman from Wisconsin (**Mr. STEIGER**).

Mr. STEIGER. Mr. Chairman, I appreciate very much my colleague, the gentleman from Ohio, yielding.

"What we are doing here is saying: Let American men and women have the jobs that are vital to this nation on our Outer Continental Shelf."

Rep. John Murphy (D-N.Y.)

I would have to say I hope that the House does not make a decision on an issue of this kind by trying to follow the logic of our friend, the gentleman from New York (**Mr. MURPHY**).

So far as I know there has never been an accusation made that these are dumped rigs that are competing with American rigs in the Outer Continental Shelf, nor is this an issue with the automobile industry.

And, yes, the Japanese have a track record which indicates that they are less than willing to allow American products to come into Japan as we allow the Japanese products to come in, but that is no reason to adopt section 31 with the **Murphy** of New York amendment. It is one thing just to send **Bob Strauss** to see **Minister Ushiba** or to see people in **Britain** and **Malaysia** or **Hong Kong** or **Taiwan** or anywhere else and it is another thing when the House of Representatives acts up and decides to accept this kind of clearly protective measure. We cannot have it both ways and we cannot argue that we ought to be trying to tear down the unfair barriers that exist abroad when we are erecting barriers in the United States.

The CHAIRMAN. The time of the gentleman from Ohio has again expired.

(On request of **Mr. FRENZEL**, and by unanimous consent, **Mr. WHALEN** was allowed to proceed for 2 additional minutes.)

Mr. STEIGER. Mr. Chairman, will the gentleman yield?

Mr. WHALEN. I yield to the gentleman from Wisconsin.

Mr. STEIGER. Mr. Chairman, I will say that is the reason the **Whalen** amendment ought to be adopted. Then we have a fair shot at attempting to try to deal on a negotiated basis in a multinational setting; but it clouds the issue and is exceedingly shortsighted to adopt what is recommended by the committee.

Mr. FRENZEL. Mr. Chairman, will the gentleman yield?

Mr. WHALEN. I yield to the gentleman from Minnesota.

(**Mr. FRENZEL** asked and was given permission to revise and extend his remarks.)

Mr. FRENZEL. Mr. Chairman, I want to congratulate the gentleman for making the amendment that I wanted to make myself. The gentleman has articulated correctly, and forcefully, that America is a trading nation. The combination of our exports and imports amount to now something over 12 percent of our gross national product.

Our ability to provide for the general welfare of our people in the future will depend on our ability to compete internationally. We are no longer an isolated country. If we lock up our markets to foreigners, that will simply lock up their markets to us.

Certainly in this field, drilling, we have more to lose than in most areas because we get the lion's share of the drilling contracts abroad. It will be a dreadful mistake to do anything other than pass the amendment of the gentleman from Ohio.

Mr. WHALEN. Mr. Chairman, I thank the gentleman from Minnesota has effectively defined the issue.

What the Bill Means To American Workers

When the House and Senate Conference voted July 20 to support the amendment which requires U.S. documentation of offshore rigs and vessels, U.S. safety standards, and hiring of American workers—Congress made it clear to the multinational oil companies that Americans were going to participate in the development of American technology and American resources.

Here is what the bill provides:

DOCUMENTATION. Any vessel, rig, platform or other structure built or rebuilt more than one year after the effective date of such regulations (result-

ing from this bill), which are used on the U.S. Outer Continental Shelf must be documented under the laws of the United States.

CONSTRUCTION STANDARDS. Any vessel, rig, platform or other structure engaged in Outer Continental Shelf activities must comply with design, construction, alteration and repair standards established by the U.S.

MANNING. Any vessels, rig, platform or other structure used in Outer Continental Shelf activities more than one year after the effective date of these

regulations must be manned or crewed by citizens of the United States or by aliens lawfully admitted to the U.S. for permanent residence.

In addition, where any of the offshore equipment is owned 50 percent or more by a foreign nation, the American manning and crewing requirements will only apply when that foreign nation has implemented by its own laws or regulations a policy for a national manning requirement for its citizens on equipment operating on that foreign nation's continental shelf.

Mr. MILLER of California. Mr. Chairman, I rise in opposition to the amendment.

Mr. Chairman, it is with some difficulty that I speak in opposition to the amendment, because I think many of the things people have said about this country being a trading nation and about this country depending on its trading partners is true; but one of the things I think is very troubling is that we have seen while the United States has resisted protective actions, we have seen a steady encroachment on jobs of American citizens.

I represent an area, the San Francisco Bay area, which is directly involved in the production of offshore oil rigs and let me tell you that the west coast steel industry is deeply concerned about our accelerated leasing program and the demand for rigs continues. The fact is that the Japanese are building these with Government supported steel and we cannot compete. We know they have a superior product, because they just built one of the largest rigs in the world now drilling off of Santa Barbara in excess of 800 to 1,000 feet of water.

I share the concern of the gentleman from Louisiana that some of the residents of the gentleman's State and the residents of the State of Texas may be called back from duty overseas; but the steelworkers in the west coast would like to share in this bountiful bill. The boilermakers would like to go to work. The carpenters would like to go to work. They have a possibility of doing that, not in my district, but at Mare Island and over in Oakland to work on these rigs, to assemble and build them.

We see policies by Norway and Britain that the goods and services be purchased in their respective countries. I do not see anything inconsistent in having Mr. Strauss go and negotiate with these things in mind.

I just think this is a rational statement that when we develop America's resources that American citizens, American jobholders, have a right to participate. It still sticks in the craw of the American people that Alaska oil was brought through our pipelines built with Japanese steel.

I think we have a right when we develop our resources to say that all the cross segments of our society will participate in the development, participate in the construction, participate in the manning, knowing they are working under proper safety regulations. I think that is what this amendment really does. There are exceptions to the amendment offered by the gentleman from New York (Mr. MURPHY) to see that if the goods are not available, if a specific good is not manufactured here, you can go elsewhere; if it will cause a delay, you can go elsewhere. If they are in short supply, you can go elsewhere; but where we have the capability to make steel in California and we have the capability to assemble it in California and we have the technology to man these rigs, let me say that our first priority ought to be to carry out that policy.

I think it is very clear that in the tours of this committee overseas we have heard time and again that the only game in town is American technology and management; so I do not think the adoption of the Murphy amendment will cause the adverse effects that have been mentioned. If they do we can come back and examine this policy. If the trade negotiators or Mr. Strauss tell us we are ineffective, we can come back and reexamine it.

But, why should we not make a statement of this Congress as to the ability of the American people to participate in what is supposed to be the bounty of this country, in the development of these resources for the good of this country, so that they can go to work and have jobs?

Mr. DUNCAN of Oregon. Mr. Chair-

"What we are doing is simply requiring that the jobs generated by the development of America's offshore oil and gas resources go to American workers to the fullest extent possible."

Senator James McClure (R-Idaho)

man, will the gentleman yield?

Mr. MILLER of California. I yield.

Mr. DUNCAN of Oregon. I cannot totally disagree, and the gentleman enunciates, I think, a very popular viewpoint that will have a great deal of appeal to the people of the country, including the working people. But, I would ask the gentleman to take a look at what happened to American intercoastal shipping under the Jones Act, intended to protect American shipping and American seamen's jobs. The experience of this country and virtually every other country in the world that has experimented with cabotage laws of this sort, which are intended to protect and furnish jobs, has inevitably been one of failure.

I have personally tried to find intercoastal shipping on which to ship large cargoes from one coast to the other. It is just impossible. Intercoastal shipping, which has been protected by the Jones Act for years, just does not exist.

The CHAIRMAN. The time of the gentleman from California has expired.

(By unanimous consent Mr. MILLER of California was allowed to proceed for 2 additional minutes.)

Mr. MILLER of California. I am not an authority on the Jones Act, but I suspect that my chairman may very well be. If you had trouble with the Jones Act, let me tell the gentleman what happened in my district. Five hundred yards down the road from the existing Antioch Bridge, there is the American Bridge Co. They bid on a new highway bridge and lost the bid to Japanese steel. It was constructed and assembled in Japan; it was taken apart and shipped to Antioch, and is being assembled, and jobs were lost at American Bridge.

We have sat around, we have seen these things. We have asked them to please not do it, but we have not taken firm and tough actions to protect these jobs.

Mr. DUNCAN of Oregon. I agree with the gentleman on that problem he had with his bridge, and I think that situation prevails as a result of unfair trade dumping of Japanese steel. Our Government has moved to correct that. We may have to take even stronger action, but I suggest that that is a really different proposition than the one we are facing here today.

Mr. MILLER of California. I would respectfully disagree with the gentleman.

Mr. MURPHY of New York. Mr. Chairman, will the gentleman yield?

Mr. MILLER of California. I yield to the chairman.

Mr. MURPHY of New York. On the question of the Jones Act, I frankly do not see its relevance in this debate. The Jones Act was one of the first laws passed by the original Congress for one specific purpose, which was to insure that there was a shipbuilding industrial base, as well as an American-flag merchant marine. Since the passage of that act we have seen development of the inland waterways of America; the railways of America; the land-bridge concept. We have seen a vast change in the Interstate Highway System and various competitive modes of transportation.

What the Jones Act does today—and it is just as viable as it ever was—is to insure that our intercoastal trade is done in American-flag ships, and done by ships built in America.

The CHAIRMAN. The time of the gentleman from California has again expired.

(On request of Mr. MURPHY of New York and by unanimous consent Mr. MILLER of California was allowed to proceed for 2 additional minutes.)

Mr. MURPHY of New York. The fact that we have a dynamic transportation industry, and the fact that cargoes do not move from New York to Miami by ship, but perhaps move by rail or by truck or some combination of modes, is not an indictment of the integrity and the intent of the Jones Act. The Jones Act is imperative to America's security as well as its shipbuilding and industrial bases.

What I think we are faced with here is a misunderstanding in the Congress as to the various—let us call it special interest areas. We have basically the opponents

of build and buy American being agricultural interests. For some years, we have come, in this country, to the point where a vast amount of our overseas trade involves our agricultural products, and we are trying to offset with this amendment because of an imbalance due to manufactured imports.

I frankly do not see the relevance of Smoot-Hawley in this argument today. The history of that act was that it was passed in 1930. There were amendments made in subsequent Congresses in which the President was given power to engage in reciprocal trade agreements to reduce tariffs on certain products and by 1939 America's trade balance was right back to the balance that it was at pre Smoot-Hawley. That act, I do not think, is relevant to this debate. It was a tariff act.

What we are doing here is plainly and simply stating that there is foreign competition; that we have seen other countries enact very specific and strict special preferences on constructing or manning and using, not only in their oil and gas industry, but also in their other industries.

What we are doing here is saying, "Let the U.S. industry build the equipment to be used on the U.S. Outer Continental Shelf. Let the Americans have the jobs in the construction on those platforms."

The CHAIRMAN. The time of the gentleman from New York (Mr. MURPHY) has expired.

(By unanimous consent, Mr. MURPHY was allowed to proceed for 1 additional minute.)

Mr. MURPHY of New York. Let the American men and women have the jobs that are vital on the Outer Continental Shelf.

In the amendment that we are trying to strike here, we have the safety valve that if items are scarce, we will go foreign for them. If there is a lack of competition, we can still go foreign. If there is a technology we do not have, we can still buy foreign. If some contingency in those areas develop, the safety valve is there. But let us not prejudice America's industry and America's working men and women.

Mrs. FENWICK. Mr. Chairman, I move to strike the requisite number of words.

Mr. Chairman, we are not moving in

"I just think that this is a rational statement that when we develop America's resources, that American citizens, American jobholders, have a right to participate."

Rep. George Miller (D-Calif.)

a good direction if we fail to support the Whalen amendment. That is the right step for this House to take. We know where the protectionist road leads—we tried this before, as was said yesterday—right down the path to the Smoot-Hawley tariffs and all of the problems and dislocations of international trade that we experienced before.

Mr. Chairman, I will not take the time of this House because I think everybody has given their views, but I hope that we will seriously consider that we live in an interdependent world and we must compete successfully in world trade. America can do it if we determine to do it, and this Whalen amendment leads us in that direction.

Mr. BROWN of Michigan. Mr. Chairman, I move to strike the requisite number of words.

Mr. Chairman, I have listened to this debate. It has been very interesting. It seems to me that the debate poses about three questions. To the opponents of the Whalen amendment, I would ask, cannot this administration deal with dumping under existing law; and, cannot this administration successfully negotiate in the negotiations that are being carried on and accomplish fair and free trade worldwide with all nations? If you answer those questions "yes," which I assume you would have to do, then it seems to me that the final question is, do you insist that our industry have a preference that we do not agree other nations should have?

Mr. MURPHY of New York. Mr. Chairman, will the gentleman yield?

Mr. BROWN of Michigan. I yield to the gentleman from New York.

Mr. MURPHY of New York. I frankly do not see the relevancy of whether we are talking about this administration or other administrations. We had this same debate in the last Congress under a different administration. We heard the same arguments. I think they are relatively

Continued on next page

House Conferees



Rep. John Murphy (D-N.Y.) Chairman



Rep. John F. Seiberling (D-Ohio)



Rep. Edwin B. Forsythe (D-N.J.)



Rep. John Breaux (D-La.)



Rep. Morris K. Udall (D-Ariz.)



Rep. George Miller (D-Cal.)



Rep. Gerry Studds (D-Mass.)



Rep. Joshua Ellberg (D-Pa.)



Rep. Don Young (D-Alaska)



Rep. William J. Hughes (D-N.J.)



Rep. Christopher Dodd (D-Conn.)



Rep. Hamilton Fish, Jr. (R/C-N.Y.)



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philosophical. The gentleman comes from a State which has been severely impacted by foreign imports, and the jobs of the men and women in his State are at stake. What we are discussing here is the philosophical question: Does the U.S. Congress move to protect America's industrial base, America's products, and America's jobs?

This administration is moving properly in the tariff areas. What we are doing here is to try to write rational regulations to protect America's manufacturers.

Mr. BROWN of Michigan. Mr. Chairman, I would suggest that the gentleman is rather myopic in his view of international trade. He is saying that if we take measures of this nature for the specific industry he wishes to protect that there will not be retaliation or if there is, the retaliation will be against someone else, since the retaliation is against someone else, that is all right, just do not affect my industry.

I think that is about as myopic as one can be, and I think the gentleman's amendment is myopic.

I support the Whalen amendment.

Mr. SIMON. Mr. Chairman, I move to strike the requisite number of words.

Mr. MURPHY of New York. Mr. Chairman, will the gentleman yield?

Mr. SIMON. I yield to the gentleman from New York.

Mr. MURPHY of New York. Mr. Chairman, I may be myopic, but that myopia is probably heightened by the fact that I happened to look at the deficit passed on to this administration by the last administration, and those billions of dollars in deficit happen to be because of the imbalance in our trade and the advantage of our so-called trading partners and the advantage they have taken of the United States, and this is an effort to deliver a message in one particular industry as to how we can correct it and protect the United States.

Mr. BROWN of Michigan. Mr. Chairman, will the gentleman yield?

Mr. SIMON. I yield briefly.

Mr. BROWN of Michigan. Mr. Chairman, I trust the gentleman understands that approximately six reassessments have been made by this administration with respect to dumping, and I know of two during the previous administration and within the last few years.

Mr. MURPHY of New York. Mr. Chairman, if the gentleman will yield, this is a tool we can give Mr. Strauss to use in his visits to Japan in trying to correct the dumping problem. This would give Mr. Strauss a strong bargaining hand in those negotiations.

Mr. SIMON. Mr. Chairman, I rise in support of the Whalen amendment.

I do so, recognizing that my colleagues from the States of California and New York are dealing with a fundamental problem, but I do not think this is the way to deal with that fundamental problem.

Smoot-Hawley is relevant, in that in 1930 we also had a very serious problem of unemployment, and so Smoot-Hawley came along. The thinking was, of course, that we would protect American jobs in the process, but what we did was to hurt the employment opportunities in this Nation.

Let us just take a look at my own State, for example. Caterpillar, one of the major exporters in the United States, uses about 90 percent American steel. As these trade barriers rise, Caterpillar will be able to buy less and less American steel.

International Harvester and John Deere, manufacturers of major proportions in my State, face the same kind of situation.

I am concerned about the rising tide of protectionism that I sense here on the floor of Congress and out among the people of

the Nation. I think a second factor has to be considered here, and that is this: Is the administration under the leadership of Bob Strauss doing an effective job?

