

LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO VOL. 40 NO. 12 DECEMBER 1978

Another New Towboat, the Bob Koch

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'Seasons Greeting To All SIU Members At Sea And Ashore'

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Waterman Building 2 New RO/RO's

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Waterman Building 2 RO/RO's at Sun Shipyard

Construction on two new Roll-On/Roll-Off container ships will soon begin for SIU-contracted Waterman Steamship Corp. at the Sun Shipbuilding and Dry Dock Co. in Chester, Pa.

The Maritime Administration announced in late November that a subsidized shipbuilding contract amounting to more than \$137 million had been awarded to Sun for construction of these new vessels.

This is good news for Waterman Steamship which, less than a decade ago, appeared to be going down the drain as another victim of the sagging economy and the general neglect of the U.S. merchant marine.

Fortunately, however, the Merchant Marine Act of 1970 came along to effect some meaningful change not only for Waterman, but for many U.S.-flag shipping lines. Waterman, one of the oldest shipping companies in the U.S., has added three new LASH ships to its fleet since passage of the Act. And it looks like the company will continue to grow in the years to come.

The two new RO/RO ships that are going to be built at the Sun Shipbuilding Yard represent a milestone of sorts for the Yard itself. They'll be the first ships built there with Federal subsidy money provided under the terms of the 1970 Merchant Marine Act. The Government Differential Subsidy Program will pay almost half the cost of the new ships.

The new Waterman ships will mean more jobs for SIU seamen in the years to come. And Robert J. Blackwell, Assistant Secretary of Commerce for Maritime Affairs, has noted that the new RO/RO contract will also provide, "an

economic lift for the hard-pressed American shipbuilding industry and will sustain thousands of jobs in the Philadelphia area and elsewhere."

The new RO/RO vessels will have an overall length of 692 feet, and a 105 1/2-foot beam. They will have a service speed of 20.9 knots and a 23,500 dwt. cargo capacity. The ships are scheduled for completion in April and July of 1981.

After they are completed, the new Waterman RO/RO's will enter the cargo liner service between the U.S. Gulf ports and Northern Europe.

Speaking about the significance of the new shipbuilding contract awarded to Sun Shipbuilding, MARAD's Blackwell noted that, "construction of two ships of this type fortifies U.S.-flag leadership in intermodal shipping and strengthens our national defense capability."

RO/RO vessels are well suited for military operations, as well as commercial, because of their self-contained stern loading ramps for vehicles. They are also equipped with their own 30-ton container cranes and cargo elevators.

In addition to the two RO/RO's

Waterman has two LASH ships presently in the works at the Avondale Shipyards in New Orleans. They are scheduled for completion in 1980. As relations improve between the U.S. and the People's Republic of China, there is talk that these new ships may some day be on the run to mainland China.

As Waterman Steamship Corp. continues to grow, and if indeed it pioneers in opening up China with some of its new ships, then SIU seamen may well be making excursions to the Great Wall and Peking's Tien An Men Square in the years to come.

NMU Hit With \$1.1 Million in Damages: Economies Ordered to Pay Debt

A complicated eight-year court battle ended last month with an assessment of \$1.1 million in damages against the National Maritime Union.

The \$1.1 million damage settlement has dropped the NMU into a financial crisis and has caused the NMU National Office to enforce stringent economies throughout the Union.

In an article in the December issue of the *NMU Pilot*, the National Office said that the settlement will "cost more than half the Union's treasury."

In addition, the NMU National Office has asked for early dues payments in 1979 as well as voluntary contributions amounting to \$120 per member to pay off the debt. Pensioners were also asked to contribute what they can afford.

The eight-year court case began in

February 1971 over a job preservation clause which had been negotiated two years earlier for the NMU's 1969 deep sea contract.

According to the *NMU Pilot*, the job preservation clause "provided that in any sale or transfer of vessels covered by the Agreement, the company would obtain commitments that the NMU contract would be fulfilled; specifically to preserve the jobs and job rights of the NMU seamen and to maintain the wages, pension rights and other economic benefits and working conditions required by the Agreement."

There was no problem with the clause until 1971 when NMU-contracted Commerce Tankers tried to sell the *SS Barbara* to Vantage Steamship, an SIU-contracted company.

Commerce Tankers, said the *Pilot*,

gave no assurances that the NMU job preservation clause would be complied with, so the Union blocked the sale of the ship through court action.

The next eight years of court battles were marked by apparent victories for the NMU only to be reversed by higher court rulings.

In the meantime, Commerce sold the *SS Barbara* to Plaza Shipping, which operated it under NMU contract until selling it for scrap.

In the end, the NLRB ruled the NMU job preservation clause was illegal. Commerce and Vantage, in turn, sued the NMU for triple damages amounting to \$11,340,000 under the Sherman Anti-Trust Act.

The U.S. Court of Appeals finally ruled in favor of the companies and the NMU settled out of court for the \$1.1 million figure.



Paul Hall

The PRESIDENT'S Report

You're as Good as the Fight You're In

The measure of a truly strong organization is its ability to remain strong and move forward both in good times and when the pressure is on.

Right now, there are a lot of maritime organizations being tested for strength because in plain English the pressure is on our industry.

This should not be a revelation to anyone. Our industry has been in trouble for many years. But it is getting to the point where entire segments of the industry are in extreme danger of disappearing from the corporate high seas.

The very recent news that States Line, one of only three remaining companies in the Pacific Maritime Association, filed bankruptcy brings this point home very bluntly.

The collapse of States Line represents a loss of nine ships and nearly 500 jobs to members of the International's affiliated Pacific District Unions.

But it's not only States Line. In the period of just one year, two other PMA companies—Pacific Far East Lines and Prudential—companies that were fixtures on the West Coast also threw in the towel.

The plight of the West Coast is by no means representative of the entire U.S. maritime industry. But it is most definitely representative both of the intensity of the problems confronting our industry and of what can happen right across-the-board if we do not work hard and fight hard every day to guard against it.

As it stands today, the SIU-AGLIWD is in good condition. We are solid job wise and all of our benefit plans are in excellent financial condition. Our Union assets are at an all-time high.

The same thing cannot be said for a number of other unions that make up the seagoing labor force in this country.

It's not that we haven't been affected by the problems of our industry. In fact, we have felt the same kind of pressure as every other segment of our industry.

The difference is that we have not allowed our problems to overwhelm us. Instead, we have taken the initiative to meet our problems head on and to do whatever must be done to overcome them. We have participated fully on the political front in the face of unprecedented opposition to labor oriented issues. We have intensified our educational programs at the Lundeborg School to prepare our membership for the challenges and responsibilities of a changing job in a changing industry.

There is no question that our Union is moving forward despite the ever increasing obstacles in our way. In 1978 alone, we succeeded in increasing our job base by hundreds of deep sea and inland jobs. We accomplished this at a time when most other maritime unions were fighting simply to maintain what they already have.

Again though, the advances we have made have not come about by luck. It has taken a collective effort from everyone involved in the SIU to get the job done.

There's just one problem. In our industry the job is never done. It used to be that you were at least as good as your last fight. Now, you're only as good as the fight you're in.

We must face the fact that the prospects for our industry are at best questionable. There are many directions in which the industry can go. But believe me, if we in the SIU do not continue to pool our collective resources for the good of all, there is only one direction our industry is heading and that is down.

As we move into 1979—the 41st year of our existence—the SIU is ready to put into effect the most comprehensive political, educational and organizational programs in our history. It is a statement of fact that the success or failure of these programs will have a tremendous impact on what the future will be like for us.

As it has always been, though, the success of our programs depends directly on the level of the support they receive from the SIU membership. It is not enough to say that you support the efforts of your Union. Each individual member must participate in the programs themselves to the utmost of his ability.

With everyone working together and doing their fair share, the SIU will continue to move forward and continue to meet the problems and challenges facing us all.

SIU to Launch Drive For SPAD Checkoffs in New Year

The SIU is launching a new and expanded political action program starting with the new year in order to lay an even more solid foundation for our members' job security.

We have the brightest job picture in the maritime industry. But if you take a look at the state of the industry all around us, you'll realize why increased political activity is an essential move for the future.

Through constant efforts in all areas, the SIU has managed to stay on top of the industry, contracting new companies that are still moving ahead with new technology and new vessels. But without legislation to protect and promote the health of the entire maritime industry, even these com-

panies are not secure.

No matter how good shipping is now, we can't ignore the political reality that can cut it back in the future. We have to keep working in Washington, working even harder for the kind of legislation that keeps your job security intact, next year and in the years to come.

For these critical reasons, the SIU has developed a more effective way for the membership to support SPAD, the Seafarers Political Activity Donation fund. As of Jan. 1, 1979, Union representatives will no longer be asking you for the \$20 or more contribution to SPAD. All contributions will be solicited in the form of the new 30 cents a day deduction program, started last summer.

The Union's goal is to sign up all deep-sea members to the checkoff program.