My response is that from what I can see, he is doing a very effective job, and I do not think this strengthens his hand; this weakens his hand. I would prefer to leave this kind of thing in the hands of our negotiators.

Mr. CONABLE. Mr. Chairman, will the gentleman yield?

Mr. SIMON. I yield to the gentleman from New York.

Mr. CONABLE. Mr. Chairman, I appreciate what the gentleman is saying. I think one of the things that should be set straight is the fact as to America's ability to compete.

For one thing, in 1976 only \$23 billion of our exports were in agricultural products; we exported \$105 billion worth of goods. We have a trade deficit, to be sure, at this point, but if we were not importing oil, we would have a \$15 billion trade surplus.

So in terms of our ability to compete abroad, our ability to compete specifically in this field is well known, and our ability to compete abroad generally with respect to industrialized goods is also demonstrable by the statistics themselves.

Mr. SIMON. Mr. Chairman, if I may ask my colleague, the gentleman from New York (Mr. CONABLE) to remain at the microphone, I believe I am correct in this—the gentleman is on the Committee on Ways and Means and can verify this—in the last decade the number of American jobs dependent on exports has doubled; is that correct?

Mr. CONABLE. That is correct. Exports now account for about 8 percent of our gross national product. Ten years ago they accounted for a little less than 4 percent.

Mr. FORSYTHE. Mr. Chairman, I move to strike the requisite number of words.

Mr. BREAUX. Mr. Chairman, will the gentleman yield?

Mr. FORSYTHE. I yield to the gentleman from Louisiana.

Mr. BREAUX. Mr. Chairman, I thank the gentleman for yielding.

I would just like to try and put this issue in perspective. I think it is very important for the Members to understand we are not talking about television sets and we are not talking about Hondas and Toyotas being imported into this country. We are talking about putting up a screen around ourselves, and it can only hurt.

About 90 percent of all the oil and gas equipment being used around the entire world is already American-made. Most of the men and women who are working in the offshore oil and gas industry are already Americans, not only off our own coast but all over the world.

Who do we think is the most populous Nation working in the North Sea? It is us. We have hundreds of thousands of men and women who are working, not only in our coastal areas already, but in the North Sea, off the coast of Indonesia, and off the coast of South America. We are already at every possible advantage in working world-wide in the oil and gas industry.

The only thing we are going to accomplish by passing this amendment is this: We would say to the members of Parliament in Great Britain and the Members of other legislative bodies that "By golly, we are the only ones who can have the jobs," and then they will say that if Americans can say only Americans can work on those installations, then they are going to pass the same type of legislation. Then it would only be British citizens who would be working in the North Sea, and it would be only Norwegians who would be working in the Norwegian area of the North Sea.

Then they are going to retaliate and say they will have to use all Norwegian equipment used in the North Sea.

We are already way ahead in this area, and I say that by adopting this kind of legislation we are going to end up hurting ourselves. Right now we are way ahead, and we should not be taking this sort of step. I strongly support the amendment offered by the gentleman from Ohio (Mr. WHALEN).

I think it is a step in the right direction. I would be supportive of it if I thought it would help, but this is one area in which we do not need any help.

Mr. LAGOMARSINO. Mr. Chairman, will the gentleman yield?

Mr. FORSYTHE. I yield to the gentleman from California.

Mr. LAGOMARSINO. Mr. Chairman, I thank the gentleman for yielding.

I would like to endorse the statements made by the gentleman from Louisiana (Mr. BREAUX).

Mr. BREAUX. I have a substantial offshore rig building industry in my district; and I know that at this time most of what they produce is going overseas. I think that industry in my particular district would be very adversely affected should the Whalen amendment not pass.

Mr. Chairman, I think that if we are concerned about what might happen in the future we should take another look at this matter later. But let's not put something in this bill that might have an adverse effect.

Therefore, Mr. Chairman, I urge the adoption of the Whalen amendment.

Mr. ZEFERETTI. Mr. Chairman, will the gentleman yield?

Mr. FORSYTHE. I yield to the gentleman from New York.

Mr. ZEFERETTI. Mr. Chairman, I thank the gentleman from New Jersey (Mr. FORSYTHE) for yielding.

In answer to the gentleman from Louisiana (Mr. BREAUX), we are not talking about televisions and appliances; but perhaps we should be talking about the loss of another industry which will be the steel industry if we do not take some cognizance of the fact that we need that kind of industry in this country.

Mr. Chairman, the people laid off throughout the country, who work in the steel industry, should be alerted to the fact that if we do stop building rigs here, the same thing could apply to that industry as happened to the shoe industry, the TV industry, and the like. I do draw an analogy, in considering this type of amendment, to the loss of those types of industries.

Mr. Chairman, I rise at this time to add my enthusiastic support to the amendment offered by my colleague from New York.

At the present time, there are no restrictions on the national origin of the equipment used on the Outer Continental Shelf and foreign-made rigs are free to operate—costing valuable jobs for American workers.

After spending the past few weeks in our home districts, most of us know that two of the biggest problems on the minds of the economy. This amendment is directed at helping to alleviate both of those concerns: It would not only generate jobs for shoreside workers and assist U.S. maritime workers in gaining employment, but the work and payrolls generated by this activity would, no doubt, result in a "ripple effect" that would spur the entire American economy.

Many of us take it for granted that the United States almost totally dominates the offshore rig construction market. However, figures indicate that we are rapidly losing a large share of that market to foreign competitors. We need only look at the massive layoffs that have taken place in recent years in the rig construction industry, as well as the worsening condition of the steel industry and other related areas, to understand the inaccuracy of that notion.

Just 5 years ago the United States enjoyed nearly a 60-percent share of the offshore rig construction market. That figure has plummeted to merely a 29-percent share of world rig orders. The reason for this dramatic drop is clear: Foreign gov-

ernments are providing massive subsidies to their national companies enabling them to "dump" their rigs and platforms on drilling companies at below cost prices.

What we are dealing with here is the future of a potential billion-dollar industry employing over 8,000 workers—one-fifth of these workers are minority group members. In addition, thousands of other jobs in supportive industries, many located in the inner city, are also at stake.

One of the major arguments used by opponents of Mr. MURPHY's amendment is that such a "build American" provision would lead to "retaliatory" tactics by foreign governments. In fact, this provision, which would be phased in over a period of time so as not to affect the operations of equipment already in operation off our coasts, is quite similar to laws already in effect around the globe. In the North Sea, for example, both Norway and Great Britain have such "build national" provisions for their offshore equipment.

While foreign nontariff barriers are carried out by Government edict or policy, the United States can only respond by passing a law. The U.S. trade system does not allow for unwritten policies or Government pressures to accomplish goals such as building offshore equipment in the United States.

As an example of the problem, at the multilateral trade talks, the United States has listed some 600 nontariff barriers in Europe's markets, particularly for agriculture goods.

Beyond these barriers, the governments of Europe also effectively pressure their industries to help each other. For example, British Government pressure is expected to be applied to the oil companies in the North Sea to build a large firefighting ship in British yards.

The United States does not have the same type of system and thus to accomplish the same result we must pass this "domestic preference" legislation.

Those who argue that the provision violates free trade ignore the European system of government pressure and policy that cannot be duplicated by our form of government. To say no such system exists abroad is to ignore foreign nontariff barriers which are more effective than any tariff or quota system.

We must also keep in mind the environmental impact of the "build American" amendment. At the present time, the rigs and platforms operating off our coasts represent a dangerous threat to our waters and marine life. The Murphy amendment would ease this environmental threat by compelling U.S.-built rigs and platforms to meet rigorous U.S. Coast Guard safety standards, greatly reducing the risk of leakage and blowouts.

For these reasons, I implore my colleagues to consider all of the factors involved in this complex issue. Opponents claim that the amendment smacks of protectionism. I say that the overall purpose of the Outer Continental Shelf legislation before us is to more fully exploit our own natural resources in the OCS. We should be certain that we maximize these benefits to our own economy rather than the economies of foreign governments. Therefore, I will vote in favor of the amendment and I ask my colleagues to do the same.

The CHAIRMAN. The question is on the amendment offered by the gentleman from Ohio (Mr. WHALEN) as a substitute for the amendment offered by the gentleman from New York City (Mr. MURPHY).

The question was taken; and on a division (demanded by Mr. FRENZEL) there were—ayes 22, noes 21.

RECORDED VOTE

Mr. MURPHY of New York. Mr. Chairman, I demand a recorded vote.

A recorded vote was ordered. The vote was taken by electronic device, and there were—ayes 118, noes 280, not voting 34, as follows:

In the following roll-call vote, the NAY represent a rejection of the "Whalen compromise" and a victory for the Zeferetti "Hire American" amendment. Thus, the margin of victory for the "Hire American" amendment was a resounding 280 to 118.

OCEAN MINING JOBS AT STAKE IN SEA LAW CONFAB

Labor Wants Bill to Safeguard Jobs Against Unfavorable Treaty

This is the 21st in a series of articles which the Log is publishing to explain how certain organizations, programs and laws affect the jobs and job security of SIU members.

If you tell three different people a story in exactly the same way, and then you ask those three people what the story was about, you'll probably get three different answers.

The United Nations Conference on the Law of the Sea (UNCLOS) has the same problem. Except, by the seventh session of the Conference, held in May, 1978, there were 145 countries trying to make their points heard.

The Law of the Sea Conference first convened in 1958. The purpose of the talks has been to create a formal, international agreement governing the use of the oceans and their natural resources.

Over the years, the Conference has debated hundreds of issues, including: a 200-mile economic zone; rights of passage through straits by military vessels and aircraft; problems of pollution of the seas; freedom of scientific research; fishing rights; national security considerations and defense requirements.

Most of the arguments dealing with the movement of ships on the oceans' surface have been resolved. Right now, exploitation of what lies below the surface is the hot issue.

Ocean Mining

Thirty years ago, mineral rich nodules found on the ocean floor were an untapped resource. Today, these potato-shaped masses, which contain manganese, nickel, copper and cobalt, are mineable. And they are worth as much as \$3 trillion.

Who will mine the minerals of the oceans and how the profits will be divided are the questions UNCLOS has been trying to resolve. U.S. mining companies have the technological know-how to retrieve the nodules. But UNCLOS is dominated by more than 100 newly independent third world countries that want a piece of the action. The third world countries don't have the technology or the money to undertake deep sea mining operations. But they constitute a majority of the voting nations of UNCLOS and want a Law of the Sea treaty that is to their advantage.

The third world countries want the Conference to formalize a U.N. resolution on deep sea mining. That resolution calls the mineral resources of the oceans "the common heritage of mankind" and goes on to say that exploitation of those minerals should benefit all nations, particularly developing nations.

To achieve this, the Conference has agreed on the creation of a U.N.-governed International Seabed Authority which sets up an international mining company. The Authority's mining company would compete with private companies for deep sea mining rights.

Loss of U.S. Jobs

Developing countries want the Authority to have absolute control over deep seabed mining. They want to use the technology of countries like the U.S. to mine deep sea minerals while channeling the profits back to the Authority for their own use.

Obviously, there's something unfair about that arrangement. The U.S. mining companies don't like it. And American labor doesn't like it, either.

The kind of international treaty the developing countries are looking for will:

- force American companies to surrender their technology;
- give political control over ocean resources to the third world;



The Deep Sea Miner II, a converted drill ship, now mining the ocean floor, is about one-fifth the projected size of mining vessels that will be used when this new industry gets into full swing.

- require the American government to indirectly support through subsidies, mining operations which will compete with our own.

And it would mean a tremendous loss of jobs to American workers—as many as 20,000 new jobs by the year 2000, according to the AFL-CIO.

Seafarers have a big stake in deep seabed mining also. American seamen could crew the ore carriers which will be needed to carry the minerals back to shore. And the mining vessels themselves will carry two rotating crews of between 80 and 100 men per ship.

So the labor movement, along with the mining



Research vessels use a simple dredge bucket and line to bring up samples of the nodules.

companies, is pushing for bills in both the House and the Senate which will create national legislation governing deep seabed mining.

The bill currently on the floor of the House is co-sponsored by Rep. John Murphy (D-N.Y.) and Rep. John Breaux (D-La.). It will allow U.S. companies to begin mining operations and protect them if an international treaty is ratified which would threaten their claims.

It contains a "grandfather" clause, which means that if an international Law of the Sea treaty is ratified after U.S. companies have begun to mine, their claims are still valid under the national legislation.

The bill also includes provisions for a revenue sharing fund. While U.S. mining companies are operating under national legislation, a certain percentage of their profits would go into the fund. This fund would then be turned over to the International Seabed Authority if an international treaty is passed.

Man American Clause

The SIU wants the legislation to insure that both the mining vessels and ore carriers used in seabed operations are U.S.-registered, and manned by American seamen.

The bill is expected to come up for a vote later this month in the House and by the end of the summer in the Senate. If it passes, the first U.S. ocean mining vessel will begin operations in the fall.

The U.S. supports the concept of an international Law of the Sea treaty. Elliot Richardson, the U.S. envoy to the Law of the Sea Conference, called the Conference a vital effort "to construct a framework of international cooperation in the oceans."

But the U.S. can't agree to a one-sided treaty that favors third world countries while robbing American workers of jobs and American companies of needed mineral resources.

When its last session ended, the Law of the Sea Conference was deadlocked on the ocean mining issue. The Conference is scheduled to resume in New York in August, but it's anybody's guess whether any progress will be made.

Erna Elizabeth Brings Alaskan Oil To Houston, Via Panama Canal

The fanfare that greeted the opening of the Alaskan oil pipeline last year is over. But since that historic event, ships like the *Erna Elizabeth* have been quietly carrying on the real work of bringing America's newest energy supply into U.S. factories and homes.

The SIU-contracted, 35,000 ton tanker was the first ship to bring Alaskan crude to the East Coast. She is now on a regular run picking up the oil at the Panama Canal and delivering it to terminals in Houston.

The *Log* met the *Erna Elizabeth* early last month docked at a terminal on the Houston Ship Canal. Loading stores for the return half of the 15 day round trip run, her crew had good reports to make on the voyage from Panama. It included time for shark fishing and Bar-B-Q's on the stern, they said.



Loading stores in preparation for the return trip from Houston to Panama are (l. to r.) AB's Lorenza Alvarado and Charles Davis.



The *Erna Elizabeth* (Hudson Waterways) sailed out of the Houston Ship Channel last month on her way to pick up another load of Alaskan crude at the Panama Canal.



Getting lunch ready while the ship prepared to sail are (l. to r.) Steward/Cook A. Hollings and Chief Cook Richard Sessions.

It's Your Move . . .



MAKE IT IN THE RIGHT DIRECTION—

Make your move toward good pay, excellent working conditions, a secure future. Enroll now in the LNG Course at HLS. Next class starts September 18. See your SIU Representative or contact the Harry Lundeberg School, Vocational Education Department, Piney Point, Maryland 20674.

Tug Seahawk Crewed By SIU



Some of the SIU crew on the brand new tug *Sea Hawk*, operated by Allied Towing of Norfolk, Va., gather for pix in galley. They are, from the left: George Reynolds, able seaman; Robert O'Neill, captain; Gerald Houts, mate; and Buck Dunning, cook.

The *Sea Hawk*, the most powerful tugboat in Allied Towing's 21 boat fleet, was recently delivered to this SIU-contracted company in Norfolk, Va.

The newly built tug has 4,200 hp. She will push a 100,000 barrel tank barge on ocean voyages, including intercoastal runs. Coming up in

August is a trip from Norfolk to Seattle, through the Panama Canal, to deliver chemicals and asphalt.

Allied's fleet is presently split between inland, coastwise and ocean going runs. But bigger boats and bigger barges for oceangoing use are the company's main plan for the future.



... To know marine electrical maintenance. Why? Because these skills mean job security for you. The more you know, the more you're needed in the maritime industry. So, contact HLS or your SIU Representative. Sign up for the marine electrical maintenance course. In just six weeks, you'll learn new skills and advance your career as a professional seafarer. Enroll now.

Learn more • Earn more

It's a good idea.

Towering Festival for July 4



The Twin Towers of New York's World Trade Center provided a backdrop for Harbor Festival '78, which took place over the July 4 weekend. New York Harbor was alive with a vast array of vessels ranging from sailboats, such as those pictured above, to pennant decorated schooners, pilot boats, dredges, ocean liners and water-spewing fireboats, plus the usual assortment of ferries, excursion boats, lighters, and deep-sea cargo ships proving, beyond a doubt, that New York Harbor is far from dead!

DEEP SEA

Notice to Members On Shipping Procedure

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

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

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

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

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

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

Unemployment Rate Dips to 5.7% for June, Lowest in 4 Years

WASHINGTON, D.C. The country's jobless rate dropped sharply to 5.7 percent in June, its lowest unemployment rate in four years and the fifth monthly decline of this sort in 15 years.

The June rate was a healthy four tenths of a percentage point below the May rate of 6.1 percent. Most of the improvement occurred among teenagers.

AFL-CIO President George Meany termed the substantial decline in the nation's unemployment rate last month "heartening news." He added "it demonstrates the effectiveness of targeted programs to provide jobs, particularly among teenagers."

Meany noted that of the 2-million new jobs reported in June on an unadjusted basis, 1.4-million went to teenagers. He called this a "tribute to the Carter Administration's new youth employment program."

Meany said the trend must be sustained "if the nation is at long last going to achieve full employment."

Teenagers' jobless rate tumbled to an adjusted 14.2 percent last month from 16.5 percent in May. However, the rate among black youth remained very high, 37.1 percent. The rate for white teenagers was 11.6 percent in June down from May's 13.8 percent.

Chairman of the U.S. Council of Economic Advisers Charles L. Schultze declared that the unemployment rate among black workers, particularly among black youth, had not improved as much as it had among whites and was "obviously too high."

More and more, Schultze said, the data indicates that unemployment must be attacked by aiming policies at specific "structural" problems that are native to the economy and society.

Administration officials said that at least part of the decline in unemployment could be attributed to Government efforts, including the public service and public works jobs programs.

Personals

Tommie Louis Beckham

Please call the editor of the Log collect at (212) 499-6600, ext.242.

Thomas J. Bush

Your sister, Gertrude E. Bush, asks that you contact her at 5133 Charles St., Philadelphia, Pa. 19124.

George McAlpine

Nick Olen would like you to get in touch with him at 404 Cabot St., Inverness, Fla. 32650.

William Kare

Please call the editor of the Log collect at (212) 499-6600, ext.242.

Personals

Felix Santiago

Please call the editor of the Log collect at (212) 499-6600, ext. 242.

John Norman Sutton

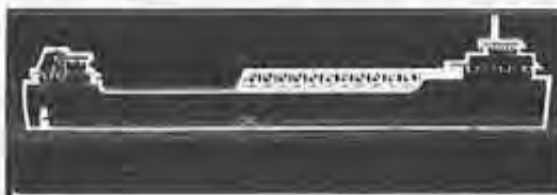
Your daughter, Mrs. Patricia Sutton Siler asks that you contact her at 4593 Union Road, Cheektowaga, N.Y. 14225 or call (716) 633-5072.

Ronald Gilman Swanson

Please call editor of the Log collect at (212) 499-6600, ext.242.

Nick Vrdoljak

Please call editor of the Log collect at (212) 499-6600, ext. 242.



Dispatchers Report for Great Lakes

JUNE 1-30, 1978

	*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 (Hdqrs.)	37	9	2	41	37	1	45	14	7
ENGINE DEPARTMENT									
Algonac (Hdqrs.)	24	11	2	29	28	2	32	9	10
STEWARD DEPARTMENT									
Algonac (Hdqrs.)	2	0	0	11	13	1	6	1	3
ENTRY DEPARTMENT									
Algonac (Hdqrs.)	24	48	30	0	0	0	30	58	87
Totals All Departments	87	68	34	81	78	4	113	82	107

*"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.

Alcoholism is a disease.



It can be treated.



Dispatchers Report for Deep Sea

JUNE 1-30, 1978

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	7	1	1	6	1	4	11	2	0
New York	123	16	3	119	48	37	132	11	2
Philadelphia	11	4	1	9	9	1	20	3	0
Baltimore	32	4	2	23	11	4	44	4	0
Norfolk	9	1	7	12	4	7	18	2	2
Tampa	12	0	3	13	5	1	8	0	1
Mobile	25	3	1	14	8	1	33	4	0
New Orleans	111	19	4	84	45	12	146	13	4
Jacksonville	39	4	1	39	10	2	53	4	2
San Francisco	46	4	0	49	10	1	51	7	0
Wilmington	15	2	1	14	7	3			
Seattle	42	8	3	49	15	4			
Puerto Rico	8	2	0	17	5	2	9	1	0
Houston	90	12	9	84	25	12	126	10	12
Piney Point	0	2	0	0	24	0	0	0	0
Yokohama	3	1	0	2	3	0	4	1	0
Totals	573	83	36	534	230	91	742	73	24
ENGINE DEPARTMENT									
Boston	1	4	0	2	2	0	3	6	0
New York	105	37	4	87	55	30	124	47	6
Philadelphia	10	2	0	6	4	0	20	2	0
Baltimore	10	10	1	16	5	4	35	12	1
Norfolk	8	3	2	9	6	2	9	1	0
Tampa	9	4	0	5	7	1	10	2	0
Mobile	21	5	0	11	5	0	33	7	0
New Orleans	69	14	1	66	25	3	99	21	5
Jacksonville	29	13	0	27	7	1	55	16	0
San Francisco	42	6	1	32	9	1	60	8	1
Wilmington	12	1	0	10	4	0	23	6	1
Seattle	29	7	0	29	11	3	33	8	1
Puerto Rico	9	3	0	9	8	2	11	2	0
Houston	56	13	4	62	23	5	87	15	5
Piney Point	0	6	0	0	23	0	0	0	0
Yokohama	0	1	0	1	1	0	2	1	0
Totals	419	129	13	372	195	52	604	154	20
STEWARD DEPARTMENT									
Boston	2	0	1	1	0	0	3	1	1
New York	55	9	6	59	23	83	71	13	3
Philadelphia	4	0	0	6	2	1	2	0	0
Baltimore	5	4	0	9	3	2	12	6	1
Norfolk	11	1	0	5	5	0	14	1	0
Tampa	7	1	0	6	0	1	5	0	0
Mobile	14	2	0	14	7	0	14	3	0
New Orleans	54	6	0	61	21	2	63	7	2
Jacksonville	12	3	0	12	9	4	19	4	0
San Francisco	23	2	60	18	5	57	38	4	40
Wilmington	7	1	0	3	1	5	13	1	0
Seattle	15	0	6	18	8	9	17	1	3
Puerto Rico	3	1	0	5	11	2	4	0	0
Houston	35	5	1	34	12	11	60	5	0
Piney Point	0	5	0	0	34	0	0	0	0
Yokohama	0	0	0	0	1	0	1	0	0
Totals	247	40	74	251	142	177	336	46	50
ENTRY DEPARTMENT									
Boston	0	4	7				3	10	9
New York	44	105	191				42	139	179
Philadelphia	2	15	2				7	27	1
Baltimore	18	20	10				26	22	15
Norfolk	1	8	2				2	10	4
Tampa	4	8	1				2	4	1
Mobile	5	9	0				9	13	1
New Orleans	43	56	16				52	44	21
Jacksonville	13	15	5				19	17	6
San Francisco	18	12	89				29	24	56
Wilmington	4	9	13				6	26	28
Seattle	18	23	23				13	23	29
Puerto Rico	10	11	5				17	13	5
Houston	16	40	25				30	47	48
Piney Point	0	44	0				0	4	0
Yokohama	1	0	0				4	0	0
Totals	197	379	389				261	423	403
Totals All Departments	1,436	631	512	1,157	567	320	1,943	696	497

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.

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

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Converted Sea-Landers on Foreign Runs With SIU Crews

Three of four newly converted Sea-Land containerships took on their SIU crews recently and are now participating in foreign runs.

The *SEA-LAND ADVENTURER*, presently nearing completion in a shipyard in Japan is the only vessel not completed. She will soon join her D-6 Class sisterships, *SEA-LAND PIONEER*, *SEA-LAND LEADER*, AND *SEA-LAND PACER*, which went into service earlier this year.

All of these ships were converted to diesel-power, the first diesel-powered ships in Sea-Land's fleet of 58 containerships.

While the *PACER* and the *PIONEER* will operate in runs between Europe and the Middle East, the *LEADER* and the *ADVENTURER* will operate between Asia and the Middle East.

All four of these 662-foot long ships were built using refurbished T-3 mid sections joined to new bow and stern sections. Prior to their conversion, the ships were a part of the Sea-Land fleet.

Each ship can carry 595 containers and is fitted with two shipboard gantry cranes.



The *Sea-Land Leader* arrives in port of New York on maiden voyage from Japan after conversion.



On the *Sea-Land Pacer*, SIU Yokohama Agent Frank Boyne, right, talks with the ship's Recertified Bosun Leonard Suchocki of San Francisco.



Before the *Sea-Land Pacer* sailed from Japan, SIU Yokohama Agent Frank Boyne boarded the vessel to take a vote on the new deep-sea contract which went into effect June 16, 1978. The vote was unanimous in favor as shown in photo above.



The *Sea-Land Pacer* is shown in Japan shortly after her conversion to diesel power was completed.



The *Sea-Land Pioneer* will run between North Europe, the Mediterranean and the Middle East.



NEW PENSIONERS



George W. Berthold, 68, joined the SIU in the port of New Orleans in 1955 sailing as a fireman-watertender and 2nd assistant engineer. Brother Berthold assisted 37 years. He graduated from the MEBA District 2 Engineering School, Brooklyn, N.Y. in 1966. Seafarer Berthold is a veteran of the U.S. Army in World War II. He was born in New Orleans and is a resident of Smithville, Tex.



Francisco Solis, 65, joined the SIU in 1945 in the port of New York sailing as a chief cook. Brother Solis walked the picketline in the 1961 N.Y. Harbor strike. He also received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Robin Locksley*. A native of Puerto Rico, he is a resident of Catano, P.R.



Edward J. Esteve, 52, joined the SIU in 1944 in the port of New Orleans sailing as an AB. Brother Esteve was born in New Orleans and is a resident there.



Harry D. Hammond, 54, joined the SIU in the port of New Orleans in 1955 sailing as a cook for 31 years. Brother Hammond is a veteran of the U.S. Army in World War II. He was born in New Orleans and is a resident there.



Joseph W. Smith, 66, joined the SIU in the port of New York in 1956 sailing as an AB. Brother Smith sailed 30 years and during the Vietnam War in 1969. He was born in Peabody, Mass. and is a resident of Seattle.



Arthur G. E. Sigler, 56, joined the SIU in the port of Houston in 1962 sailing as a chief cook. Brother Sigler sailed 22 years and rode the Robin Line. He is a paratroop veteran of the U.S. Army's 82nd Airborne Infantry Division, 55th Medical Battalion. Seafarer Sigler was also into aviation engineering and oil rigging. Born in Oklahoma, he is a resident of Oklahoma City, Okla.



William L. Jones, 65, joined the SIU in the port of Lake Charles, La. in 1957 sailing as an AB for 37 years. Brother Jones was born in Georgia and is a resident of Tallahassee, Tenn.



James J. Doyle, 63, joined the SIU in 1949 in the port of Philadelphia sailing as a wiper from 1949 to 1968 and as a cook from 1972 to 1977. Brother Doyle also rode the Bull Line. He upgraded at the HLS in 1977. Seafarer Doyle is a veteran of the U.S. Navy in World War II. He was born in Philadelphia and is a resident there.



John M. Yates, 50, joined the SIU in the port of Philadelphia in 1954 sailing as an AB. Brother Yates is a veteran of the U.S. Army in World War II. He was born in Columbus, Ohio and is a resident of Jacksonville.



Recertified Bosun P. G. Wingfield Jr., 56, joined the SIU in the port of Houston in 1963. He served as a department delegate and ship's chairman. Brother Wingfield graduated from the Bosun Recertification Program in September 1974. Seafarer Wingfield was born in Roanoke, Va. and is a resident of Jacksonville, Fla.



Luis Hernandez, 58, joined the SIU in 1942 in the port of New York sailing as a wiper and OS. Brother Hernandez sailed 37 years. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Seafarer Hernandez also rode the Bull Line. He worked as an AB on the San Juan (P.R.) Shore-gang from 1977 to 1978. A native of San Juan, he is a resident of Bayamon, P.R.



Dyer Jones, 68, joined the SIU in the port of Norfolk in 1957 sailing in the steward department. Brother Jones sailed 31 years. He was a delegate to a conference in Piney Point. Seafarer Jones is a veteran of the U.S. Army in World War II. He was born in Ivanhoe, Va. and is a resident of Chesapeake, Va.



Ho Glen Ming, 56, joined the SIU in the port of San Francisco in 1951 sailing as a fireman-watertender and in the steward department. Brother Ming is a veteran of the U.S. Army in World War II. He was born in China and is a naturalized U.S. citizen. Seafarer Ming lives in San Francisco.



Klaus E. Wass, 65, joined the SIU in the port of New York in 1967 sailing as a chief cook. Brother Wass sailed 31 years. He upgraded at the HLS, Piney Point, Md. in 1975 and 1976. He was born in Finland and is a naturalized U.S. citizen. Seafarer Wass is a resident of New York City.

KNOW YOUR RIGHTS

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of Union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Frank Drozak, Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N.Y. 11215

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OI on the proper sheets and in the proper manner. If, at any time, any SIU

KNOW YOUR RIGHTS



patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY — THE LOG. The Log has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for Log policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to Union headquarters.

KNOW YOUR RIGHTS

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify Union headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, and American trade union concepts.

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.

An Account of Union Busting and Head Busting On the San Francisco Waterfront in 1894

This article continues the story of the American maritime unions as told in newspapers of the day and in other material gathered by the Seafarers Historical Research Department.

Here is a colorful account of early union organization efforts on the San Francisco waterfront as told by the waterfront reporter of the San Francisco Call of May 28, 1894.

UNION SAILORS ROUTED

The Police Attacked by a Mob on Fremont-Street Wharf

Clubs Used and Blood Flowed.

How a Non-Union Crew Was Placed on Board the Bark Matilda—Desperate Fighting—One of the Mob Arrested.

Skulls and clubs came in contact on Fremont-street wharf about 1 o'clock yesterday afternoon, and the clubs wielded by the strong arms of a number of stalwart policemen proved victorious. About 200 members of the Coast Seamen's Union attacked the police officers and were quickly routed, and many of the union sailors will have sore heads for some time to come as a reminder of the fight.

The battle was not a long one, such as are sometimes witnessed between professional fighters, but was short, sharp and very decisive.

The trouble arose from the fact that Captain Swenson of the bark Matilda had shipped a non-union crew.

There was nothing extraordinary in this, as it is being done every day in the week and sometimes twice a day. In fact, the union men are beginning to think that too many vessels are going to sea with crews on board who don't belong to the union, and they made up their minds that it must be stopped. The men expected that Captain Swenson would try to ship a non-union crew, and they kept a close watch on the bark in order to prevent a scab crew being placed on board.

The vessel is bound for Honolulu via Nanaimo, and as she was booked to sail yesterday, the Captain went to the Sailors' Home on Thursday and shipped nine sailors for the voyage. Two of the men went on board the bark Thursday night, and the remainder were to go on board yesterday morning.

CAPTURED A SAILOR.

By some means or other the union men discovered that the two men were on board the vessel, and about 11 o'clock yesterday morning a dozen or more of them boarded her at Fremont-street wharf, and in the language of the city front "went for the scabs."

One of the men was soon captured and hustled over the side in no very gentle manner, assisted by half a dozen large-sized shoes. The other man took refuge in the cabin, and the crowd started in to assist him ashore. Before they could seize the man, however, the mate put in an appearance with a big Colt's revolver in his hand, and the union men beat a hasty retreat.

In order to make sure of his man the mate locked him up in the cabin and then mounted guard with the big pistol in his hand. While all this was going on Captain Swenson was not idle. He determined to get his crew on board at all hazards, and he applied to Captain Dunleavy of the Harbor Police for some officers to escort the men from the Sailors' Home to the

vessel. He also went to the tugboat office and ordered the tug Wizard to be ready to tow the Matilda to sea.

When he returned to the bark and learned what had occurred he was mad, but he also realized that three policemen were hardly adequate to handle the 200 or more angry men that stood ready to prevent his crew going on board. He jumped ashore again and soon telephoned the state of affairs to Captain Dunleavy, who at once dispatched five more officers to the seat of war under command of Sergeant Mahoney.