Once you sign an authorization form, 30 cents per day from your vacation benefit payment will be deducted and transferred from the Seafarers Vacation Plan to SPAD. If you have already signed one of these forms, sign another after Jan. 1 to start off the new program. Only one form will count no matter how many forms you sign.

The automatic deduction program has replaced the previous methods of collecting for SPAD for several reasons. It is an easy way for you to support SPAD. It is a better way for the Union to reach our mobile membership. And it cuts down on our administrative costs of

constantly soliciting and processing out-of-pocket donations.

But above all, if we all sign the authorizations for the program, the SIU will be able to count on a regular, substantial flow of money to carry on our political activity.

The need to work for positive maritime legislation makes it absolutely crucial that we get everyone's support for this program.

Seafarers are advised that because of the SIU's new SPAD checkoff program, as of Jan. 1, 1979, SIU Patrolmen will not solicit or accept cash donations to SPAD.

States Line, 1 of 3 Remaining PMA Companies, Files Bankruptcy

The States Line filed for protection under Chapter XI of the Bankruptcy Act in U.S. District Court this month and began winding down their operations. The demise of the San Francisco-based company translates to a loss of nine vessels for the members of SIUNA-affiliated Pacific District Unions.

States four Ro/Ro's and five breakbulk vessels, all operating in the Far East or Southeast Asia to U.S. West Coast trade routes, were the bread-and-butter of close to 500 American seamen, and more than 1,000 shoreside workers.

When the last of the States' fleet docks in San Francisco after completing their Pacific runs, the West Coast operators association will be left with only two member companies, representing 31 ships between them.

Earlier this year, two other West Coast companies halted operations. Prudential Lines sold their operation to SIU-contracted Delta Line. And Pacific Far East Lines went bankrupt.

Matson and American President Lines are the last remaining companies in the Pacific Maritime Association, which is the main source of employment for members of the Sailor's Union of the Pacific and the Marine Firemen's Union. Members of the former Marine Cooks and Stewards Union, which recently merged with the SIU A&G District, also crew PMA vessels.

States had been having financial problems for some time. Heavily in debt, the company's \$92 million in liabilities far outweigh their \$16 million assets. States still owes the Maritime Administration \$87 million in construction loans and mortgage guarantees on its nine Pacific trade ships as well as two

breakbulk carriers which are on charter to Prudential Lines.

While there is some talk that States may make a comeback once its financial difficulties are straightened out, that prospect is, at best, a dim one.

Under federal bankruptcy laws, the company will undergo a reorganization, which means they will stay in business, at least nominally, while their debts are stretched out and their creditors slowly paid off. Though reorganization leaves the door open for the company to resume operations, the fact that States

has stopped accepting cargo bookings weighs heavily against that possibility.

There was a more concrete hope for revitalizing the States fleet as negotiations for the sale of the company to Lykes Bros. Steamship Co. were underway. But those hopes were choked off as Lykes Bros., uneasy about reopening the antitrust controversy surrounding their recent merger with LTV Corp., suspended the purchase talks.

Lykes' decision not to buy may have been clinched, however, by the fact that

the operating subsidies States received from the Maritime Administration are due to expire at the end of the year.

Without the operating subsidies, Lykes would have been buying only the States fleet, not the important trade routes that usually accompany the purchase of one shipping company by another.

A spokesman for Lykes announced that the company had no plans to resume the States' sale talks. And that makes States another casualty statistic for the U.S. fleet.

At-Sea Medical Care Due for a Booster Shot

Emergency medical care on American merchant ships is simply inadequate. There are no doctors aboard. And normally, only one or two crewmembers aboard have any knowledge about emergency medical treatment.

In addition, there is no standardized medicine chest for the American fleet. And the medical supplies that are carried on U.S. ships are often inadequate or outdated.

However, thanks to the efforts of the SIU, other maritime unions, USPHS and the Coast Guard, this situation will soon change, hopefully within the next six months.

USPHS officials in Washington announced last month that they are preparing to publish a 474 page medical guide for the U.S. merchant marine.

This volume will contain an outline of what should be carried in a shipboard medicine chest, as well as complete illustrations of basic medical procedures.

A Coast Guard spokesman said that the U.S.C.G. would then pass regulations requiring that the USPHS

manual and all designated medical supplies be carried on all U.S. ships.

In addition, the SIU, with the help of PHS, is hoping to run a medical training program for chief stewards so that each vessel would be guaranteed that at least one crewmember is properly trained in emergency medical care.

At-sea medical care has been sorely lacking for a long time. The SIU has often registered complaints with the Coast Guard about the situation.

Hopefully, the recent announcements by the Coast Guard and USPHS will begin to turn the situation around.

The SIU is willing and ready to do its part in training our members in proper emergency care. The Union already conducts a program at Piney Point for cardio pulmonary resuscitation. But the Union needs the help of USPHS in setting up a more comprehensive program. The sooner this comes about, the better for American seamen.

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At Presstime:

SIU V.P. Earl Shepard Dies at 65

Earl "Bull" Shepard, SIU Atlantic Coast Area Vice President and one of the most highly respected leaders in America's maritime labor movement,



Earl "Bull" Shepard

died Dec. 19, 1978 after open heart surgery at the age of 65.

A charter member of the SIU and an official since 1945, Brother Shepard was one of the hardest working and best liked officers in the Union.

Brother Shepard was born in Gorchant, Ill., on Sept. 4, 1913. Before becoming a merchant seaman in 1936, he worked as a construction worker and farm worker.

He sailed from 1936 to 1945 when he went to work for the Union as an organizer, which he did successfully for three years. From 1947 to 1960, he worked as agent in New Orleans, New York and Baltimore.

He became SIU Vice President in Charge of the Atlantic Coast in 1960, a post he held until his death. Brother Shepard was headquartered in the port of Baltimore at the time of his death.

Brother Shepard is survived by his wife, Edith; son, Earl, Jr.; daughters, Nancy and Darla; five stepchildren, six grandchildren, a sister and two brothers.

The Log will carry complete details about Brother Shepard and his long history as an SIU official in the January 1979 issue.

*Seasons Greetings to All Our
Members At Sea & Ashore*



U.S. to Submit Strong Labor Proposal to IMCO

London Meeting Will Decide Worldwide Manning Standards for Merchant Vessels

U.S. maritime labor has laid a solid foundation for the safe operation of merchant vessels in its final proposal for worldwide manning standards.

Drafted by the SIU and other maritime unions, the proposal is expected to comprise the U.S. position on manning at the Intergovernmental Maritime Consultative Organization conference to be held in London in January.

Earl Shepherd, head of the SIU delegation which prepared the proposal, said that it represents "an important step toward maritime labor's goal for overall safety on the seas." The other unions which contributed to it at a joint meeting Nov. 28 with representatives of the Coast Guard and the Maritime Administration are: the National Maritime Union, the Marine Engineers Beneficial Association, and Masters, Mates and Pilots Union.

Labor's purpose in drawing up

documents for the IMCO conference was not to set specific numbers of required crewmembers, but rather to clearly establish the principles for determining minimum manning levels.

These are based on an essential concept underlying minimum manning, which the proposal points out: "Minimum manning does not mean the minimum number in the sense of the fewest tolerable, but the minimum number that will be adequate for the safety of ships, crews, passengers, cargo, property and the environment at all times."

All of the points outlined in the proposal relate to this basic idea. All aspects of ship operation are covered so that the document serves as a comprehensive framework for safety.

It includes the factors that must be considered in setting manning, from the type of vessel, voyage and cargo to the

complete physical needs of the crew. It spells out definite requirements, such as the following, which are needed to eliminate existing hazards on merchant vessels:

- The normal workday should be eight hours with a three-watch system to apply to the deck and engine departments in seagoing ships. Neither the master nor the chief engineer should be assigned to a watch. This should also apply to small ships, used on short international or near-coastal voyages. Vessels such as offshore oil and gas supply boats, for example, are not now covered by safe minimum crew levels.

- There should be adequate manning to cover "peak workload conditions" and to cope with emergencies, including possible breakdowns of automated equipment and aiding other ships in distress.

- Human endurance must be considered so that manning levels do not

jeopardize the seafarer's health. Moreover, there is a need to provide a "significantly higher level of medical care on board ships, substantially beyond the first-aid concept." The contribution of the steward department should be recognized in terms of the overall health and hygiene of the crew.

The proposal stresses the fact that "all shipboard activities are interlinked." Since the health of the crew and the safe operation of the vessel go hand in hand, manning levels must reflect all shipboard responsibilities. For this reason, the SIU has prepared a detailed description of the duties performed by all departments, which will be submitted as part of the U.S. manning proposal at the IMCO conference next month.

The U.S. position will be finalized at the last meeting of labor, management and government representatives for maritime to be held late this month.

Destitute U.S. Dry Bulk Fleet Looking to Better Days

The condition of the U.S. dry-bulk fleet was recently described by Assistant Secretary for Maritime Affairs Robert J. Blackwell as being, "sorely inadequate."

Blackwell's remarks on the plight of the U.S. dry-bulk fleet were delivered last month at the International Cargo Conference in New York.

Speaking of the need to build up the dry-bulk fleet, Blackwell said, "expansion of U.S.-flag capability in bulk

shipping has a high priority at the Maritime Administration."

Considering that the U.S. dry-bulk fleet has been allowed to dwindle to a measly 19 ships—most of which are more than 30 years old—the MARAD commitment to spur a build-up in the bulk fleet is a welcome if belated one.

Less Than 2% Goes U.S.

The fact of the matter is, dry-bulk cargoes amount to more than 40 percent

of the total foreign trade tonnage of the U.S. But less than two percent of our bulk cargoes are carried in U.S.-flag ships. So the attention being given to the dry-bulk fleet, as of late, is long overdue. The pathetic condition that the fleet is now in, is simply contrary to the best interests of our country.

There are, however, some positive signs that the U.S. dry-bulk fleet is taking a turn for the better. Blackwell noted that five dry-bulk carriers are presently being built by the Livingston Shipbuilding Co. in Texas.

When the first of these 616-foot, 36,414 dwt ships is delivered in late 1980, they will be crewed by SIU seamen, as will the remaining four ships.

Blackwell said that the construction of these new U.S. dry-bulk carriers is, "an important first step in revitalizing the U.S.-flag dry-bulk fleet." He added that, "It is . . . only the first wave of what we hope will be a growing tide of activity in bulk shipping."

The dry-bulk carrier is—or should be—an important part of the U.S. merchant marine. Certainly, the capability of hauling bulk cargoes is a vital one, and one in which we are now sadly and dangerously lacking.

Important bulk cargoes now being imported by the U.S. (mostly in foreign

bottoms), and the percent of our total bulk consumption that they constitute, include: iron ore, 35 percent; lead, 62 percent; manganese ore, 99 percent; nickel, 90 percent; copper, 40 percent; and bauxite, 85 percent. (These figures are from 1975.)

As well as the need for new dry-bulk ships, MARAD's Blackwell also stressed the need for new and improved bulk cargo handling facilities in the U.S. In his speech at the Bulk Cargo Handling Conference he called for, "greater port capacity and improved cargo handling methods." He also urged that, "new emphasis must be placed on the development of bulk terminals."

In concluding his remarks before the Bulk Cargo Handling Conference, Blackwell defined MARAD's role in improving the U.S. dry-bulk fleet, saying that it, "can provide only the catalysts for such improvements. In the long run, the levels of interest and investment by private industry will determine the degree of meaningful new activity in this area."

The U.S. dry-bulk fleet has been a victim of utter neglect for many years. Though things are looking up for it, it has a long way to go to reach a level that will satisfy the economic and security needs of our country.

You Can't Afford Not To



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

See your SIU Representative or contact HLS for details

Cove Communicator Committee



Recertified Bosun Carl Thompson (seated r. rear) ship's chairman of the ST Cove Communicator (Cove Shipping) stands by for a payoff with some of the crew and the Ship's Committee on Nov. 15 at Stapleton Anchorage, S.I., N.Y. In the Ship's Committee are (seated l. rear) Chief Pumpman R. Breeden, educational director and (seated front l. to r.) AB Tom Seager, Chief Steward/Cook James A. Hollen, secretary-reporter; Engine Delegate Daniel Breaux and Deck Delegate R.D. Whaley. Standing (rear l. to r.) are H. Knuckles of the steward department, OS Y.S. Onar and Steward Delegate A. Johnson.



Mississippi River System

"It is unthinkable that the waterways industry could end up with user charges and no new Lock and Dam 26."

This was the parting statement from the National Committee on Locks and Dam 26, which formally dissolved on Nov. 13 after achieving its goal for enactment of legislation authorizing the Lock and Dam 26 project at Alton, Ill. The legislation, H.R. 8533, which was signed into law by President Carter on Oct. 21, also imposes waterways user charges beginning Oct. 1, 1980.

The National Committee warned that L & D 26 construction could become "ensnared in lengthy litigation." Rebuilding the lock can't begin until a court suit against it, brought by a coalition of railroads and environmental groups, is defeated. Right now, the court is still in the process of reviewing the environmental impact statement prepared by the U.S. Army Corps of Engineers for the project. If the statement is found insufficient, as the opposition has charged, another will have to be prepared which could take more than a year itself.

In the meantime, the National Committee has turned over the responsibility of carrying on the fight in court to another waterways organization, the Association for the Improvement of the Mississippi River. The Committee urged continuing support for this crucial effort and for future fights against the "inevitable attempts to escalate the user charges."

Jacksonville, Fla.

A brand-new boat was crewed in this port last month. The *Admiral*, a 5,600 hp. ocean-going tug, is the first piece of equipment for the newly formed and newly contracted Admiral Towing and Barge Co. She carries a top to bottom SIU crew who are now operating the tug between U.S. Navy bases in Norfolk, Va. and Guantanamo Bay, Cuba.

New Orleans

Crescent Towing is primarily a shipdocking operation in this port, but the company's latest tug has been doing some deep sea towing. The *Jason Smith*, a remodeled boat, was crewed by SIU Boatmen on Nov. 3. Her first trip was to South America.

Houston

G & H Towing is going to dominate the new boat news throughout most of the new year. The company has shipyard orders for nine tugs and the first one is expected by the end of January. Two months later the second will be delivered and after that, one new boat a month will be delivered until all nine are in service. The total will add about 80 new jobs for SIU Boatmen by the fall of 1979. The new boats will bring the fleet up to 40 vessels and will allow expansion in both shipdocking and deep sea towing operations.

Mobile, Ala.

SIU Boatmen with Mobile Towing have ratified a new three year contract and pension and welfare agreements along the lines of the recent gains made by SIU members in the inland industry. These include a \$100 increase in the monthly pension payment, extended welfare coverage and higher vacation benefits under the SIU industry-wide Inland Vacation Plan. Mobile Towing, a shipdocking operation, employs 18 SIU deckhands and oilers.

Banner Committee



Paying off on Nov. 18 at the Citco Dock, Linden, N.J. is the Ship's Committee of the *S1 Banner* (IOT) of (l. to r.) Cook/Baker Joe Simpson, steward delegate, Deck Delegate I. W. Thomson, Bosun Jack Higgins, ship's chairman and Engine Delegate William Beatty

AFL-CIO Legislative Head Biemiller to Retire

AFL-CIO Legislative Director Andrew J. Biemiller, 72, will retire from the Federation's department at the end of this month. He has been director since 1956.

George Meany, president of the AFL-CIO, said in accepting the resignation that Biemiller's "one goal" in his long career has been "to make this a better world for all of us and for our children and grandchildren. . . . Every piece of social welfare legislation enacted in the last two decades carries a union label and Andy Biemiller deserves a major share of the credit for each victory."



Andrew J. Biemiller

Succeeding Biemiller will be Kenneth Young, 51, associate director of the department since 1971 and a member of its legislative staff since 1967. He is a former reporter and longtime member of the American Newspaper Guild.

Biemiller started out as a teacher at Cornell and the University of Pennsylvania. In the 1930s in Milwaukee, Wisc. he cut his first political teeth becoming a union organizer and editor of a labor newspaper. As an early Socialist there, he became the Progressive Party's floor leader in the state legislature. Later he served two terms in the U.S. Congress as a Democratic representative under the tutelage of House Speaker Sam Rayburn of Texas.

At the 1948 Democratic Convention, Rep. Biemiller and the late Sen. Hubert H. Humphrey made political history by being instrumental in the adoption of a strong minority report backing civil rights which led to the Dixiecrat walkout and helped to get President Harry S. Truman elected.

He joined the legislative staff of the former AFL in 1935 becoming chief lobbyist for the merged AFL-CIO three years later.

Biemiller once told reporters that he has operated under the instructions he got from Meany when he took the legislative job: "Don't beg, don't threaten and don't ever assume you are 100 percent right."

IT PAYS TO BE ABLE

TO KEEP THINGS COOL



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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

Upgrade Your Skills in '79

Looking back over 1978, I can say without reservation, that it has been a good year for the SIU membership.

The real measure of any year, though, comes down to what really counts for the working man—jobs. In this respect, 1978 was a very good year for us.

But 1979 looks even better.

If you read the *Log* regularly this year, you know that every month at least one new deep sea ship and one new inland vessel were crewed by SIU members. And this good news is going to continue in next year's *Log*.

It's good news because the constant flow of new vessels into the SIU-contracted fleet provides SIU members with a constant supply of new and expanding job opportunities. The flow of LNG ships started with two vessels in 1977 and increased by five more this year. Next year at least six

new LNG ships are expected to be delivered to SIU-contracted companies, which means that Seafarers will be manning a total of 13 LNG carriers by the end of 1979, or early 1980.

Our members will also crew the first of 14 new diesel powered vessels now being built by our contracted companies. And in the inland industry, one company alone has shipyard orders for nine new tugs—all due out next year.

These new construction figures add up to a tremendous number of new jobs for Seafarers and Boatmen. And the Union is working on contracts for even more vessels, now just in the planning stage.