THE POLICE ATTACKED.

The squad went down to the bark on a double-quick, but to their surprise not a single union man was in sight. If they were out of sight they were not idle, however. By some means it became known that the scab crew was coming down from the Sailors' Home and they set out on a run to head them off.

It was while they were away on this errand that the six officers reached the wharf and went on board the bark.

The driver of the wagon which carried ten men took a rather circuitous route and managed to reach the wharf before the wagon was discovered by the enemy. The poor horse had a big load to pull, as not only were the seven sailors and their bags in the wagon, but Officers Cook, Ellis and McGrath were also seated on top of the load.

The driver saw the mob as they charged the wagon and urged the steed to greater speed, but the nimble-footed sailors had the outfit surrounded before the gangway could be reached, and began to drag both officers and sailors from the vehicle. One of them seized Officer Cook by the leg and he was quickly landed on his back on the wharf, followed by Ellis and McGrath, who jumped to his assistance.

In an instant the three officers were surrounded by the mob, many of them

armed with pieces of wood picked up on the wharf, and it seemed as if they would be annihilated.

CLUBS ARE TRUMPS.

At this critical moment Sergeant Tom Mahoney and his squad rushed down the gangway of the vessel and took a hand in the fun. Their heavy locust clubs rose and fell like clockwork on the heads of the enemy and the crowd of sailors fell back before the onslaught. At this moment Officer Cook espied the man who had pulled him from the wagon and he made a rush for him.

The fellow, a big, burly colored man, did not flinch when the officer's club descended on his head with force enough to break the locust in two. He was dazed for an instant and then seized the officer in a grip like that of a bear, and before the other officers could lend a hand the pair were rolling around in a first-class wrestling match.

The rest of the mob was quickly driven off the dock and the non-union men got on board the vessel, while the negro was captured and placed in irons.

The lines were quickly cast off and the bark hauled out into the stream by the tug amid a volley of stones from a crowd who ran down on the Beale-street wharf.

Just as she cleared the wharf a boatful of union sailors shot out from the wharf toward the vessel, but the Captain stood on the poop with a Winchester rifle, and, after firing one shot in the air as a warning, he pointed the rifle at the boat and the men did not attempt to get on board.

The captured sailor was taken to the station at Fourth and Folsom streets and locked up.

He gave his name as Charles Wilson and was full of fight, even when placed in a cell. He was charged with battery and disturbing the peace. Warrants will be sworn out to-day for the arrest of the ring-leaders, and, as they are well known to the police, they will be captured in a day or two.





John A. Asmont, 55, died on Apr. 28. Brother Asmont joined the SIU in 1943 in the port of New York and sailed as a QMED and 2nd assistant engineer. He sailed during the Korean War and upgraded at HLS in 1975. Born in Pennsylvania, he was a resident of Endwell, N. Y. Surviving is a sister, Alfreda Johnston of Johnson City, N. Y.



Pensioner Frank J. Meggie, 79, died of lung failure in Martland Hospital, Newark, N. J. on Apr. 22. Brother Meggie joined the SIU in 1942 in the port of New York and sailed as a chief steward. He sailed 46 years. A native of Panama, he was a resident of Newark. Surviving are two sons, Raymond and Frank, and a daughter, Lucrecia of Rahway, N. J.



Pensioner Fideleon C. Damian, 75, died of heart and lung failure in the San Francisco USPHS Hospital on May 23. Brother Damian joined the SIU in the port of New York in 1953 and sailed as a chief cook. He sailed 40 years. Seafarer Damian was born in Belete, Copiz, P. I. and was a resident of San Francisco. He was a naturalized U.S. citizen. Interment was in Loyola Memorial Park Cemetery, Manila, P. I. Surviving are his widow, Avelina; two sons, Felipe and Leonardo, and a daughter, Mrs. Medina D. Recidoro of Manila.



Pensioner Wilson H. Deal, 65, died of hepatitis in Tampa, Fla. on Apr. 25. Brother Deal joined the SIU in the port of Tampa in 1957 and sailed as an AB and chief steward. He sailed 46 years and attended an HLS Educational Conference at Piney Point, Md. Seafarer Deal was born in Camden, N.J. and was a resident of Tampa. Interment was in the Summerville Cemetery, Dixie City, Fla. Surviving is a brother, Charles of Collingswood, N.J.



Pensioner William E. Swilley, 61, died of heart and lung failure in the Slidell (La.) Memorial Hospital on May 7. Brother Swilley joined the SIU in 1941 in the port of New Orleans and sailed as a deck engineer. He sailed 29 years and walked the picket line in the 1961 Greater N.Y. Harbor strike. Seafarer Swilley was a veteran of the U.S. Army. A native of Picayune, Miss., he was a resident of Pearl River, La. Burial was in Pearl River Cemetery. Surviving is his widow, Dorothy.



Allen R. Kurtz, 26, died on the *ST Potomac* (Ogden Marine) at the Outer Anchorage, Chittagong, Bangladesh on Apr. 17. Brother Kurtz was a 1972 graduate of the Harry Lundeberg School, Piney Point, Md. when he joined the SIU. He sailed as a fireman-watertender when he upgraded in 1975 and received his "A" Seniority book in 1977. Seafarer Kurtz was born in Chicago, Ill. and was a resident of Hawthorne, Calif. Surviving is his father, Elmer of El Segundo, Calif.



Pensioner Frank R. Rankin, 73, died of natural causes in Wyckoff Heights Hospital, Brooklyn, N.Y. on Apr. 23. Brother Rankin joined the SIU in 1938 in the port of Baltimore and sailed as a chief steward and steward delegate. He sailed 47 years. Born in Morefield, Ky., he was a resident of Brooklyn. Burial was in Cypress Hills Cemetery, Jamaica, Queens, N.Y. Surviving is his widow, Lee.



Pensioner William D. Rinehart, 79, died of lung disease in Franklin Square Hospital, Rossville, Md. Brother Rinehart joined the SIU in 1944 in the port of New York and sailed as a deck engineer and fireman-watertender. He sailed 22 years and during World War II. Seafarer Rinehart was born in Williamstown, Pa. and was a resident of Baltimore. Burial was in Morelands Cemetery, Baltimore. Surviving is a niece, Mrs. Marie N. Shook of Baltimore.



Hector J. Toro, Jr., 22, died at home in Brooklyn, N.Y. on May 13. Brother Toro joined the SIU in 1974 when he graduated from the HLS, Piney Point, Md. He sailed as a fireman-watertender. Seafarer Toro was born in Brooklyn. Interment was in Cypress Hills Cemetery, Brooklyn. Surviving are his widow, Raquel, and his parents, Mr. and Mrs. Hector and Luz Toro of Brooklyn.



Pensioner Moses A. Lucas, 83, passed away on May 9. Brother Lucas joined the SIU in 1939 in the port of New York and sailed as a chief steward. He sailed 52 years. Seafarer Lucas was born in South Carolina and he was a resident of Hyannis, Mass. Surviving is a daughter, Mrs. David (Elisbeth) C. Greene of Hyannis.



Oscar R. Saar, 64, died of a hemorrhage, at home in Brooklyn, N.Y. on Mar. 26. Brother Saar joined the SIU in the port of New York in 1968 and sailed as an AB. He was born in Estonia, USSR and was a naturalized U.S. citizen. Cremation took place at the Greenwood Crematory, Brooklyn. Surviving is a brother, Ludvig of Baltimore.



Pensioner Enoch Buster Collins, 64, died of heart disease in the U.S.A. Medical Center, Mobile, Ala. on Apr. 12. Brother Collins joined the SIU in 1939 in the port of New York sailing as a cook. He sailed 46 years and hit the bricks in the 1962 Bull Line beef. Seafarer Collins was born in Jacksonville, Fla. and was a resident of Mobile. Burial was in Oakland Cemetery, Mobile.



Ahmed A. H. Taffi, 30, died in Tampa General Hospital on May 26, 1977 of injuries sustained aboard the *ST Mount Explorer* (Mount Shipping). Brother Taffi joined the SIU in the port of New York in 1971 sailing as an OS, wiper, and in the steward department. He took the Lifeboat Course at the HLS, Piney Point, Md. in 1975. A native of South Yemen, he was a resident of Houston. Surviving are his widow, Camelia, and a son, Jose.



Pensioner Floyd H. Smith, 66, died in New Orleans on Apr. 16. Brother Smith joined the SIU in 1938 in the port of Mobile sailing as a fireman-watertender for the Alcoa Steamship Co. in 1953 and for the Delta and Bull Lines. He sailed 36 years and during the Korean and Vietnam Wars. A native of Oklahoma, he was a resident of New Orleans. Seafarer Smith's remains were given to medical research. Surviving is a daughter, Mrs. Terry S. Breaux of Kenner, La.



Pensioner Jack Giller, 74, passed away in Baltimore on Apr. 12. Brother Giller joined the SIU in 1944 in the port of New York and sailed as a bosun. He was a survivor of the sunken *SS Issak Shelby* torpedoed in World War II. Seafarer Giller hit the bricks in the 1958 Bull Line beef. A native of Russia, he was a naturalized U.S. citizen. He was a resident of Steelton, Pa. Surviving is a stepson, Leroy M. Tep-sich, Sr. of Middletown, Pa.



Recertified Bosun Alfred R. Sawyer, 57, died of cancer in the Norfolk USPHS Hospital on Mar. 30. Brother Sawyer joined the SIU in 1943 in the port of Norfolk. He had sailed for 40 years. He sailed for the American Coal Shipping Co. in 1957 and for McAllister Brothers in Norfolk in 1969. Seafarer Sawyer graduated from the Union's Bosuns Recertification Program in September 1975. Born in Norfolk, he was a resident of Chesapeake, Va. Surviving is his widow, Lena.

Edward C. Tiesi, Sr., 52, died of natural causes in Philadelphia on Feb. 21. Brother Tiesi joined the Union in the port of Philadelphia in 1973 sailing as a relief cook on the *Tug Trojan* (Independent Towing) from 1975 to 1977, the Interstate Oil Co. in 1975, and for Curtis Bay Towing from 1973 to 1975. He was born in Philadelphia and was a resident there. Interment was in Holy Cross Cemetery, Yeadon, Delaware County, Pa. Surviving are two brothers, Joseph and Albert, both of Philadelphia.

A Seafarer Is Buried at Sea



Draping the American flag over the ashes of the late Seafarer Herman D. Burger recently are (l. to r.): AB Willis Gregory; OS George Bowden; Chief Steward John Hoggie, and Pantryman Robert Mateo. After a burial service at sea on board the *ST Overseas Traveler* (Maritime Overseas) attended by all crewmembers, Capt. D. Richards put the departed's remains over the side. Brother Burger's last request was "that his ashes be blowing to the wind at sea and that his ashes be put on the sea." Recertified Bosun Arne Hodve then asked for one minute of silence for all the brothers that have passed away as well.

HLS UPGRADING CLASS SCHEDULE 1978

Below is complete list of all upgrading courses, and their starting dates, that are available for SIU members in 1978. These include courses for deep sea, Great Lakes and inland waters.

SIU members should be aware that certain

courses may be added or dropped from the schedule as the need arises. However, the Log will try to keep you abreast of these changes.

For further information regarding the courses offered at the Lundeberg School, members

should contact their local SIU representative, or write to the Lundeberg School Vocational Education Department, Piney Point, Md. 20674.

or call the School at (301) 994-0010



LNG

August 21
September 18
October 16
November 13
December 11

Chief Steward (maximum 1 student per class)

August 21
September 18
October 16
November 13
December 11

QMED

October 2

FOWT

August 31
October 16
November 23

Chief Cook and Cook & Baker (maximum 2 students for Chief Cook and 2 students for Cook & Baker for each class scheduled)

August 7
August 21
September 4
September 18
October 2
October 16
October 30
November 13
November 27
December 11
December 22

Pumproom, Maintenance & Operation

Aug. 7
Oct. 30

Welding

August 7
August 21
September 4
September 18
October 2
October 16
October 30
November 13
November 27
December 11
December 22

Assistant Cook

Special Programs to be Set Up Upon Request

Able Seaman

August 17
September 18
November 13

Lifeboat and Tankerman

August 3
August 17
August 31
September 14
September 28
October 12
October 26
November 9
November 24
December 7
December 21

Quartermaster

October 16

Your Name Shouldn't Be on This List

The SIU's Data Center at Headquarters in New York reports that a total of 837 SIU members have no address listing on file with the Union. Printed below is a complete list of these names accompanied by the member's Social Security number.

If your name appears on this list, please contact the SIU Data Center informing them of your correct address as soon as possible. You may do so by writing, SIU Data Center, 275 20th St., Brooklyn, N.Y. 11215. It is extremely important to have a correct address on file since the Union makes regular mailings to SIU members concerning your jobs and benefits under the Seafarers Welfare, Pension and Vacation Plans.