This is why upgrading has been and will continue to be my message to the membership. It means that new and more challenging jobs are readily available if you are willing to take the time to learn the skills needed to fill these jobs.

In this industry, which is prone to ups and downs, upgrading is your best bet to cash in on the good shipping of today and to bank on job security in the years to come.

Now is the time to go for a deep sea rating or for an inland license; to gain your full book shipping rights through the "A" Seniority Program; or to get the specialized training required to sail on LNG carriers, diesel-powered ships or any of the new automated vessels coming out each month.

If you do, you can enjoy the high paying jobs available now and have the extra advantage that a rating, full seniority rights and special skills will provide if shipping gets tough.

The SIU has a full political program planned for the new year to keep the job picture bright for SIU members.

You also have a full year ahead of you. Make it another good one by supporting your Union and moving ahead in your career through the educational opportunities available to you at the Lundeberg School.

Donnybrook Brewing Over Alaskan Oil Export Plan

Although the future of the U.S. tanker fleet appears secure for the moment, it's a short-term security which could run out as early as this summer.

The tenuous hold the U.S. tanker fleet currently has in the Alaskan oil trade could snap this June when a statute known as the McKinney Amendment expires.

This amendment to the Alaskan Pipeline Bill, mandates that Alaskan oil cannot be exported without an Act of Congress. When that restriction lapses, however, the controversy over whether the U.S. should export Alaskan crude to Japan will begin to broil once again.

On one side of the export battle are the oil companies, the U.S. Department of Energy and the State legislature of Alaska, which are all supporting plans to export Alaskan crude to Japan and bring in replacement oil supplies from the Middle East—all on foreign flag ships.

On the other side are the SIU and many other maritime labor and industry groups who argue that plans to export Alaskan crude seriously threaten the jobs of American seamen and the security of the U.S. tanker fleet.

Another point against the export plans is that when Congress first approved construction of the Trans-Alaska Pipeline, they made a promise to the American people that no oil produced here would be sold outside the U.S.

If the Alaskan oil export scheme becomes a reality, Congress will not only have reneged on that promise, but will be forcing the U.S. to become increasingly dependent on the Middle East for oil.

Oil From Mexico

The oil companies, however, have found a way to ease the queasiness of some Congressmen and Senators over relying on imports from the unstable Middle Eastern countries. Backers of the export plans have suggested bringing oil to the East Coast from Mexico instead of the OPEC countries.

While the Mexican connection may make the export scheme more palatable to certain members of Congress, who

would otherwise oppose a move to make the U.S. more dependent on Middle Eastern oil, it is no change at all as far as the jobs of American seamen and the stability of the U.S. tanker fleet are concerned.

The SIU has been among the most vocal critics of the Alaskan crude export plans since those plans were first introduced. Testifying before Congressional hearings held during the last session of Congress, the Union scored the arguments of Big Oil that the U.S. merchant fleet doesn't have sufficient tanker tonnage to move the crude which has temporarily backed up on the West Coast.

Not only are there already enough tankers in the U.S. fleet to move the Alaskan oil down to the lower 48 states, but there are oil carriers still being built in U.S. shipyards, ordered specifically for the Alaskan trade.

"Alaskan crude oil exports," AFL-CIO Legislative Director Andrew J. Biemiller told a House Subcommittee, "would force from two to three million tons of U.S. tankers into lay-up with the loss of thousands of jobs for U.S. seamen."

The oil companies' claims that exports are the only way to ease the glut of Alaskan crude on the West Coast are also overplayed. If the oil companies would retrofit existing West Coast refineries to handle the crude and build West to East continental pipelines, the West Coast oil surplus would soon disappear.

However, most of the oil companies haven't moved to either retrofit or construct alternative pipeline systems because they stand to make significantly higher profits by selling the oil to Japan than by channeling it down to the lower United States.

Sohio Project

The one bright spot in what has turned out to be the Alaskan oil debacle is that California voters have given Standard Oil of Ohio (Sohio) a green light to begin building a tanker terminal and pipeline from Long Beach, Calif.

When it's built, the \$1 billion distribution system will be able to

handle 500,000 barrels of Alaskan oil a day, channeling the crude from Prudhoe Bay to markets in the Middle East via the Long Beach facility.

But plans for the facility may backfire. Snarled by red tape surrounding issuance of a necessary construction permit by the South Coast Air Quality District Board and approval of that permit by the California Air Quality Management District, construction of the terminal and pipeline could be stalled for anywhere from one to three years.

Such long-term delays may cause Sohio to scrap plans for the facility altogether. "As delays and costs accumulate," said Sohio's chairman and chief executive officer Alton W. Whitehouse, "the time may come when the investment may no longer be attractive."

SIU Pressure Gets MSC to Drop Panamanian Service

Under pressure from the SIU, the Military Sealift Command has dropped its use of foreign-flag vessels in a domestic trade and awarded new contracts to American operators.

The MSC accepted bids last month for the three U.S.-flag vessels, including two SIU-contracted tugs, to haul cargo from Port Canaveral, Fla. to ports on the U.S. Air Force Eastern Test Range in the Caribbean.

Panamanian-registered vessels had been operating in this domestic trade since 1974 under Jones Act waivers. Since many of the Caribbean ports are U.S. possessions covered by the Jones Act, the waivers were needed to bypass this statutory protection for American vessels to carry cargo between American ports. Waivers are allowed when U.S.-flag vessels are not available to carry trade.

But after investigation into the matter, which began early this year, the Transportation Institute discovered that the military was not giving U.S. operators a chance to compete with the Panamanians. T.I., a research group for the U.S. maritime industry, found out that the MSC had not let out public bids

"We are approaching limits beyond which the project cannot proceed," Whitehouse continued, adding, "if those limits are exceeded, we all lose."

Seafarers, U.S. maritime and the country in general have a lot to lose if Sohio doesn't build its facility. And even more to lose if plans to export the Alaskan crude to Japan go through.

Americans will be forced to pay higher prices for imported oil instead of using our own supplies. U.S. waters will be threatened by increased numbers of unsafe, improperly manned foreign flag ships. And American seamen and shippers will suffer a loss of jobs and revenues.

The SIU, as well as other maritime labor and industry spokesmen, feel the overall price for the U.S. of the Alaskan oil scheme is too high to pay.

for the trade since the last contract was signed with the foreign-flag operation in 1974.

When confronted by T.I. and the SIU, the military claimed that no American vessels were available for the trade, or were available only at exorbitant rates. Under increasing pressure from the SIU, and due to the fact that the Panamanian vessels were becoming unsatisfactory, the MSC finally agreed to let out new requests for bids.

The result was an overwhelming response from U.S. operators. When the bids were opened, U.S. vessels came in low enough to take over the trade.

On Nov. 9, MSC awarded contracts to three U.S. tugs to perform the work formerly done by the Panamanian vessels. Two are tug/barge combinations owned by SIU-contracted Crowley Maritime and the third is a vessel owned by Acadian Marine, a non-Union company.

The Crowley vessels came in at a cost below the Acadian tug and will carry more cargo. They are the tug *Noatak* and the tug *Arthur*, which will begin operations out of Port Canaveral with SIU crews in January.



The Lakes Picture

ALGONAC

Cold weather all across the country signals the beginning of the end of the Great Lakes shipping season. SIU contracted companies on the Great Lakes have begun laying up their vessels. The *Consumers Power* (American Steamship Co.) laid up in Toledo the last week in November along with the *Kinsman Enterprise* (Kinsman Lines). The *Belle River*, American Steamship's thousand footer, is scheduled to lay up in Duluth before Christmas.

FRANKFORT

The *City of Milwaukee*, the newest SIU-contracted car ferry, began its Kewaunee to Frankfort run this month with a 27 man SIU crew. The car ferry was leased by the Michigan Interstate Railway Co. from the Grand Trunk Western Railroad which terminated its car ferry operations last month.

MIRC's car ferry *Viking* is in the shipyard for her five-year checkup and will join the *City of Milwaukee* as soon as necessary repairs are completed. In addition, the state of Wisconsin recently appropriated funds to refurbish the car ferry *AK Atkinson* which has been out of service for the last four years. When the *Atkinson* begins running it will restore MIRC to a three-boat operation and open up many employment opportunities for Great Lakes Seafarers.

CHICAGO



The crew of the SIU-contracted *Medusa Challenger* (Cement Transit Co.) really care about each other. Conveyorman Robert Verboam (left) wanted to make sure that if Chief Steward Larry Geiger ever falls overboard, he'll have something to hold onto. So, on behalf of the whole crew, Verboam presented the chief steward with his own, personal life ring which fits Geiger's ample girth better than the standard sized rings.

A strike by 1500 workers against the American Ship Building Co. has idled the repair facility since Aug. 15. The strike has affected many SIU-contracted Great Lakes ships which are repaired at the company's Chicago and Toledo shipyards throughout the shipping season.

The impact on SIU Lakers may be even greater if the dispute isn't settled by the time the shipping season ends. Several SIU-contracted companies lay up their vessels at the Chicago yard and as many as 20 Union ships winter at the Toledo facility.

Since the strike has already lasted over three months, Great Lakes ship operators have begun making alternative arrangements to lay up their ships in either Sturgeon Bay or Duluth.

The feasibility of using Hovercraft, air cushion vehicles which skim over the surface of water, is being studied as an alternative form of transportation by several U.S. states. Hovercraft are used as passenger and supply ferries in Europe and are being tested in remote areas of Alaska. The city of Chicago is also taking a look at the vessels to determine whether they could be used to carry commuters along the city's rivers and canals. The city wants to link suburban areas with Chicago's downtown by running Hovercraft on the Chicago Sanitary and Ship Canal.

CLEVELAND

The Federal Office of Management and Budget has okayed \$300,000 for the Army Corps of Engineers to conduct a year-long study of harbor dredging and improvement at the port of Cleveland. Though Congress has already authorized \$30 million to deepen and develop the harbor, the construction can't begin until the study is concluded. Part of the project includes deepening the east basin of the harbor from its present depth of 25 feet to 28 feet. Deepening the harbor will allow the new 1,000 foot ore carriers to call at the harbor which is a possible site for a new ore dock being planned by Republic Steel.

ST. LAWRENCE SEAWAY

As the 1978 shipping season winds to its close it looks less and less likely that the St. Lawrence Seaway System will be cleared by the scheduled closing dates.

Traffic in both the Welland Canal section (which was scheduled to close Dec. 6) and the Montreal-Lake Ontario section (with a closing date set for Dec. 15) is even heavier than at the end of the 1977 shipping season. And last year's Seaway closing on Dec. 26 was the latest in the System's history.

Part of the reason for this year's backup is the recently settled strike by Canadian marine engineers and deck officers which idled most of Canada's Great Lakes fleet for eight days. Canadian shippers have stepped up activity in an effort to move stockpiled cargo before the winter freeze.

In addition, only 12 ships a day can move through the Welland Canal. At last count there were 119 ocean vessels above the Canal and 10 more waiting to transit the Canal to Lake Erie. A spokeswoman for the St. Lawrence Seaway Development Corp. pointed out that at this time last year there were only 87 ships above Welland.

An extension of the Seaway's closing deadline will be expensive for the ships that don't make it through by the closing dates. Any ships still in the System after the deadline will be required to pay fines which range from \$20,000 to \$80,000 a day per vessel.

One way to solve the traffic problems on the St. Lawrence Seaway and the Great Lakes is to extend the shipping season. The Army Corps of Engineers has been conducting a Winter Navigation Demonstration Program on the Upper Great Lakes for the past eight years to test the feasibility of opening up the waterway to year-round commerce.

The season extension program will end next year unless Congress authorizes funds to keep it going. And, despite endorsement of the project by many labor, industry and government spokesmen, refunding of the program seems unlikely.

Much of the opposition to a longer shipping season comes from New York's Governor Hugh Carey and the Michigan United Conservation Club. Both the governor and the environmental group say that the impact an extended shipping season will have on the environment has not been adequately studied.

The Michigan conservation group charged that a season extension would: make spring flooding worse; endanger fish and wildlife; stir up river and lake sediments containing heavy metal and organic pollution and cut hydroelectric power by 15 percent because of ice jamming.

Congressman Philip Ruppe (R-Mich.) disagrees with the Conservation Club's concerns. He pointed out that an environmental study which would be conducted during the first three years of a winter shipping season would determine any negative impact on the environment winter shipping might cause and would also recommend necessary corrective measures.

Ruppe said he supported the season extension program as long as it would "materially contribute to the economic welfare of the Great Lakes region . . . and is consistent with national transportation policies . . ."

In spite of any support or opposition to the program, the fate of an extended shipping season on the Great Lakes and the St. Lawrence Seaway System is now up to Congress to decide.

A Cool LNG Crew



Assembling at Headquarters in the port of New York on Nov. 27 before heading north to Quincy, Mass. is the crew of the *LNG Leo* (Energy Patrick). They are (rear l. to r.) Chief Steward/Cook A. De Champ; Cook/Baker Patrick Geary; AB Tom Redes; Rich Piaskowski and Edward Thompson; Wiper Jeff Yarmola; GSU Jon N. Anderson; OS Mark T. Clark and AB C. L. Hickenbottom. In front (l. to r.) are QMED Warren Shoun; OS Robert Tremblay; GSU Kevin Thatcher; OS Perry Cubeta; QMED Ramon Camacho and GSU Michael Manuel.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

DECEMBER 1978

Legislative, Administrative and Regulatory Happenings

U.S. Shipyards May Deliver 32 LNG Carriers

As many as 32 new liquefied natural gas carriers could come out of U.S. shipyards if the various LNG projects now pending go through, according to assistant secretary of commerce Robert J. Blackwell.

Speaking at the launching of Energy Transport Corp.'s fifth LNG ship, the SIU-contracted *Leo*, Blackwell said projects to import LNG from Trinidad, Nigeria, Chile and Australia are currently in the works. The U.S. now imports LNG from Algeria, Indonesia and Iran.

Blackwell praised the highly developed technology of U.S. shipbuilders which, he said, has made the U.S. a "formidable competitor" in the LNG transport industry.

The U.S.-flag fleet of LNG carriers is the largest in the world, the assistant commerce secretary continued, noting that 13 American flag carriers would be plying the LNG trade by next year.

There are now seven LNG ships in the U.S. fleet, all crewed by SIU members.

Report Cites Growth of Perishable Cargoes as Boon to U.S. Shippers

A potentially lucrative market for U.S. flag operators could open up with the growth of perishable cargoes in the U.S. foreign trade if capacity in both U.S. flag liner and non-liner service increases to meet the demand.

These were the conclusions of a report titled "U.S.-Flag Transportation of Perishable Imports and Exports," prepared for the Maritime Administration.

The report found that "by 1985 the perishables export market could almost double in liner service, increase over 60 percent in non-liner service and the import market could grow by 25 percent," if U.S.-flag refrigerated capacity increases an average of eight percent a year.

In order to meet rising demands in this profitable trade, the report recommended that "U.S.-flag carriers with MarAd support undertake a multiyear, multifaceted cooperative effort to increase U.S.-flag carriage of refrigerated commodities," by: increasing the fraction of refrigerated capacity on existing and new ships; improving shipboard refrigeration technology; improving port and intermodal refrigerated services; and introducing U.S.-flag refrigerated non-liner operations.

Beefing up overall U.S.-flag refrigerated capacity will be a boon to the maritime industry, the report concluded, by "creating seagoing and shoreside jobs and by promoting shipbuilding."

In addition, the U.S. balance of trade picture will brighten since refrigerated export trade is outstripping imports, if U.S.-flag operators recognize the opportunities connected with the growth of perishable cargoes and undertake "the special efforts required for exploiting them."

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**

Deep Seabed Mining Proven Feasible

The first results of tests and experiments being conducted by several deep seabed mining concerns indicate continuous mining of deep seabed minerals is feasible.

The U.S.-based Ocean Mining Associates said their 20,000 ton converted ore carrier raised mineral nodules from a depth of three miles at a rate of 50 tons an hour, demonstrating that commercial production of deep sea minerals is ready to begin.

Several mining companies have sent out experimental vessels in anticipation of passage

by Congress of an Ocean Mining Bill which would green light their deep sea mineral retrieval operations.

An SIU-backed ocean mining bill came through the House of Representatives, but not the Senate, in the 95th Congress and contained three amendments which would mean jobs for Seafarers and other American workers in the ocean mining industry.

Because of the bill's job security clauses ocean mining legislation is one of the Union's top priorities for the 96th Congress.

SIU Upgraders Get Political Briefings From Congress Aide, AFL-CIO Officials



SIU "A" Seniority Upgraders attending their Union's December educational program attended a day-long briefing earlier this month in Washington on the political and legislative activities of the SIU and the AFL-CIO.

During their visit, they met and talked with Ray Denison, of the AFL-CIO's legislative department, and representatives of the AFL-CIO Maritime Trades Department. During lunch, they met with Len Sutter, chief counsel to the House Merchant Marine & Fisheries Committee.

Earlier in the day, the SIU members met with some of the key staff members of the Transportation Institute, a highly-respected Washington-based maritime research and education organ-

ization.

This Washington trip is part of the SIU's ongoing education program to provide the union's membership with first-hand information on the problems and programs of the maritime industry—and of the vital importance of the SIU's leadership in political and legislative activities.

Also during their visit, the SIU upgraders toured the Capitol where they posed for a group photo. Pictured here are upgraders Sidney Shelley, Philip Booher, Robert Funk, Walter Davidson and Charles Nealis. With the upgraders on the steps of the Capitol is Piney Point Port Agent Pat Pillsworth.



Senate Committee Holds Hearings On Liquefied Energy Gases

The Senate Committee on Commerce, Science and Transportation will hold hearings aimed at creating one overall set of safety regulations to govern liquefied natural gas, liquefied petroleum gas and other liquefied energy gases.