Abadi, H.	126-46-2467	Burrells, R.	422-70-8032	Duhon, R.	436-08-7749	Hampson, W.	123-22-0198	Leboeuf, A.	433-16-5175
Abuott, V.	465-68-8493	Burroughs, R.	517-66-6839	Dunn, R.	096-30-8372	Hannon, R.	422-54-9490	Leclair, J.	033-40-2682
Abdo, A.	283-36-4318	Bults, W.	266-58-4080	Duracher, H.	439-50-4250	Harbison, G.	139-46-2327	Leclerc, A.	242-82-0515
Abdulla, A.	050-44-0815	Bults, S.	456-27-5176	Durham, H.	462-28-2476	Hardy, R.	455-58-4074	Ledermann, S.	225-74-8250
Abdulla, F.	545-94-3892	Byrd, J.	237-38-9846	Dykes, A.	411-62-4333	Harper, A.	416-96-3868	Ledet, D.	438-96-4101
Abrams, A. Jr.	422-14-7648	Calebaugh, P.	214-26-8672	Eimar, M.	547-38-4114	Harper, V.	393-16-6118	Ledet, L.	438-02-5478
Abshiro, J.	138-36-0406	Callicotte, J.	462-36-4628	Ellard, J.	462-26-2761	Harris, E.	302-16-2982	Ledet, C.	439-88-6287
Acora, F.	459-02-9106	Calogeros, D.	077-74-9341	Ellette, D.	446-46-5212	Harris, J.	461-18-7742	Lee, L.	425-17-8646
Adams, A.	230-94-5573	Camacho, A.	580-56-9643	Elliot, D.	530-25-5332	Harris, W.	293-48-6777	Lee, C.	216-34-9970
Adams, J.	435-80-0117	Campbell, T.	437-56-6294	Elliott, B.	466-92-2666	Hart, S.	216-88-8024	Lee, J.	099-26-0213
Adorno, A.	581-92-7929	Candelaro, R.	584-50-6670	Elmalrahi, N.	129-32-6989	Hatzigranis, F.	087-30-6741	Leetch, J. Jr.	458-96-9200
Aidridge, F.	428-12-1278	Cantrell, R.	587-07-2312	Embrey, D.	350-30-0228	Hawkins, H.	303-42-0441	Leicher, D.	439-17-6299
Alexander, A.	223-58-6066	Capraro, E.	038-22-2204	Escobar, C.	584-42-0723	Hawthorne, I.	263-70-0812	Lille, W.	721-10-5322
Algalin, A.	371-84-8726	Carawan, D.	256-13-9024	Evans, C.	261-11-2725	Heald, C. Jr.	110-44-5869	Lindsey, A.	026-22-5434
Algalin, G.	580-94-4396	Carbone, S. Jr.	581-60-6511	Evans, R.	550-74-7640	Heart, N. Jr.	179-24-2123	Lineberry, C.	422-44-1442
All, H.	050-46-3919	Carlson, C.	422-05-6529	Fairall, G.	568-46-3823	Herbert, C.	439-89-9103	Loflon, R.	427-82-9281
Allison, M.	112-42-0789	Carroll, C.	465-72-0104	Fakiroglou, S.	337-48-2009	Herbert, J.	439-16-2845	Lopez, D.	423-68-4827
Anderson, A.	080-26-6054	Cartwright, G.	366-62-8142	Faroun, A.	070-24-2963	Hailman, D.	157-26-5782	Lopez, A.	586-60-7465
Anderson, F.	514-18-4345	Casey, C.	402-46-1808	Farrow, R.	228-20-5503	Henderson, H.	439-60-4721	Lopez, J.	129-34-2286
Anderson, J.	223-72-0950	Cashman, H.	024-26-3595	Fegan, D.	416-12-9402	Hendrix, E.	231-86-4910	Louwerie, S.	459-08-9227
Andicuercha, J.	518-56-7157	Cassidy, R.	413-78-9507	Felts, C.	404-30-6473	Henkle, T.	543-24-8401	Lugo, F.	072-20-7967
Antoine, J.	438-01-2500	Cavanaugh, J.	565-40-8242	Ferguson, J.	264-04-6832	Hernandez, S.	118-20-5815	Lynch, S.	222-42-2713
Arner, G.	456-62-1135	Chadwick, A.	460-94-5164	Fens, B.	465-28-3199	Hernandez, V.	438-70-9565	Mace, B.	094-09-1857
Arillaux, T.	438-96-6059	Chavez, V.	097-18-2541	Fernandez, B.	586-01-7554	Hester, C.	249-44-7150	Madden, P.	347-40-2977
Arriola, T. Jr.	453-06-0216	Cherry, C.	456-28-5674	Field, M.	416-58-7213	Hickman, J.	202-28-9998	Madera, G.	583-24-6502
Asbridge, R.	403-78-4526	Chestang, D.	419-76-8858	Fielding, D.	463-16-0650	Hicks, J.	420-78-0026	Mainer, B.	460-92-8612
Ashworth, W.	411-48-5713	Chestnut, J.	419-26-6541	Fiesel, J.	547-38-2241	Hireen, B.	073-34-6937	Malave, F.	580-20-6524
Asuman, H.	571-76-4579	Chevallier, N.	583-80-9562	Flader, D.	224-88-6054	Hodges, C.	459-46-7496	Malave, J.	580-20-6521
Atwell, A.	266-38-6243	Christenberry, R.	555-28-2830	Flemming, R.	195-50-6056	Holt, E. Jr.	001-26-4198	Maldonado, W.	580-20-1619
Aumiller, R.	312-18-9412	Cintron, M.	212-28-5345	Flores, R.	581-94-9095	Holmes, R.	238-86-1154	Maldonado, A.	079-22-0803
Babbitt, W.	314-24-0163	Clark, J.	418-66-1671	Flynn, F.	529-68-1145	Holt, W.	451-67-1081	Mancely, M.	452-04-2928
Bacz, V.	584-42-3053	Clark, L.	434-10-0251	Forbes, J.	421-26-2579	Hood, E. Jr.	457-11-4200	Manigini, R.	584-20-4700
Baler, E.	383-09-5103	Clark, T.	435-60-0608	Fountain, R.	587-42-9944	Hopkins, I.	215-03-7504	Manint, E.	433-88-3858
Bailey, W.	299-50-1721	Clary, J.	552-92-2643	Franceschi, J.	558-62-3986	Horger, T.	457-27-3574	Marchisio, J.	460-02-9073
Bailey, P.	496-20-0943	Clasen, C.	435-88-4092	Fracne, F.	141-20-0552	Horvath, R.	271-26-6626	Mareno, H.	587-62-4454
Baker, W.	412-82-1399	Clemmons, I.	418-46-1797	Frazier, H.	252-12-2818	Howard, E.	265-44-8971	Marshall, G.	467-96-0784
Baker, R.	302-20-0150	Clifton, W.	267-20-8097	Freeze, A.	484-28-4783	Howell, D.	264-08-3212	Martin, J.	175-42-4551
Balagtar, M.	570-62-5712	Cognevich, R.	436-72-5109	Friend, C.	494-38-8731	Hubari, A.	075-34-0284	Martin, W.	435-88-9346
Balbin, T.	586-60-4125	Colburn, G.	438-82-1690	Fuller, L. Jr.	452-74-2720	Hudson, R.	194-18-0406	Martin, L.	254-40-1849
Ballard, D.	235-78-2885	Cole, R.	232-72-8316	Galicki, H.	157-20-5585	Hughes, J. Jr.	433-11-6585	Mathews, G.	262-17-5530
Ballay, R.	437-56-2343	Collet, R.	092-12-4690	Gallowitz, C.	082-44-5611	Hulsari, T. Jr.	456-94-5342	Matos, G.	580-52-5171
Banang, N.	554-98-1429	Collier, H.	405-38-8005	Garcia, C.	055-24-3918	Hunt, K.	268-30-9780	Mattlingly, R.	405-62-2598
Banta, H. Jr.	458-26-2451	Colon, R.	582-05-8446	Garcia, E.	584-62-9989	Hyatt, V.	337-14-1685	Mazouz, M.	578-66-4500
Barnard, E.	222-32-5923	Compton, R.	224-26-5038	Garrett, D.	267-06-5608	Iglesias, E.	583-42-8945	McClelland, J.	265-34-9940
Barrial, P.	219-22-0659	Conde, S.	070-26-8892	Gatewood, D.	240-26-2970	Jackson, M.	439-30-5581	McCormick, H.	264-32-4922
Barth, W.	186-09-9632	Connor, E.	555-60-5255	Gay, M.	266-08-0062	Jackson, J.	465-58-1861	McCormick, J.	233-32-5233
Bartholmey, S.	458-06-8413	Cook, J.	030-14-7852	Gentry, H.	263-70-1379	Jaegle, D.	296-14-0270	McCormick, K.	222-42-8452
Baugh, S.	025-40-2504	Cook, D.	547-56-0044	Gharama, A.	563-19-1809	James, G.	437-90-0033	McCoy, L.	423-58-1937
Bausch, J.	336-50-1584	Conley, J.	423-42-0812	Gibbs, G.	158-60-8459	Janolo, E.	565-66-2651	McCullough, E.	183-20-6873
Beale, R.	231-16-0399	Cooper, G.	452-28-4129	Gibbs, D.	237-74-1667	Jenkins, D.	449-92-6095	McDonald, L.	458-62-4399
Beamon, J. Jr.	538-54-2024	Cosme, R.	581-56-7792	Gibson, J.	237-44-6079	Johnson, C.	498-18-4117	McDuffie, T.	422-54-6251
Bezraff, R.	315-20-1668	Cossetti, D.	066-22-6678	Gibson, F.	438-16-0172	Johnson, C.	495-64-9637	McDuffie, F.	421-74-3629
Behrens, C.	113-18-9728	Costango, F.	222-14-5609	Gilbert, D.	081-38-3116	Johnson, G.	296-32-0286	McFadden, M.	267-08-9213
Beicher, V.	218-42-4834	Costello, A.	547-03-1539	Gilbert, C.	408-76-7583	Johnson, C.	412-20-1021	McGee, T.	457-29-6078
Beicher, J.	228-38-8004	Cottongin, F.	417-42-3828	Gilchrist, C. II	463-68-7249	Johnston, C.	222-05-9737	McHorney, W.	264-56-0552
Bell, S.	056-18-4491	Couch, R.	450-74-0320	Gillikin, W.	237-52-8734	Jones, B.	459-68-8778	McHugh, S.	438-09-3103
Benedict, J.	438-34-5506	Cox, J.	452-21-7988	Gilliland, E. Jr.	491-05-9635	Jones, J.	436-60-9763	McIntyre, J.	438-64-8622
Benedict, F.	436-50-9300	Coyle, R.	204-36-0736	Gligson, W.	452-05-1355	Jones, O.	452-62-0549	McKinley, C.	456-78-2289
Bennett, J.	263-64-8938	Coyle, D.	083-18-4036	Glover, J.	456-48-3112	Jones, R.	213-36-3636	McLendon, E.	267-42-6084
Bennett, S.	241-74-2556	Crabtree, B.	240-52-9562	Godeke, K.	452-30-1179	Jones, M.	413-80-6710	McNeely, D.	434-80-4372
Berger, S.	057-01-4681	Craig, G.	548-36-5226	Coins, S.	410-20-7868	Jones, C.	053-36-1923	McRae, V.	587-14-6953
Berlando, J.	229-82-6845	Crain, K.	266-19-9600	Gonzalez, C.	099-20-7158	Jordan, J.	235-82-6639	Medina, L.	105-22-8325
Bermudez, C.	584-80-5745	Crawford, S.	433-48-7618	Gonzalez, H.	581-48-0008	Judd, W. Jr.	433-92-8693	Meinke, R.	274-36-6576
Berry, C.	423-30-8027	Crespo, C.	014-20-2875	Goodhue, W.	020-12-0769	Kaid, S.	109-34-3304	Mejias, C.	580-80-9686
Bethel, E.	173-28-0145	Crews, F.	244-26-5905	Goodman, M.	437-07-7258	Kameda, A.	163-18-4834	Mekosh, J.	191-28-2236
Boyniffe, S.	381-60-6820	Crews, J. Jr.	421-20-9158	Gorman, J.	099-20-2928	Kammel, H.	062-22-8393	Menz, K.	493-62-4855
Bigley, M.	214-48-6791	Crumpler, F.	229-16-1359	Gould, M.	438-76-2752	Kampfmuller, F.	227-66-7092	Meredith, R.	556-28-9884
Billiter, M.	233-24-1799	Cruz, A.	055-22-0147	Goza, J. Jr.	587-94-0065	Katsos, J.	013-12-1270	Meuser, W.	512-52-9984
Biondo, J.	019-28-6341	Cumbest, W.	266-90-2664	Grace, R.	562-86-9452	Keenan, T. Jr.	147-48-3308	Miller, M.	230-94-5902
Bishop, P.	006-20-6590	Cunningham, J.	142-56-1181	Grant, C.	258-07-6635	Kendrick, D.	279-34-9510	Miller, J.	263-22-9452
Blackwell, A.	423-50-3505	Currie, J.	265-94-6843	Gray, C.	456-84-6108	Kennedy, C.	423-72-7888	Miller, R.	239-22-9386
Blanchard, W.	238-82-6218	Cutrer, J.	436-18-4709	Gray, R.	433-64-5501	Keramidas, K.	016-38-1917	Miller, F.	434-24-3588
Bobonia, G.	226-72-3781	Dalhaus, C.	450-04-2574	Gray, P.	149-32-9537	Ketchaw, D.	372-48-5794	Miller, C.	142-12-5358
Bodge, J.	037-24-9926	Dangelo, R.	131-20-0968	Gray, E. Sr.	438-42-7445	Keys, L.	495-58-0900	Miller, J.	587-50-8574
Bodie, A.	422-48-9716	Darson, L.	417-70-1277	Grayson, W.	456-26-0167	Kilbride, T.	148-36-2113	Minnier, D.	261-84-8308
Boland, J.	493-24-8794	Davidson, E.	448-01-8091	Greff, L.	086-22-7751	Kimbrough, W.	402-56-0784	Missing, M.	000-03-0704
Booker, W.	488-32-1066	Davis, G.	456-02-2873	Geone, H.	047-22-9231	King, P.	426-48-9200	Missing, M.	000-03-0209
Boone, D.	203-26-2638	Day, L.	461-96-4293	Gremillion, J.	438-06-4563	King, G.	451-05-8070	Missing, M.	000-03-0134
Born, B.	456-06-0487	Decker, C.	155-20-4557	Grice, R.	375-30-0816	King, R.	587-60-6779	Molina, G.	460-46-9183
Botana, J.	067-24-9121	Dees, H.	421-20-4556	Griffin, R.	310-40-3638	Kirk, B.	444-56-8870	Montague, E.	048-12-6265
Boykin, J.	555-96-7061	Dellanavy, J.	552-32-0088	Griffin, J.	454-02-7667	Kittrell, E.	417-22-1710	Montenegro, A.	096-48-8397
Brady, G.	712-05-9538	Delosreyes, J.	124-14-0266	Grima, V.	140-24-6474	Knight, A.	223-84-5841	Moore, J.	449-23-2433
Bray, B.	539-56-8854	Denhart, H.	104-20-7410	Groben, R.	199-36-0451	Knight, W.	568-44-5173	Moore, W.	421-20-1894
Bray, J.	221-28-5018	Derossett, A.	264-16-7186	Groom, B.	264-26-4224	Knox, J.	421-32-4854	Moore, M.	119-40-9734
Brazzell, J.	255-36-8781	Desmond, P.	547-76-0882	Grosso, R.	563-98-1331	Kohut, W.	206-20-2849	Moore, W.	287-38-8670
Brengle, J.	262-84-2364	Destacamento, J.	097-18-8325	Guerrin, R.	093-14-7902	Kornmeier, M.	289-40-7204	Moore, H.	420-28-7850
Brinnecke, C.	439-98-3257	Devereaux, E.	022-12-0379	Guerrero, O.	547-32-8459	Kowalski, A.	368-46-8257	Morera, C.	439-72-4075
Breuning, D.	579-58-4246	Diaz, G.	056-18-8575	Guidry, R.	434-84-6907	Kukowski, T.	170-40-8994	Morgan, M.	264-68-0452
Brewer, E.	535-12-5926	Diaz, C.	582-68-3240	Guillory, C.	437-30-3220	Kusmiński, J.	214-24-1795	Morgan, D. Sr.	299-36-9138
Broadus, E.	449-66-1171	Dickerson, D.	425-96-6656	Gutierrez, C.	463-92-7286	Kyle, R.	325-38-9696	Morris, E.	466-38-2973
Broadway, J.	437-04-8093	Dimarco, A.	424-60-9385	Haas, S.	587-90-3514	Labil, J.	451-15-3737	Morris, C.	288-94-6831
Brooks, S.	257-42-9018	Diosco, J.	433-28-9615	Hackenberg, D.	541-28-4278	Ladner, T.	425-06-5433	Morton, S.	436-66-4558
Brooks, W.	717-10-6426	DiTomo, I.	200-10-6709	Hagan, T.	486-64-1179	Lagrone, A. Jr.	427-16-9974	Mushin, M.	098-30-1667
B									

Bradford Island Committee



Here's part of the Ships Committee of the *ST Bradford Island* (IOT) at a payoff on June 15 at the Exxon Dock in Bayway, N.J. They are (standing l. to r.) Steward Delegate Derrell Reynolds, Engine Delegate Paul Hanley and (sitting l. to r.) Deck Delegate Allen Campbell and Bosun E. Wilson, ship's chairman.

Erna Elizabeth Committee



At a payoff early last month at the Hess Oil Dock in Houston are some of the Ship's Committee of the *ST Erna Elizabeth* (Hudson Waterways) of (l. to r.) Chief Pumpman William Beatty, educational director, AB Spencer Lyle, deck delegate; Chief Steward Bob Fletcher, secretary-reporter and Wiper Daniel Bolerio, engine delegate.