Right now, the jurisdiction of several federal agencies controlling the liquid energy gas industry overlap. The regulatory conflicts have left certain areas of safety in liquid energy gas storage, transfer and ship, rail, truck or pipeline transport uncovered.

Commenting on the intention of the hearings, the committee chairman, Senator Wendell H. Ford (D-Ky.) said: "The transportation and safety issues associated with LNG and LPG touch all energy consumers. Both the public and the industry deserve sensible regulations in the area of liquefied energy gases."

U.S. Deep Sea Ship Tonnage Holding Steady

The privately-owned, deep-draft fleet of the U.S. merchant marine was holding steady at 746 vessels—comprising 21.5 million deadweight tons—on October 1, according to the latest figures reported by the U.S. Department of Commerce, Maritime Administration.

Compared to one year ago, the number of ships in the U.S. fleet decreased by two, but the total capacity of the fleet increased by 2 million deadweight tons. The tonnage gain is because of the larger size of the newer ships in the fleet as compared with the smaller sizes of older ships sold or scrapped during the past year.

The active U.S. merchant fleet on October 1 totaled 692 ships with an overall capacity of 20.2 million deadweight tons.

The Maritime Administration report also revealed that 48 merchant ships, totaling nearly 3.5 million deadweight tons, were under construction or on order in American shipyards on October 1. These included 11 tankers, 13 liquefied natural gas (LNG) carriers, 10 intermodal vessels, eight dry-bulk carriers, three break-bulk cargo vessels, and three special-type ships.

MarAd Turns Down Waterman's Re-application for ODS

The Maritime Subsidy Board of the Maritime Administration has refused to reconsider Waterman Steamship Corp.'s application for operating differential subsidies in North Atlantic trade routes.

Reaffirming their earlier decision, the Board turned down Waterman's petition for subsidies on Trade Routes 5-7-8-9 (U.S. North Atlantic/United Kingdom and Continent) because they said an adequate number of U.S.-flag companies were already servicing those areas.

In addition, the Board ruled that Waterman's proposed operations on TR 6 (U.S. North Atlantic/Scandinavia and Baltic) and TR 11 (U.S. South Atlantic/United Kingdom and Northern Europe) would do nothing "to further the purposes and policy of the Merchant Marine Act of 1936," as they would not correct any inadequacies of U.S.-flag service in those trade routes.



U.S. Vessels Gain In Great Lakes Ore, Grain Trades

The U.S. Maritime Administration has issued a marketing guide which shows increased opportunities to U.S.-flag ship operators in the Great Lakes-St. Lawrence Seaway iron ore and grain trades.

The study is entitled, "U.S. Bulk Vessel Marketing Guide—Great Lakes-St. Lawrence Seaway Iron Ore/Grain Trade." It was developed as a marketing tool by the Maritime Administration's Great Lakes Region office, and includes a breakdown of port-to-port tonnage along with marketing contracts for both iron ore and grain cargoes.

Copies of the study are available and may be obtained by writing to: Great Lakes Region Office, U.S. Maritime Administration, 666 Euclid Avenue, Cleveland, Ohio 44114.

Crowley VP Named to Head Propeller Club

William V. Figari, corporate vice president of Crowley Maritime Corp., was elected president of the Propeller Club of the United States at the organization's recent convention in Honolulu.

The Propeller Club is a national professional organization dedicated to the promotion of a strong United States merchant marine.

Figari will succeed Lloyd Strickland, vice president of Lykes Bros., who was vice president of the Propeller Club for the past two terms.

William J. Wolter, president of Cairo Marine Services, was named first vice president, and Donald Schmidt, senior vice president at Farrell Lines, was elected national second vice president.



Seventy-one cents of every dollar spent in shipping on American-flag vessels remains in this country, making a very substantial contribution to the national balance of payments and to the nation's economy.

Use U.S.-flag ships. It's good for the American maritime industry, the American shipper, and America.

Hess Gets OK to Use Foreign Flags for Alaskan Oil

SIU to Seek Act of Congress to Override Appeals Court Decision

The SIU is gearing up for a tough legislative battle when Congress convenes next month. The Union will be working to overturn, through an act of Congress, a recent ruling by the U.S. Court of Appeals allowing the Amerada Hess Corp. to use foreign flag ships in hauling Alaskan crude oil to the U.S. East Coast via its Virgin Islands refining plants.

Despite a strongly documented suit filed jointly by the SIU, the American Maritime Association and the Shipbuilders' Council of America, the U.S. Court of Appeals upheld a lower court's decision which green lights Hess' use of foreign bottoms for transportation of the Alaskan crude.

The ruling is the latest in a series of incidents which bolster the Virgin Islands loophole in the Jones Act, permitting carriage of goods between the U.S. Virgin Islands and the mainland on foreign flag ships.

One of the Union's principal arguments against Hess keyed on the oil company's violation of the spirit, if not the letter of the Jones Act.

The Jones Act states: "No merchandise shall be transported by water... between points in the United States... in any other vessel than a vessel built in and documented under the laws of the U.S."

The SIU contended that Hess was violating the Jones Act because the

company was transporting one type of merchandise between points in the United States. Though Hess makes a stopover in St. Croix to refine the Alaskan crude, the voyage is essentially a Valdez-to-East Coast run. And though the crude leaves St. Croix in the form of refined petroleum products, it is still essentially a single element of merchandise.

The Court, however, decided that each leg of the Valdez-to-St. Croix and St. Croix-to-East Coast run was a separate trip and that the Jones Act provision requiring use of American ships in the U.S. coastwise trade did not apply because each trip "is outside of the coastwise trade of the U.S."

In addition, the Court of Appeals agreed with the lower court's finding that "crude oil is simply quite different from the ultimate products which come out of a refinery."

"The products of the Hess refinery," the Court continued, "are new and different merchandise from the Alaska crude oil."

Violates Environment

The Union, along with the AMA and the Shipbuilders' Council, advanced another argument in the suit against Hess.

Arguing that the Trans-Alaska Pipeline Authorization Act and the Act's 'Magnuson Amendment' were intended to keep foreign bottoms out of the Alaskan oil trade for environmental reasons, the SIU's brief said: "Quite apart from the Jones Act, for environmental purposes, the carriage of Alaskan oil in the coastwise trade is confined to American vessels and... the carriage of that oil by foreign tankers in the coastwise trade is illegal."

Disagreeing with the Union's analysis of the TAPS Act, the Court stated that neither the TAPS Act nor the Magnuson Amendment "explicitly command that only U.S. flag vessels be used in the transport of Alaskan crude."

The Court said that requiring the use of American flag ships for transporting Alaskan crude was never written into the TAPS Act. "The most that can be said," the Court concluded, "is that various Congressmen assumed that... only American vessels would be involved in the transport of Alaskan crude to the United States."

Tightening the wording of the TAPS Act to specify the use of American flag tankers in the Alaskan oil trade, as well as extending the Jones Act to include the Virgin Islands depends on what the Court called a "policy choice for Congress."

Every time Congressional legislation

is introduced which would make the Virgin Islands subject to U.S. coastwise trade laws, it is beaten back by heavily financed campaigns launched by the oil companies.

Hess has been able to use the Liberian registered tanker *Hercules* in the Alaska-to-East Coast oil trade since 1977 because of the Virgin Islands loophole. And American seamen have had to pay a steep price in the loss of jobs and job security because many oil companies use the loophole as a way around employing U.S.-flag vessels.

U.S. jobs will continue to be lost as long as the Virgin Islands are exempt from U.S. coastwise trade laws. The SIU views changing the Virgin Islands exemption from the Jones Act as a top legislative priority and the Union will double its efforts on Capitol Hill this year to get the loophole closed once and for all.

NACOA Urges Carter to Consolidate Maritime Agencies Into One Department

The National Advisory Committee on Oceans and Atmosphere (NACOA) early this month asked President Carter to consolidate "a myriad of agencies, departments and fiefdoms" connected with ocean and atmospheric programs into a new Federal department.

The committee said the reorganization would correct many deficiencies in the helter skelter way the Government handles oceanic policy problems.

They also suggested that the President consider putting the new department in the also new Oceans Department of the National Aeronautics and Space Administration.

The new department would include the National Oceanic and Atmospheric Administration, the Coast Guard, the Maritime Administration and various other ocean-oriented programs which are now in the Departments of Commerce, Interior, Agriculture and Transportation and the Army Corps of Engineers.

In a letter to Carter, the committee said the nation has not succeeded in developing the full economic potential of the oceans. And that a U.S. Department of Natural Resources under study by the White House would be unable to deal adequately with American interests in the oceans, the coastal areas, polar regions and the atmosphere and still manage land resources.

The NACOA was created by Congress in 1971. Its members are appointed by the President. They come from universities, industry, public interest groups and state and local governments.