Continued from preceding page

Nelms, L.	265-08-6725	Potter, J.	246-68-0166	Sanchez, I.	583-48-2166	Stallings, T. Jr.	225-56-4645	Tyler, R. III	263-04-5699
Nelms, R.	264-34-6318	Potter, L.	312-50-5150	Sanders, B.	587-84-6795	Stanley, W.	405-58-7557	Updyke, M.	203-38-1469
Nelson, S.	458-04-8586	Powell, E.	453-50-7592	Sanquiche, V.	582-22-7970	Starrett, R.	578-03-1745	Urriola, J.	529-78-2552
Neu, C.	125-18-6158	Prats, N.	123-26-8394	Santana, B.	058-50-4505	Steadham, G.	439-80-1287	Valdes, E.	082-12-3119
Newton, C.	422-26-5985	Prehn, W.	229-86-4452	Sarmento, F.	080-20-7196	Stephens, J.	469-92-8159	Valentine, P.	433-30-7684
Nipper, D. Jr.	231-30-1437	Prehn, J.	217-58-1338	Saucier, L.	436-94-2427	Stephenson, R.	005-14-5285	Vanhorn, D.	256-30-0495
Nixon, L.	452-74-4191	Prossley, E.	401-20-7346	Sayers, K.	371-58-1304	Stewart, L.	438-80-0475	Vannatter, D.	230-74-0477
Nobles, J.	438-76-2496	Prevatt, C.	265-10-4997	Schardein, E.	130-24-7867	Stewart, T.	494-60-3387	Vasquez, R.	113-36-2655
Norris, A.	420-10-8623	Price, B.	226-34-4059	Schemm, G.	465-30-9510	Stone, E.	266-90-1068	Vasquez, A.	449-28-8330
Northrope, M.	423-14-3453	Pruden, W.	092-16-3394	Schemm, R.	190-14-8515	Storey, W.	439-84-8221	Vassilikos, A.	219-58-6255
Nunez, V.	539-42-8669	Pruitt, J.	229-54-6852	Schilders, W.	452-98-2655	Straley, J.	281-12-2750	Vaughn, F.	412-38-6200
Nunez, F.	119-40-9609	Pugh, G.	262-60-8397	Schleier, R.	113-30-4576	Strawn, J.	432-80-7119	Vaughn, D.	226-88-1958
Nuttig, H.	559-50-9685	Purser, J.	231-66-6489	Schmitt, A.	438-60-8816	Strickland, F.	567-07-0725	Venzon, R.	586-60-2508
Nysta, C.	557-28-5277	Quiles, H.	099-32-5298	Schneider, K.	438-98-0637	Stroh, M.	374-66-6641	Vergara, R.	582-40-3095
Oakley, O.	120-50-7538	Quinones, G.	085-44-3096	Schoenstein, J.	125-40-6611	Stubblefield, P.	400-42-9843	Victory, E.	492-35-3923
Obaid, M.	127-34-2664	Quinones, N.	127-22-8811	Schuffles, B.	019-50-4722	Sulenik, S.	479-03-9927	Vilanueva, J.	581-88-9031
Obryan, K.	267-19-6935	Quion, B.	586-60-3364	Schuster, S.	397-22-5355	Sullivan, J.	505-34-4054	Villaiba, R.	580-30-2394
Oconnell, D.	555-16-8125	Rader, J.	575-62-5501	Scoll, R.	434-68-9935	Swanson, A.	125-32-5869	Vinson, W.	400-66-7278
Odom, O.	416-40-6881	Rainey, H.	428-74-9225	Scully, J.	012-22-6052	Sylvester, H.	093-26-6856	Vogel, J.	121-18-1576
Odom, J.	419-84-7066	Ramirez, L.	438-06-7278	Sears, L.	262-56-9878	Szeibert, S.	152-40-0101	Vola, O.	079-20-6125
Odonohue, M.	499-68-6490	Ramirez, R.	571-60-3323	Sekella, E.	193-32-7609	Talbot, J.	166-16-3783	Wagner, J.	406-46-9230
Ohara, J.	202-16-7207	Ramos, J.	583-09-5221	Sepulveda, R.	581-38-9334	Talcolt, G.	291-12-2604	Wakelield, R.	457-20-8073
Olderich, C.	025-42-7590	Ramos, R.	581-07-0271	Shackelford, W.	559-72-2929	Tanner, R.	013-14-6520	Walker, E.	237-14-7778
Olsen, H.	457-58-7497	Ramos, R.	129-42-0837	Shands, W.	491-72-0619	Taunton, B.	263-88-2087	Walker, K.	449-25-1764
Oneal, A.	217-26-0079	Rankins, A.	422-03-0316	Shariff, M.	385-52-9309	Taylor, G.	230-01-9901	Walton, J.	203-18-6763
Ortega, A.	060-26-5384	Rebollo, J.	582-76-7338	Sharp, G.	478-22-6649	Taylor, T. Jr.	231-44-7176	Ward, J.	428-40-8744
Osburn, K.	232-20-8613	Reed, M. Sr.	451-30-8326	Shepard, E.	106-44-7735	Teller, N.	453-88-1349	Weaver, H.	256-28-5578
Oshaughnessy, C.	159-28-7094	Rhoads, R.	446-46-4766	Shifflett, G.	215-35-8651	Tennant, W.	541-12-8531	Weaver, L.	417-76-8577
Oshea, D.	423-62-1973	Rice, L.	377-24-0023	Shircel, C.	369-03-9457	Thomas, M.	456-44-0543	Webber, J.	461-52-5549
Osinski, Z.	556-26-1570	Richardson, G.	419-20-3085	Short, J.	223-34-2374	Thomas, P.	462-44-1126	Welch, J.	268-66-7521
Osmond, O.	568-74-7871	Ridgeway, H.	424-03-5203	Shurley, T.	453-11-0402	Thomas, L.	361-21-7185	Wells, J.	365-34-7175
Overton, G.	456-70-0073	Rigby, H.	419-44-3024	Shurley, J. Jr.	460-19-6351	Thomas, R.	085-44-9568	Wescovich, T.	417-62-9917
Owen, C.	435-40-4190	Rinaldi, L.	045-09-3462	Sidney, D.	003-22-9448	Thomas, R.	262-46-1785	West, N.	587-78-5833
Owens, C.	435-22-8335	Rios, J.	074-40-9617	Simmons, J.	229-64-0632	Thomas, R.	262-01-9644	White, H.	226-34-0546
Owens, B.	246-12-4437	Rivas, N.	466-24-2847	Simons, R.	135-48-5628	Thomas, F.	215-14-6521	White, G.	158-09-1505
Pacewicz, S.	163-20-1067	Rivera, J.	581-36-3099	Simpson, M.	104-44-4773	Thomas, J.	217-30-9121	White, R.	297-07-6903
Pacheco, J.	095-22-1592	Roberts, C.	461-18-4025	Sinush, E.	215-28-8469	Thomas, G.	581-84-2444	Whitely, J.	540-72-5492
Pacheco, H.	454-42-8206	Roberts, H.	460-22-1865	Siverd, K.	433-86-4520	Thompson, H.	444-32-4158	Whitely, T.	243-62-9825
Packer, A.	130-03-9097	Robinson, J.	413-78-2934	Stagle, J.	407-46-4283	Thompson, A.	439-05-3124	Wilgus, J.	274-20-4824
Padgett, M.	554-26-6917	Robinson, J.	251-22-2420	Slater, W. Jr.	422-42-4517	Thompson, M.	434-48-1472	Wilisch, E. Jr.	215-68-9247
Padilla, S.	133-22-4049	Robinson, A. Jr.	054-46-5397	Smallwood, R.	158-32-4757	Thompson, D.	213-28-3254	Wilkins, G.	230-56-1431
Paloumdis, G.	092-46-6488	Rogers, C. Sr.	453-24-7586	Smith, W.	223-05-5507	Thompson, D.	240-44-5747	Williams, R.	220-20-3410
Parker, R.	436-46-1245	Rodriguez, O.	583-62-4150	Smith, B.	384-58-2932	Thompson, P.	050-20-0781	Williams, L.	213-32-9114
Parrish, J.	255-46-0682	Rogers, G.	156-44-4584	Smith, R.	322-14-6994	Thorsteinsson, J.	099-30-5746	Williams, R.	490-62-4312
Patty, E.	436-44-9999	Rojas, C.	120-24-5851	Smith, J.	301-30-9590	Tiesi, E.	198-12-8883	Williams, K.	464-56-9759
Pearce, W.	084-14-9873	Roman, L.	580-42-1030	Smith, T.	369-22-7522	Tillman, D.	217-62-9143	Williams, W.	031-20-1114
Peitrowsky, A.	172-24-1434	Roman, A.	581-66-1288	Smith, H.	242-32-4493	Tilton, M.	456-16-1898	Williams, O.	428-50-2176
Perez, G.	050-28-1234	Romano, M.	110-32-5937	Smith, C.	564-34-8497	Timmons, F.	229-38-6031	Williams, C.	438-48-4166
Perry, M. Jr.	039-09-5260	Rood, D.	508-03-6078	Smith, R.	424-90-6686	Tingle, D.	227-82-2141	Williams, J.	436-90-1602
Petipierre, M.	560-82-6561	Rosario, R.	112-44-6037	Smith, R.	096-44-2735	Toelle, A.	255-82-8717	Williams, L. Jr.	422-54-6451
Phillips, L. Jr.	436-58-0673	Rose, R.	587-50-4018	Smith, J. Jr.	423-52-6186	Tolano, R.	123-54-9362	Williamson, C.	242-34-0952
Piccionetti, M.	181-50-7061	Rosen, G.	184-46-4995	Smith, W. Jr.	264-58-2961	Torres, J.	220-22-1578	Williamson, H.	229-16-0549
Pickerins, J.	430-34-5643	Ross, T.	072-10-9630	Snowden, T.	055-30-0126	Torsch, J.	403-50-5454	Willkomm, J.	433-70-7867
Piechocki, S.	219-28-8840	Ross, R. Jr.	421-94-7092	Solis, J.	300-26-7540	Tousignant, A.	048-14-4410	Winfield, I.	277-72-5737
Pierce, G.	225-28-8127	Rosser, J.	433-13-7535	Somers, J.	056-20-3012	Trail, E.	311-16-2962	Witte, J.	264-78-5675
Pierce, R.	086-22-3625	Russell, R.	561-24-9793	Sorenson, O.	701-10-3768	Treaner, A.	003-09-5224	Witter, M. Jr.	254-92-7724
Pindar, J.	145-46-7979	Russo, A.	164-16-1888	Soutullo, W. Jr.	417-74-6539	Treddin, H.	422-46-1676	Woods, G.	460-46-9049
Piteris, M.	129-42-0442	Ryan, C.	456-35-3800	Spalding, N.	303-48-9525	Tremel, H.	313-52-2862	Wray, J.	333-44-1637
Pitre, R.	439-72-8614	Saar, O.	063-22-5699	Spears, M.	359-50-7942	Triche, R.	435-02-0359	Wyatt, W.	229-50-2716
Pfaisance, S.	436-40-8127	Saddy, G.	437-52-5814	Spell, J.	433-34-7141	Trinidad, G.	580-20-2920	Wysocki, J.	375-58-6805
Plash, S. III	467-19-8195	Saeed, S.	551-04-1302	Spencer, H.	466-92-3469	Trotter, A.	572-30-4218	Ygama, A.	561-38-5368
Pollock, A.	429-29-5847	Salametes, J.	041-52-5397	Sperry, F. Jr.	439-14-7354	Truenski, C.	150-12-7869	Yocom, G.	452-26-1224
Postel, J.	463-94-0641	Salazar, J.	582-86-0919	Splane, B.	439-02-6646	Tuberville, A.	421-76-7658	Young, J.	422-36-2642
		Saleh, S.	050-46-8397	Spodar, J.	188-14-9162	Turay, G.	537-60-2055	Young, T. Jr.	185-40-9438
		Salthrez, W.	104-20-3973	Staab, M.	404-84-8912	Tyler, G.	218-30-5492	Young, B. Jr.	239-40-0304
		Sanchez, P.	085-44-0393	Stack, F.	560-68-9191	Tyler, D.	563-62-9138	Yourghood, W.	438-76-5885



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



A Chorus Line?

Not quite the Rockettes. But then again, could the Rockettes fire a boiler? Either way, this undaunted group of would-be stars are a recent class of Seafarers participating in an FOWT class at the Lundeborg School. They are, front row from the left: Ken Moyer; George Varn; Ed Babola; Chuck Drury; Dave Frazier (instructor); John Oberson; Rick Cavender; Mitch "Kid" Samuels; Kirk Landry; Caro Tenteromano; Robert Orloff; Norman Geno, and Ted Bes-sent. Back row from the left are: W. B. McCants; Mark Paterson; George Dolan; R. Vranish; William Slayton; Andy Pandolfo, and Ray Bryant.



Gourmets Three!

Don't expect pheasant under glass from these three new assistant cooks, but you won't go hungry either. The recent class of this Lundeborg upgrading course are, from the left: Philip Parisi; Robert Vance, and Frank Sirignano.



14 Have It Down Cold

This group is ready to take jobs on an LNG ship after completing the LNG course at the Lundeborg School. The 14 Seafarers, who learned about cryogenics (the study of very low temperatures), are, front row from the left: Thomas Fleming; Everett Delande; John Fedesovich; Thomas Reading; Jack Rhodes, and Luciano Alfeo. Back row from the left are: Paul McMahon; Freddie Horn; Richard Fanning; Herbie Benzenberg; Leroy Fansler; John Wilson; Robert Marrero, and Billy Mason.



Able for Anything Now

This group of 18 Seafarers are ready to ship able-seaman now after completing the Lundeborg School upgrading course. They are, front row from the left: Howard Herolo; Mohamed Muthana; Ramzey Nasser; Kenneth Glaser; Santohir; Seied Ali Seied; Lorenzo McElroy, and Abdo Fotaih. Back row from the left are: Mark Emery; Dave Ferguson; Juan Sanchez; Larry Clement; Brendan Murphy; Don DeVierger; Marshall Novack; Allan Hitt; Greg Hamilton, and Dave Knuth.



5 Take Welding Course

Five more Seafarers have gotten their welding endorsements through the Lundeborg School. They are from the left: Larry Gordon; Larry Gayle; Mark Freeman; Jim O'Meara, and Manuel Domingos.



9 Firemen, Oilers

A recent class of Seafarers upgrading to FOWT poses for pix. They are, seated from the left: John Carr; Paul Russell, and Steve Bigelow. Standing from the left are: John Keough; Danny Johnson; Richard Parrish; Don Willy; Mike O'Toole, and Sean Mackey.

Legal Aid

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

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

NEW YORK, N.Y.—Schulman, Abarbanel & Schlesinger
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.—Combs, Archer & Peterson
Americana Building
811 Dallas Street
Houston, Texas 77002
Tele. #(713) 659-4455

TAMPA, FLA.—Hamilton, Douglas and Bennett, P.A.
2620 W. Kennedy Blvd.
Tampa, Fla. 33609
Tel. #(813) 879-9482

SAN FRANCISCO, CALIF.—John Paul Jennings, Henning and Walsh
100 Bush St., Suite 1403
San Francisco, Calif. 94104
Tel. #(415) 981-4400

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

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

LOS ANGELES, CALIF.—Bodde, Fogel, Julber, Reinhardt & Rothschild
5900 Wilshire Boulevard
Los Angeles, Calif. 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

FALL RIVER, MASS.—Patrick H. Harrington
56 N. Main Street, Bennett Bldg.
Fall River, Mass. 02720
Tele. #(617) 676-8206

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, Ill. 60603
Tele. #(312) 263-6330

NMC Ads Promote U.S. Merchant Fleet

Below is one of the many ads that the National Maritime Council is running in the national news media. To encourage support for a strong U.S. merchant marine, the NMC is running these ads in some of the major news publications, such as, *Time* and *Newsweek*. The Council wants to encourage American business to ship on U.S.-flag ships. So the ads are also running in business oriented publications like the *Wall St. Journal*.

The National Maritime Council is composed of government, company and union representatives who are interested in promoting a viable U.S. merchant marine.

When American flag ships take your cargo, they bring something back,

Money.

Lots of money for our country. In 1974, for example, our merchant marine was calculated to have favorably affected our balance of payments to the extent of \$1.1 billion. Add to that, employment for 230,000 Americans directly involved with our merchant marine and about 500,000 tax-paying employees in supporting industries. Then add the fact that 71 cents of every dollar received by U.S. cargo ships remains in the U.S. economy, and you'll see why we believe it's important to build up our merchant marine.