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:

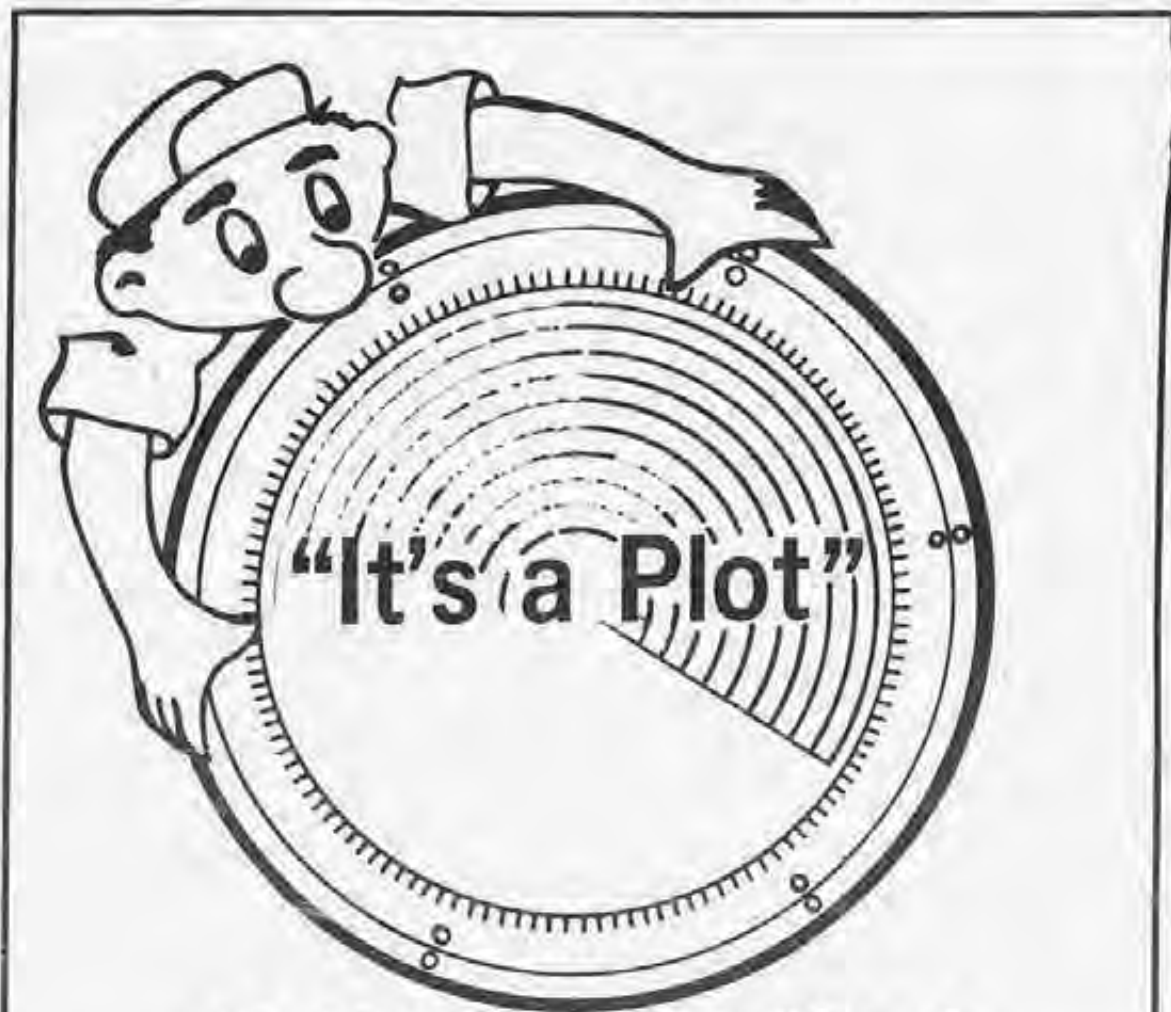
- membership certificate
- registration card
- clinic card
- seaman's papers
- valid, up-to-date passport

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

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

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

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



To Help You Get Ahead

If you can do rapid plotting, operate radar and handle navigation, you can move up in the deck department. You can work aboard the most advanced ships in the U.S. Merchant Marine. You Can be a Quartermaster.

Sign up today to take the Quartermaster Course at HLS Classes begin February 5

See your SIU Representative or contact:
Harry Lundeborg School
Vocational Education Department
Piney Point, Maryland 20674

67 Years Sailin'



Mobilian ABs (left) Jack D. Brown (34 years at sea) and Hubert H. House (33 years sailing) have pix taken on deck of the SS *Ogden Connecticut* (Ogden Marine) recently at Stapleton Anchorage, S.I., N.Y.

A Program That Makes A Difference



Scholarship recipients practice crew direction and maneuvering barges during their OJT sessions.



Mike Caliendo and Jim Shifflet work together to solve a charting problem.

Paul Dardano concentrates on chartwork as he prepares for the Towboat Operator exams.



to back up that license.

This means that their employers can rely on them to operate the equipment safely and efficiently. It means their fellow boatmen aboard the equipment can trust their safety to these graduates.

On-the-job training in the wheelhouse with experienced Captain/Instructors lets the Scholarship winners experience boathandling themselves. Mistakes may be made during a training session so the Boatman can learn from them—so that mistakes won't be made on the job.

The Transportation Institute Towboat Operator Scholarship Program is doing great things for SIU Boatmen—and for their industry, too. Because the Program stresses both classroom instruction and on-the-job training, Scholarship winners are *qualified*—they have more than a license. They have the skills

As a result, there's a big difference between the Scholarship winners and some guy who just passes an exam after going to some "quickie" licensing school. That fellow has a license that says he's a Towboat Operator—the Scholarship winners really *are* towboat operators. They know the job and they can do it right.



Calvin Rudel practices steering the Susan Collins under the direction of Captain/Instructor Irvin Gros.



Instructor Paul Allman explains navigation concepts to the Scholarship class.

More Boatmen Move Into The Wheelhouse

More SIU Boatmen have earned licenses as Towboat Operators. These men are now ready for good paying jobs and the great job security that come from being qualified for the wheelhouse.

The Transportation Institute Towboat Operator Scholarship Program made career advancement possible for these men. Through this program, the Boatmen got a weekly stipend of 125 dollars. So, they could afford to take advantage of the other great benefits the program offers. Benefits like free room, board and books and lots of on-the-job training aboard the HLS boats—this OJT counts as wheelhouse time for licensing, too.

For the 8 Boatmen who graduated from the Lundberg School's deckhand/tankerman program, there was an additional benefit.

All the time they spent in the program counts as the equivalent of worktime.

So, the Transportation Institute Towboat Operator Scholarship Program is doing great things for SIU Boatmen. It's opening the door to the wheelhouse and to the successful careers for the new Towboat Operators who just completed the program.

The Scholarship Program can be the ticket to the wheelhouse for any SIU Boatman who's qualified and who wants to get ahead. Applications are being accepted now for the Scholarship class that will begin this Spring. So see your SIU Representative. Apply today. Winning a Transportation Institute Towboat Operator Scholarship can be a big step up the career ladder for you!



Instructor Chuck Dwyer helps Edward Strauss solve a navigation problem.



Jesse Green directs HLS trainees from the wheelhouse as they make up a tow.