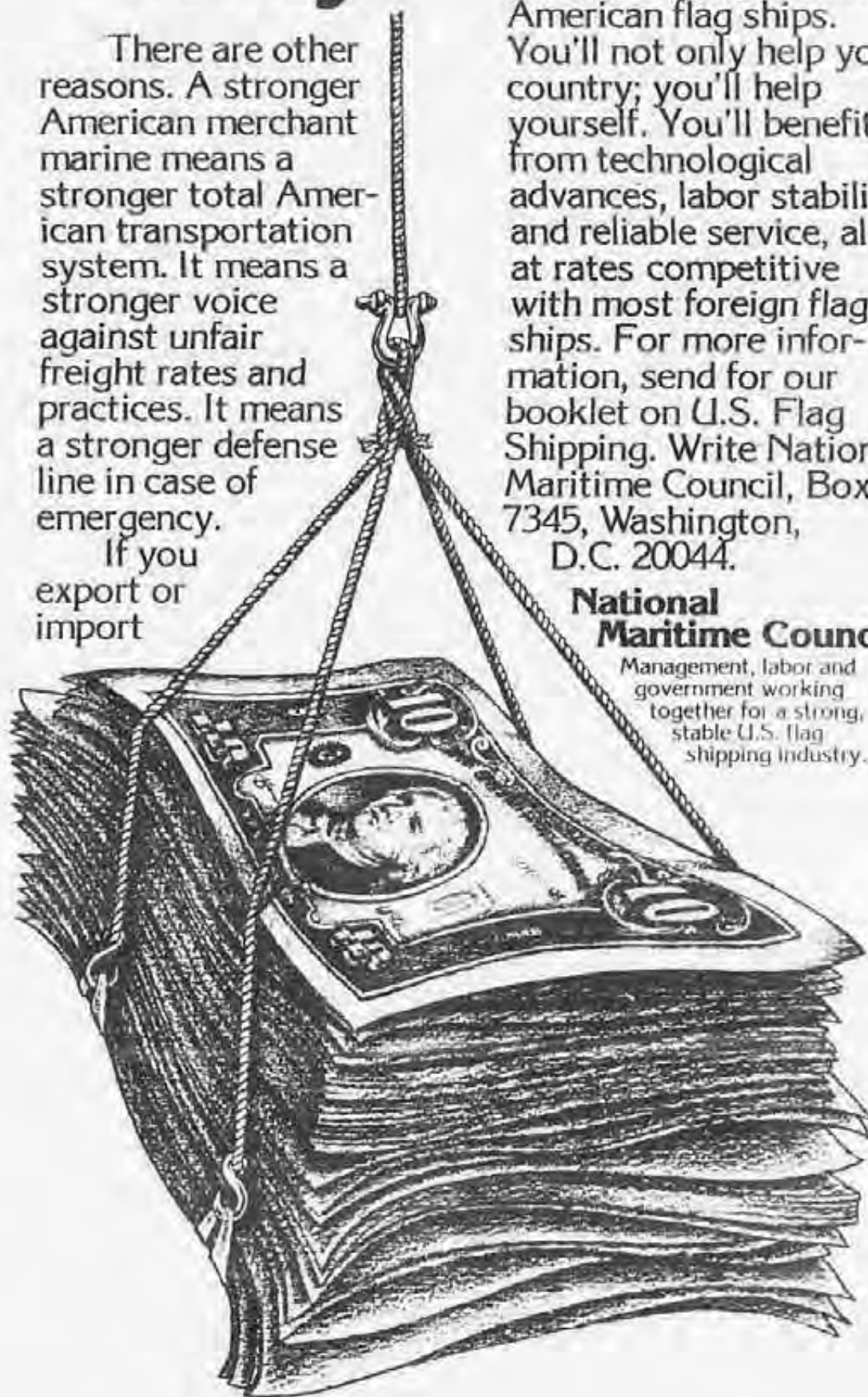
There are other reasons. A stronger American merchant marine means a stronger total American transportation system. It means a stronger voice against unfair freight rates and practices. It means a stronger defense line in case of emergency.

If you export or import

goods, specify that your general cargo goes on American flag ships. You'll not only help your country; you'll help yourself. You'll benefit from technological advances, labor stability and reliable service, all at rates competitive with most foreign flag ships. For more information, send for our booklet on U.S. Flag Shipping. Write National Maritime Council, Box 7345, Washington, D.C. 20044.

National Maritime Council

Management, labor and government working together for a strong, stable U.S. flag shipping industry.



DON'T GIVE UP THE SHIPS



Only 22, But T. I. Scholarship Puts Boatman on Way to Top Job

There's more than one way to get an inland license.

But George Mowbray was fortunate enough to find the best way.

Brother Mowbray got his license through the Transportation Institute's (T.I.) Towboat Operator Scholarship Program. He was one of 21 SIU Boatmen selected for the first class, which started last February at the Harry Lundeberg School. Along with free tuition and room and board, which are provided for all HLS courses, the T.I. scholarship gave him \$125 a week for the full 12 week course.

It also gave him the preparation he needed to get his Second Class Operator's license after successfully completing the course in May. Only 22 years old, Mowbray will soon have enough seetime to automatically qualify for his First Class Operator's license—his ticket to a top job in the wheelhouse.

Mowbray was no stranger to the Lundeberg School when he entered the Scholarship Program. He started out there as a trainee in January, 1977. Right after graduation in April, he shipped out from Piney Point as a deckhand for G & H Towing in Houston.

Mowbray entered the HLS Trainee Program at the urging of a fellow SIU Boatman, Capt. Timber Turner, on his first job with Stone Towing in his hometown of Wilmington, N.C. Capt. Turner had worked with a number of Piney Point graduates and knew from experience that the School was the best way for a young man like Mowbray to gain a strong foothold in a new career.

Mowbray found out right away what

Capt. Turner was talking about. He had been looking for a harbor job and his HLS training allowed him to land it at G & H.

It was Capt. Turner again who encouraged Mowbray to apply for the Scholarship program.

"He had read about it in the *Log* before I did," Mowbray explained, "and called me up to tell me about it. The next day I went down to the Houston hall to sign up for it."

Mowbray said that the program was an excellent opportunity to gain experience and skills that a young deckhand doesn't get on the job, such as reading navigation instruments and actually operating a towboat. "We didn't just memorize answers to pass a test. That wouldn't do you any good when the time comes on the job to really know your stuff."

While he was in the program, Mowbray also got his AB ticket, which is the rating he is now working in at G & H. He will have enough seetime to automatically qualify for his First Class Operator's license in November. Moving into the wheelhouse won't be long after that, since G & H, like most companies in the

towing industry today, needs a steady supply of licensed wheelhouse personnel.

That's why the Scholarship Program was started by the Transportation Insti-

tute, a research and promotional organization for the industry. And that's why the SIU, through the Lundeberg School, is working to make it an effective, worthwhile program for SIU Boatmen.

SL Galloway Committee



Here is the ship's committee of the *Sea-Land Galloway*, which paid off late last month in Port Elizabeth, N.J. They are, from the left: R. Dell, educational director; Ben Freeman, engine delegate; A. Seda, secretary reporter; Recertified Bosun George Burke, ship's chairman, and Washington Williams, steward delegate. The *Galloway's* crew said that Brother Washington deserves an award as "Messman of the Year."

Dispatchers Report for Inland Waters

JUNE 1-30, 1978

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	1	0	0	0	0	0	1
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	4	4	0	3	5	0	7	4	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	3	4	1	0	2	3	5	4
Mobile	3	1	0	0	0	0	9	2	0
New Orleans	3	2	29	3	0	22	2	6	25
Jacksonville	2	2	9	4	0	7	6	1	2
San Francisco	0	0	1	0	0	0	0	0	0
Wilmington	22	17	42	12	16	24	19	10	32
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	6	0	0	3	0	0	10
Houston	10	12	5	4	12	5	10	10	8
Port Arthur	6	1	67	6	1	33	7	3	76
Algonac	0	0	0	0	0	0	11	5	4
St. Louis	9	12	15	4	9	12	10	10	20
Piney Point	0	30	0	0	30	0	0	1	0
Paducah	6	2	45	6	2	32	6	1	54
Totals	65	86	224	43	75	140	90	58	238
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	1	0	0	1	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	0	0	0	0	2	0	0
Mobile	1	0	0	0	0	0	1	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	1	0	0	1	2	0	1
San Francisco	0	0	1	0	0	0	0	0	1
Wilmington	0	1	4	0	2	1	0	0	4
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	1	0	0	0
Houston	2	0	0	0	0	3	2	1	0
Port Arthur	0	0	0	0	0	0	0	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	1	0	0	1	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	6	2	7	1	3	6	7	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	2	0	0	1	0	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	1	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	3	0	0	2	0	1	2
Jacksonville	0	0	0	0	0	0	0	0	1
San Francisco	0	0	1	0	0	2	0	0	0
Wilmington	0	0	2	0	1	5	0	0	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	3	0	0	0	1	0	9
Houston	0	0	2	0	0	2	0	0	1
Port Arthur	0	0	0	0	0	0	0	0	1
Algonac	0	0	0	0	0	0	0	1	0
St. Louis	0	1	3	1	1	2	0	1	4
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	1	0	8	0	0	4	1	2	8
Totals	1	1	24	2	2	18	2	5	29
Totals All Departments	72	89	255	46	80	164	99	64	274

*"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.



George Mowbray

Member Writing Book On Ports of Call

SIU member J. Sean Nicholson is trying to gather material for a book on points of interest in Ports of Call throughout the world. He requests that fellow SIU members who feel they have something to contribute from their experiences ashore get in touch with him at the following address: GPO 53, 550 Manor Rd., Staten Island, N.Y. 10314.

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

SEA-LAND FINANCE (Sea-Land Service), May 14—Chairman, Recertified Bosun James Pulliam; Secretary A. Reasko; Educational Director R. Welch; Deck Delegate J. Long; Engine Delegate S. Moritani; Steward Delegate E. Cullerton. No disputed OT. Chairman reported that the education series No. 10 was put out for all to read. Also a copy of the MC&S merger agreement. Jitney service in all ports that don't have it should be taken care of. There should be platforms on the dock for lowering the gangway on. These platforms would save the gangway from being damaged. Educational Director reported that the *Log* was received and passed around for all to read. Also held a discussion on the importance of donating to SPAD. Next port Hong Kong.

DELTA PARAGUAY (Delta Steamship), May 6—Chairman, Recertified Bosun Raymond Ferrera; Secretary Thomas Liles Jr.; Steward Delegate George A. Jackson Jr. \$9 in ship's fund. No disputed OT. Vote of thanks to deck department for keeping messhall and pantry clean. Also a vote of thanks to the steward department for good food. Report to the *Log*: "President Carter was aboard the ship in Lagos, Nigeria."

THOMAS LYNCH (Waterman Steamship), May 28—Chairman, Recertified Bosun J. W. Garner; Secretary F. Mitchell Jr.; Educational Director J. R. Johnson. No disputed OT. Chairman reports that each Sunday at sea at 3:00 PM a union meeting will be held and should a problem arise that warrants more time then the meeting will be held an hour later. Held a general discussion on progress in the Union, the aspects of shipping in the future, the importance of donating to SPAD and also urged members who qualify to go to Piney Point and upgrade. Next port New York.

DELTA BRAZIL (Delta Steamship), May 28—Chairman, Recertified Bosun C. D'Amico; Secretary A. Estrada; Educational Director H. Wells; Deck Delegate Charles P. Johnsen. \$95 in ship's fund. No disputed OT. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SEA-LAND COMMERCE (Sea-Land Service), May 21—Chairman, Recertified Bosun Lothar Reck; Secretary J. Jones; Educational Director W. Alton. No disputed OT. \$25 in ship's fund. Chairman gave a vote of thanks for the milk that was donated for the orphan children in Hong Kong. Also advised all crewmembers to read the *Log* and to upgrade as soon as possible. Observed one minute of silence in memory of our departed brothers.

SEA-LAND CONSUMER (Sea-Land Service), May 21—Chairman, Recertified Bosun Fred Pehler; Secretary Leon Webb; Educational Director Larry Kenneth; Engine Delegate Bob Meador; Deck Delegate E. Seroggins; Steward Delegate M. B. Cox. No disputed OT. Chairman held a discussion on the new contract and the new ships being crewed by the SIU. He urged all members to take advantage of the Piney Point upgrading classes. Also noted the importance of donating to SPAD. A word of thanks to the crew for the good conduct and clean ship. A vote of thanks to the steward department for a job well done.



Digest of SIU Ships' Meetings

SEA-LAND ECONOMY (Sea-Land Service), May 21—Chairman, Recertified Bosun A. McGinnis; Secretary L. Nicholas; Educational Director L. A. Acosta; Deck Delegate B. Jarrett; Engine Delegate R. Celious; Steward Delegate S. Morris. \$221.60 in movie fund. No disputed OT. Chairman reminded everyone to check with the patrolman before payroll. Also discussed the importance of donating to SPAD. All crewmembers were asked to note any repairs that had to be made and to let the chairman know if they had any safety suggestions. A vote of thanks was extended to the Chief Electrician and Chief Engineer for the installation of a telephone in the crew messhall. Next port, Port Everglades.

MOUNT WASHINGTON (Victory Carriers), May 28—Chairman, Recertified Bosun R. D. Schwarz; Secretary J. R. Prestwood; Educational Director D. White. Some disputed OT in deck, engine and steward departments. A discussion was held on the President's Report in the *Log*. Also on the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SEA-LAND MARKET (Sea-Land Service), May 7—Chairman, Recertified Bosun D. Rood; Secretary R. Hutchins; Deck Delegate F. Fromm; Engine Delegate E. Liwag; Steward Delegate J. Alberti. Some disputed OT in steward department. A vote of thanks was given to each department delegate for their cooperation in making this trip a smooth voyage. A reminder was made for all crewmembers to be safety wise. Observed one minute of silence in memory of our departed brothers. Next port Portsmouth.

MONTPELIER VICTORY (Victory Carriers), May 7—Chairman, Recertified Bosun A. Armanda; Secretary George W. Luke; Educational Director John McClelland; Engine Delegate Mitchell Reyes. \$27 in ship's fund. No disputed OT. A meeting was called to discuss safety on the ship and to notify members that there will be a weekly meeting held. It was noted that gravel will be mixed with paint as an anti-skid precaution on decks. A vote of thanks to the steward department for the job they are doing. Next port Corpus Christi.

COASTAL CALIFORNIA (Coastal Gas), May 29—Chairman, Recertified Bosun Fred Gosse; Secretary Jimmie Bartlett; Educational Director John Smith. \$16.25 in ship's fund. No disputed OT. The chairman and the steward told the membership that this was one of the best crews that they had shipped with in a long time. All departments were functioning in a satisfactory manner and an efficient way. A vote of thanks was extended to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Port Hueneme.

BORINQUEN (Puerto Rico Mgt.), May 7—Chairman, Recertified Bosun D. L. Gonzalez; Secretary H. Galicki; Deck Delegate O. V. Ortiz; Engine Delegate J. I. Newhouse; Steward Delegate F. R. Cordero. \$7 in ship's fund. Some disputed OT in deck department. Chairman urged the crew to read the *Log* all the way through so they will know what is going on in the Union. A vote of thanks to the steward department for a job well done. Also, thanks to the 4-8 watch for keeping the crew recreation room clean. Next Port Elizabeth, New Jersey.

LONG BEACH (Sea-Land Service), May 28—Chairman Dave Manzanet; Secretary O. Smith; Educational Director S. Green; Deck Delegate Frank Balasier; Steward Delegate J. Tulley. \$75.23 in ship's fund. Some disputed OT in deck department. Chairman reported that the members of this vessel would like to convey their condolences to Executive Vice President Frank Drozak on the death of his brother Paul. We all miss him deeply. Secretary reported that the MTD Newsletter and the *Log* were read with great interest. Also discussed the importance of donating to SPAD. Steward would like to thank all for their help in keeping the messroom and recreation room clean. Next port Palermo.

DELTA ARGENTINA (Delta Steamship), May 7—Chairman, Recertified Bosun F. Peavoy; Secretary H. Donnelly; Educational Director U. Sanders; Deck Delegate Griffith Dufore; Engine Delegate John Hrolenk; Steward Delegate Anthony Benedict. Educational Director noted that the new *Logs* were received and passed around to the crew. A vote of thanks was given to Henry Bouganin for changing movies with the *Delta Brazil* at anchor. Next port Abidjan, West Africa.

BROOKS RANGE (Interocean Mgt.), May 21—Chairman, Recertified Bosun S. Monardo; Secretary D. Collins; Educational Director Thomas J. Thomas. No disputed OT. This is a new ship and there are a lot of items to be corrected which will be done as soon as the proper people are told. A suggestion that anyone who has not attended the LNG school in Piney Point should do so. Reading matter on upgrading and the school can be found in the recreation room. Next port Montevideo.

LNG ARIES (Energy Transportation), May 28—Chairman, Recertified Bosun H. B. Walters; Secretary A. DeChamp; Engine Delegate Thomas Maga. No disputed OT. A vote of thanks to the steward department for a job well done. Report to the *Log*: "Thanks for the *Log* news, very good reporting and keeping up with the times." Next port Tobata, Japan.

LNG AQUARIUS (Energy Transportation), May 21—Chairman, Recertified Bosun Billy Nuckols; Secretary Frank Costango; Educational Director Dominick Orsini; Deck Delegate Heinz Ulrich; Engine Delegate Imro Salomons; Steward Delegate Larry Dockwiler. \$6 in ship's fund. Some disputed OT in deck and steward departments. Educational Director noted that the effort of all crewmembers in attendance at the Fire School classes was great. All communications from headquarters, two from Frank Drozak and two from Red Campbell, were read and posted. A vote of thanks to the steward department for a job well done. Next port Nagoya.

SAMUEL CHASE (Waterman Steamship), May 14—Chairman, Recertified Bosun William D. Morris; Secretary H. Seypes; Educational Director Valdes. No disputed OT. A discussion was held on the importance of upgrading at the school in Piney Point which is available for all to upgrade themselves. Observed one minute of silence in memory of our departed brothers. Next port Yokohama.

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

PISCES
PORT
OGDEN CHAMPION
DELTA MAR
MANHATTAN
JACKSONVILLE
SEA-LAND VENTURE
SEA-LAND GALLOWAY
OVERSEAS VIVIAN
ARECIBO
CHARLESTON
TRANSINDIANA
CAROLINA
TAMPA
STONEWALL JACKSON
OVERSEAS ALICE
DELTA NORTE
AGUADILLA
ACHILLES
DELTA SUD
OVERSEAS NATALIE
TAMARA GUILDEN
BOSTON
TRANSCOLUMBIA
JOHN B. WATERMAN

AFOUNDRIA
OVERSEAS ANCHORAGE
SEA-LAND PRODUCER
DELTA URUGUAY
MARYLAND
SEA-LAND TRADE
ERNA ELIZABETH
DEL RIO
SEA-LAND LEADER
BEAVER STATE
GATEWAY CITY
MAYAGUEZ
INGER
ULTRAMAR
ULTRASEA
STUYVESANT
MONTICELLO VICTORY
ZAPATA RANGER
JAMES
WORTH
FLOR
PUERTO RICO
SEA-LAND PORTLAND
PENN
OVERSEAS TRAVELER
FORT HOSKINS

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

Seniority Upgraders

Wilbur Miles



Seafarer Wilbur Miles, 25, graduated from the HLS in 1973. He upgraded to FOWT there in 1977. Brother Miles has the firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in Mobile, he lives and ships out of that port.

James Clark



Seafarer James Clark, 21, graduated from the HLS Entry Program in 1973. He upgraded to FOWT there in 1976. Brother Clark has firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He was born and resides in Brooklyn, N.Y. and ships out of the port of New York.

Steven Reitz



Seafarer Steven Reitz, 24, graduated from the HLS Entry Program in 1973. He upgraded to AB there in 1975. Brother Reitz has firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He was born in Bryans Road, Md. where he lives and ships out of the port of New York.

Charles A. Berryman



Seafarer Charles A. Berryman, 29, joined the SIU in 1967 in the port of New York sailing in the engine department. He has firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Brother Berryman upgraded to FOWT at HLSS this year. He also earned welding and LNG endorsements there at the same time. He was born in Aberdeen, Md., lives in Mobile and ships out of the port of New York.

Richard McClusky



Seafarer Richard McClusky, 26, graduated from the HLS Entry Program in 1972. He upgraded to AB at Piney Point in 1975. Brother McClusky holds tickets for firefighting, lifeboat and cardio-pulmonary resuscitation. He was born in Paterson, N.J., lives in New York City and ships out of that port.

Paul Burke



Seafarer Paul Burke, 20, graduated from the HLS Entry Program in 1976. He upgraded to assistant cook there in 1977 and to chief cook this year. Brother Burke holds tickets for firefighting, lifeboat and cardio-pulmonary resuscitation. Born in Mobile, he both lives and ships out of that port.

Mark McGill



Seafarer Mark McGill, 24, graduated from Piney Point in 1975. He upgraded to 3rd cook there in 1976. Brother McGill has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. A native and resident of Arlington, Va., he ships out of the port of New York.

Paul Johnson



Seafarer Paul Johnson, 20, graduated from Piney Point in 1973. He upgraded to FOWT there in 1974. He has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. A native of Mobile, he resides and ships out of that port.

James Emidy, III



Seafarer James Emidy, III, 24, graduated from the HLS in 1974. He upgraded to FOWT there in 1977. Brother Emidy has his firefighting and lifeboat tickets. A native of Camp Lejeune, N.C., he lives in Blackstone, Mass. and ships out of the port of Boston. He's also a motorbike buff and has 10 hours of airplane pilot instruction.



DEEP SEA

J. Sean Nicholson



Seafarer J. Sean Nicholson, 26, graduated from the Piney Point Entry Program in 1973. He upgraded to FOWT there in 1975. Brother Nicholson also has an M.A. in English from Richmond College, Staten Island, N.Y. He holds firefighting, lifeboat and cardio-pulmonary resuscitation tickets. A native and resident of Staten Island, he ships out of the port of New York.

Benjamin Tidwell



Seafarer Benjamin Tidwell, 23, graduated from the Harry Lundeberg School of Seamanship, Piney Point, Md. in 1973. He upgraded there to AB in 1977. Brother Tidwell has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in Texas, he is a resident of Knoxville, Tenn. He ships out of the port of Houston.

Tugboat Crews in San Juan



On board (above) the Tug Sea Race (Caribe Tugboat) is the crew of (front l. to r.) Cook G. Trinidad, Deckhand J. Ramos and OS P. Figueroa. In the back (l. to r.) are AB A. Lopez, San Juan Port Agent Juan Reinosa and Engineer V. Rosado. Also tied up in San Juan (P.R.) Harbor recently is the crew of the Tug Sea Monarch (below front l. to r.) of AB R. Candelario, AB S. Rivera and OS Suarez. Standing (l. to r.) are AB M. Negrón, Mate D. Atkins, Cook W. Melendez, Mate H. Ramos, Capt. J. Hernandez and San Juan Port Agent Juan Reinosa.



**If you just stand still,
you're gonna
have to run
to catch up . . .**

KEEP UP with the times.
KEEP UP with the job opportunities
KEEP UP with your industry.
SIGN UP for the AB Course at HLS.



Class starts September 18.

To enroll, see your SIU Representative or contact HLS.

402 Have Donated \$100 or More To SPAD Since Beginning of 1978

The following SIU members and other concerned individuals, 402 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1978. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions. SPAD is the Union's separate segregated political fund. It solicits and accepts only voluntary contributions. It engages in political activities and makes contributions to candidates. A member may voluntarily contribute as he sees fit or make no contribution without fear of reprisal.) Fourteen who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, four have contributed \$300, one has given \$400, one has given \$500, and one \$600. The Log runs the SPAD Honor Rolls because the Union feels that our political role must be maintained if the livelihoods of maritime workers are to be protected. (A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.)

NOTE: Each month's SPAD Honor Roll contains the names of those individuals who have given \$100 or more as of the last Friday of the previous month.

SPAD Honor Roll

Acevedo, M. Carey, W.
Adams, E. Carter, R.
Adams, W. Castel, B.
Adamson, R. Caswell, J.
Agugussa, A. Carr, J.
Aguilar, J. Carroll, J.
Air, R. Cavalcanti, R.
Alcarin, G. Cherup, N.
Alexakis, A. Chilinski, T.
Algina, J. Cinquemano, A.
Ali, D. Cline, L.
Allen, E. Cofone, W.
Allen, J. Colier III, J.
Alvarez, P. Comstock, P.
Amat, K. Conklin, K.
Ammann, W. Cooper, J.
Anderson, D. Corder, J.
Anderson, E. Costa, F.
Anderson, R. Costango, F.
Antici, M. Costango, G.
Antone, F. Costango, J.
Appleby, D. Craig, J.
Apuzzo, W. Crocco, G.
Aquino, G. Czerwinski, J.
Arias, F. Dallas, C.
Aronica, A. Dalman, G.
Aruz, A. Darley, B.
Atkinson, D. Davis, J.
Aumiller, R. Davis, J.
Avery, R. Davis, J.
Babkowski, T. Davis, S.
Balaga, C. Debarrios, M.
Barnes, D. DeChamp, A.
Bartlett, J. Deldach, T.
Bauer, C. Delea, G.
Beeching, M. Dell, R.
Bellinger, W. Del Moral, A.
Berglund, B. Demetrios, J.
Bjornsson, A. Dengate, H.
Blackwell, J. Di Domenico, J.
Bluitt, J. Diaz, R.
Bluitt, T. Diercks, J.
Bobalek, W. DiGiorgio, J.
Bonser, L. Dillings, L.
Bourgeois, J. L. Doak, W.
Bowker, A. Dobbins, D.
Boyne, D. Doherty, W.
Bradley, E. Dolan, J.
Brady, J. Dolgen, D.
Brand, H. Donnelly, M.
Bronnlee, R. Donovan, P.
Brown, G. Dornes, R.
Brown, I. Drozak, F.
Brown, I. Ducote, C.
Bruce, C. Dudan, M.
Bryant, B. Dudley, K.
Bryant, N. Dwyer, J.
Bucci, P. Dyer, A.
Bullock, R. Elzahri, A.
Buffinton, O. Eschukor, W.
Butch, R. Evans, J.
Byrd, J. Fagan, W.
Cafefato, W. Faitz, F.
Caffey, J. Fanning, R.
Calogeros, D. Fay, J.
Campbell, A. Fergus, S.

Filer, W. Heacox, E.
Fletcher, B. Heniken, E.
Florous, C. Higgins, J.
Foley, P. Horne, H.
Francum, C. Hofton, G.
Frank, S. Houlihan, M.
Frazier, J. Houston, H.
Frountelater, D. Hunter, W.
Fuller, E. Hurley, M.
Fuller, G. Huss, P.
Furukawa, H. Iovino, L.
Gallagher, L. Ipsen, L.
Gard, C. Jacobs, R.
Gavin, J. Japper
Gentile, C. Johnson, R.
George, J. Jolley, R.
Gimbert, R. Jones, C.
Givens, J. Jones, R.
Glenn, J. Karlak, W.
Glenn, J., Jr. Kastina, T.
Glidewell, T. Kenny, L.
Gobrukouich, S. Kerr, R.
Gooding, H. Kingsley, J.
Graham, E. Kirby, M.
Grepo, P. Kitchens, B.
Guillen, A. Kizzire, C.
Hager, B. Knoff, J.
Hall, C. Koflowich, W.
Hall, L. Kool, L.
Hall, P. Kowalski, A.
Hall, W. Kramer, M.
Hamblet, A. Kritiansen, J.
Hamilton, G. Lambert, H.
Hampton, D. Lance, W.
Haney, L. Lankford, J.
Hant, K. Lee, K.
Harris, N. Legg, J.
Harris, W. Lelonek, L.
Hauf, M. Leonard, W.
Haykes, F. Lesnansky, A.

Lewin, A. Mann, C.
Lewis, J. Mann, J.
Libby, H. Marchaj, R.
Lindsey, H. Martin, T.
Lively, H. Mathil, M.
Lofeas, P. McCarthy, L.
Long, L. McFarland, D.
Loveland, C. McFarland, J.
Lunsford, J. McNeely, J.
Macmberg, D. McCartney, G.
Malesskey, G. McCorvey, D.
Mallory, A. McElroy, E.
Mandene, S. McKay, M.

McKay, R. Pollack, A.
McKay, R. Prentice, R.
Meacham, H. Pretare, G.
Meffert, R. Prevas, P.
Miller, D. Pulliam, J.
Miller, R. Raines, R.
Moblely, R. Ramage, R.
Mollard, C. Randazza, L.
Mongelli, F. Ratcliffe, C.
Moore, G. Reading, J.
Moore, J. Reck, L.
Moore, J. Regan, F.
Morris, W. Reinoso, J.
Morrison, J. Reza, O.
Mull, C. Richardson, J.
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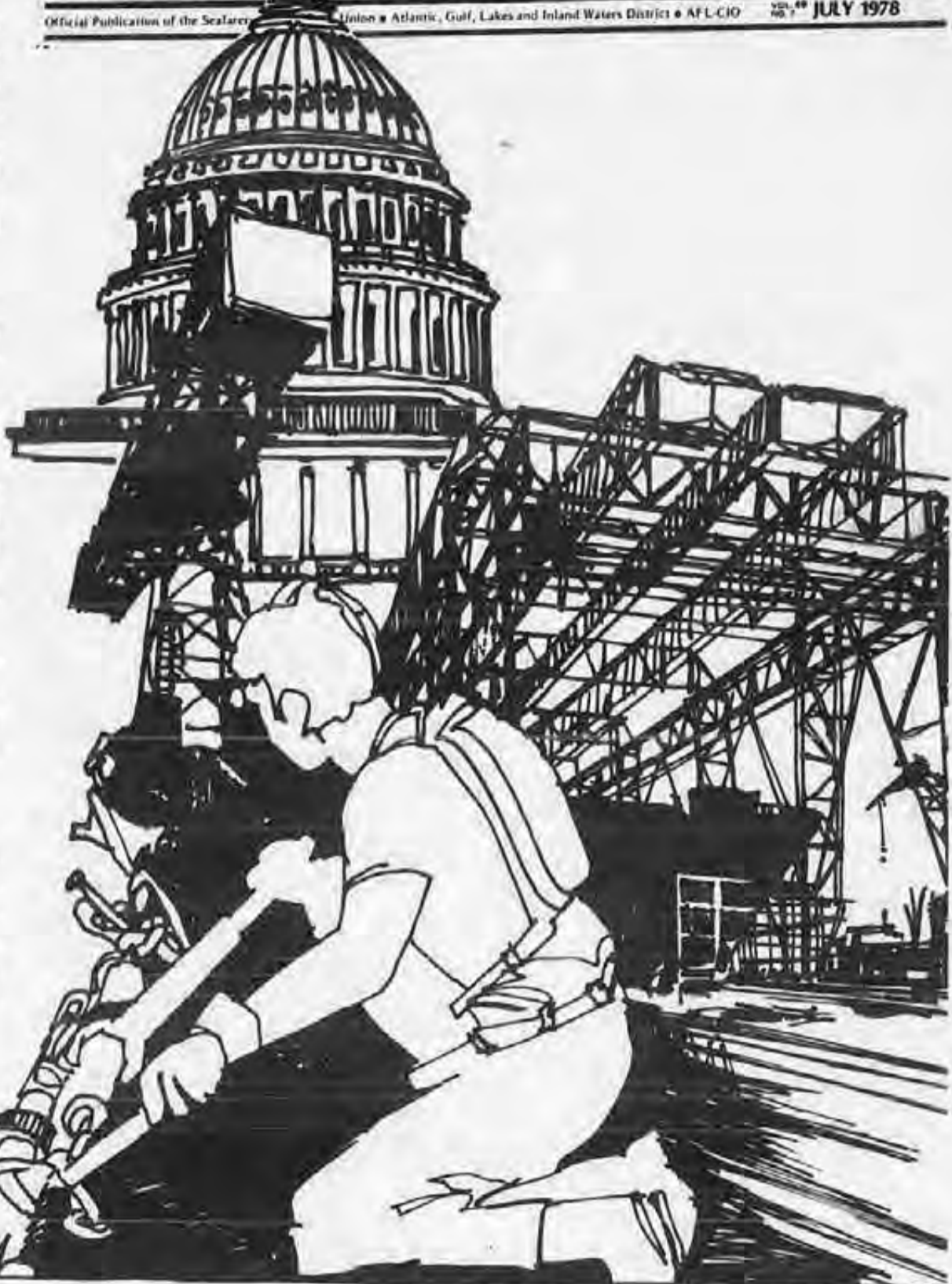
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We have an opportunity to increase our political programs with the new 30 cents daily deduction program to boost SPAD. This could be the start of the most effective way ever to wield the political clout that we must carry this year and in the future.

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Seafarers Vacation Plan
275 20th Street
Brooklyn, N.Y. 11215

Effective from this date, I hereby assign, direct and authorize you to deduct from payments required to be made by you to me for vacation benefits and at the time of such payments, a sum equal to thirty cents per day for which I am entitled to vacation benefit payments and to pay and transfer such amounts to SPAD, 675 Fourth Avenue, Brooklyn, N.Y. 11232. This authorization shall remain in full force and effect unless written notice by certified mail is given by me to you of revocation of this authorization, in which event the revocation shall be effective as of the date you receive it and applicable only to vacation benefits both earned and payable to me thereafter.

I acknowledge advice and understand that SPAD is a separate segregated fund established and administered by my union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions and I have the right to refuse to make any contributions, including this authorization without fear of reprisal. I may contribute directly to SPAD such amount as I may voluntarily determine in lieu of signing this authorization and that the specified amount herein provided is to minimize administrative responsibilities and costs consistent with the facilitation for the making of voluntary contributions. And this authorization for contributions, constitutes my voluntary act. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

This authorization has been executed in triplicate, the original for you, copy to SPAD and copy to me.

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