The Third Transportation Institute Towboat Operator Scholarship Class



Sam Viviano

Dave Carter

Jim Gorman

Calvin Rudel

Mike Caliendo

Craig Adams

Gerald Mason

James Widgeon

Jim Shifflett

John Finch

Edward Strauss

Lawrence Jordan

Robert Mason

Paul Dardano

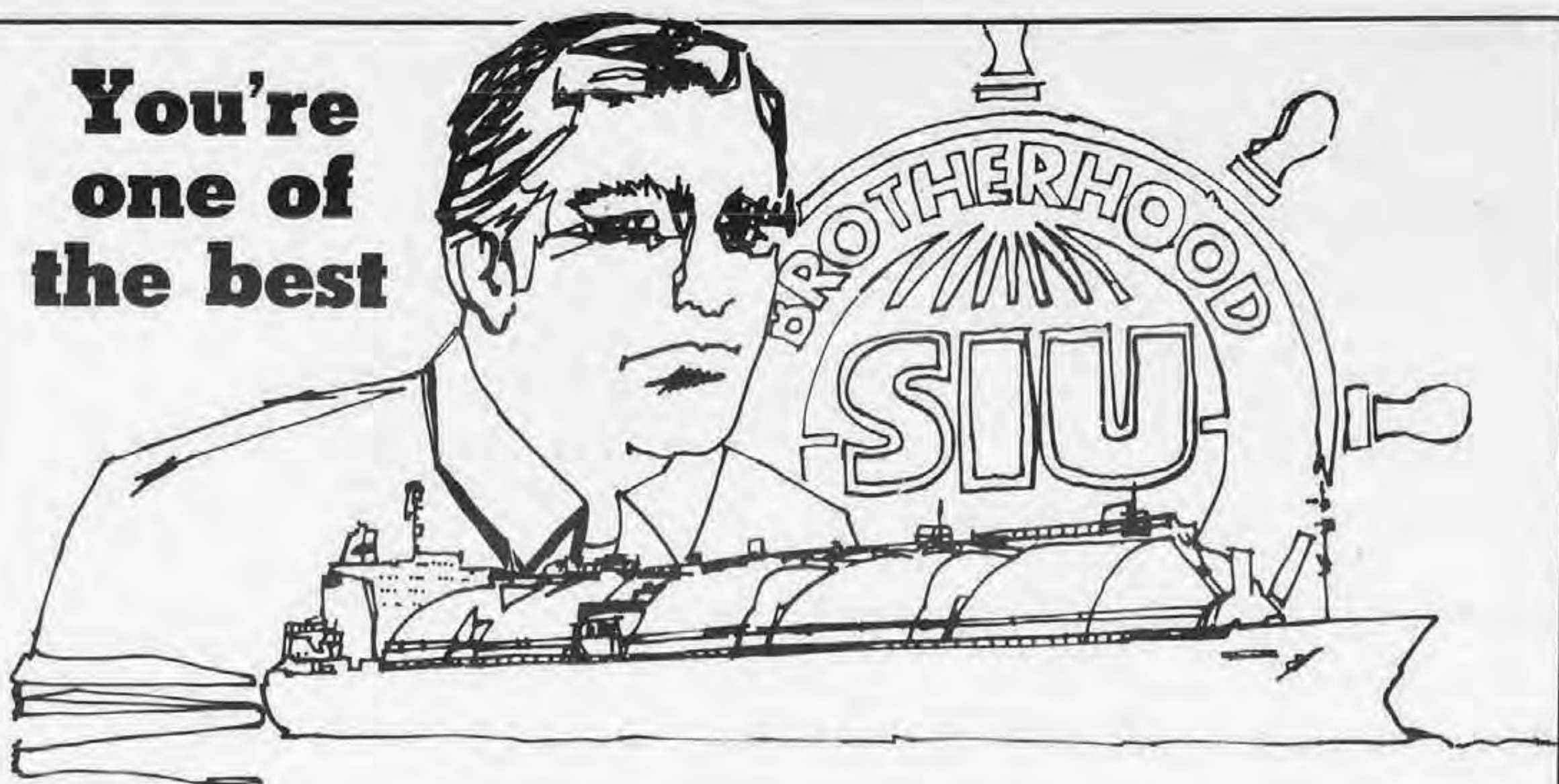
Keith Foil

Mark Campbell

Dan Liddic

Jesse R. Green

**You're
one of
the best**



... Accept the challenge!

The new American LNG tankers . . . they're the best. That's why they're manned by the SIU. We're the best—the best trained seafarers in the world. Accept the challenge of being the best. Train now to serve aboard the finest, safest ships built. LNG Courses are beginning at the Lundberg School on February 5 and March 5.

Sign up today! Write or Call:

Harry Lundberg School

Vocational Education Department

Piney Point, Maryland 20674

Phone: (301) 994-0010

You're one of the best. . . Accept the challenge!

SIU Crews 7th LNG Ship, El Paso Arzew

When the newly-built *El Paso Arzew* heads for one of the world's largest natural gas fields in Algeria this month, she'll be the seventh U.S. built LNG carrier afloat—and she'll be the seventh LNG ship crewed by SIU members.

The *El Paso Arzew* will join her sistership, the *El Paso Southern*, on regular runs between Algeria and regasification plants at Cove Point, Md. or Savannah, Ga. The two ships are the lead-off leg of El Paso's Algeria I project which will eventually have six SIU-crewed LNG carriers moving an average of one billion cubic feet of natural gas per day over a period of 25 years.

Like the *Southern*, the *Arzew* was built by Newport News Shipbuilding. She measures 948½ feet in length with a 135 foot beam. She is equipped with special features like double hulls, extensively monitored equipment operations and two types of firefighting equipment to keep safety at a maximum. She also has a special dual fuel system which allows the ship to run on either conventional fuel or LNG boil-off vapors.

The *Arzew* has six specially designed cargo tanks which nest below deck, supported by the inner hull of the vessel. The tanks store a total of 125,000 cubic meters of natural gas which is kept in a liquid state at a temperature of minus 260 degrees Fahrenheit.

The *Arzew's* round-trip travel time between Algeria and the regasification plants on the U.S. East Coast is about 20 days. When the cargo is discharged it will be moved via pipeline to the energy hungry mid-Atlantic and South-eastern states, helping to ease the nationwide crisis caused by diminishing energy supplies.

Liquefied natural gas will be used to fuel homes and businesses throughout the U.S. The *El Paso Arzew* and *Southern*, along with the five LNG ships in the Energy Transport Corp. fleet, are playing an important role in the transportation of the precious natural gas.

SIU members, in crewing these LNG vessels and many of those still in the shipyard or on the drawing board, are making a valuable contribution to the energy needs of the country as well as to their own future job security.

The SIU was able to get in on the ground floor of the LNG industry because the Union recognized years ago that this industry would soon be coming of age and began preparing Seafarers with the skills necessary to man LNG vessels.

These skills include knowledge of how to run the sophisticated equipment aboard LNG carriers, familiarity with the cargo properties which are unique to liquefied natural gas and training in fire fighting and safety techniques.

Because Seafarers have taken the time to get that crucial

training at the Union's Harry Lundeberg School, the SIU has been a part of the U.S. LNG industry in its infancy. And, as more SIU members take advantage of the HLS training program, the Union will be part of the growth of that industry.

The El Paso Company pointed

out that the LNG carriers "major safety precautions are to provide a well-equipped, well-maintained ship manned by a well-trained crew."

That "well-trained crew" is made up of SIU members who have trained themselves for the future of maritime.



LETTERS



TO THE EDITOR

Thanks Union for Education

I would like to take this opportunity to thank the SIU for the \$10,000 college scholarship awarded to me by the Union four years ago.

On May 12, 1978, I graduated from Baylor University in Waco, Tex. My degree was in accounting, and I am now working for an accounting firm in Palestine, Tex.

Once again, let me express my sincere gratitude to all members of the SIU and I hope that I can live up to the faith they had in me.

Sincerely,
William Scott McDonald
Abilene, Tex.

He Always Said 'SIU Is a Good Union'

I just received a check from the Seafarers Welfare Plan representing the Death Benefit for my late husband, John J. Miller. I wish to thank the Union for this benefit and for sending it so promptly.

My husband always said that "the SIU is a good Union," and I surely agree with that. I miss my husband very much. But the Death Benefit money will be very helpful to me in clearing up the bills.

Sincerely,
Mrs. Eleanor Miller
Brooklyn, N.Y.

Keeping an Eye on Politics

Just a few lines to let you know that we have a good Congressman here in Long Beach, Calif. backing the jobs of U.S. seamen and the U.S. merchant marine as a whole. This Democratic Congressman, Glenn Anderson, has shown that he is ready and willing to sponsor laws to benefit the American maritime industry.

I recently read where Anderson, who is a member of the House Merchant Marine and Fisheries Committee, co-sponsored the Controlled Carrier Bill which was passed into law before Congress adjourned in October. This bill will force the Russians to charge shipping rates that U.S. shipping lines can compete with on a more equitable basis. Before this bill was passed, the Russians were knocking the hell out of our ships with their cut rates.

I was proud to read that my Congressman helped support this bill, and I was proud to see that the SIU supported Rep. Anderson in his successful reelection bid last month.

Fraternally,
John Paerels, Retired
Long Beach, Calif.

Feeling of Security

My late husband, Robert M. Douglas, often spoke of the feeling of security which membership in the SIU gave him. Now that he is gone, I have come to understand and appreciate his feeling because the Union was so gracious and prompt in the payment of benefits. For this, I want to express my appreciation and gratitude.

Some of the best years of Bob's life were spent in his work. He found satisfaction in it and much of this came from his association with his fellow Union members. All of this is part of a happy memory for me.

Sincerely,
Mrs. Diane Douglas

Belated Regrets

I live in Greece when I'm not shipping so I am way behind on news from the Union. It was just the other day that I picked up an old *Log* and read of the death of Paul Drozak. I am very sorry that we have lost such a good man. He will be sorely missed by us all for a long time to come.

Fraternally,
Athanasios Tom Staikopoulos
Thessaloniki, Greece

Still a Part of the Brotherhood

I want to express my thanks to the Union for continuing to send me the *Log* each month even though I'm retired. Reading the *Log* makes me feel like I am still a part of the Brotherhood of the Sea.

Fraternally,
James L. Stover
New York, N.Y.

Dear Brother Stover:

You, and so many of our retired members who worked so hard to build this Union to where it is today, will always be an important part of the Brotherhood of the Sea.

Fraternally,
The Editor

It Ain't the Same Old Job

So the Same Old Skills Won't Do

Get the skills to get ahead in today's merchant marine.
Get your AB Ticket at HLS.
Contact HLS or your SIU representative to enroll.
Course starts March 1

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U.S.-Canada Bilateral Trade—Equity for Both

Canada is our close neighbor, our close ally and one of our biggest trading partners.

A multi-billion dollar trade passes between the U.S. and Canada, via the Great Lakes and the oceans which link our two countries from coast to coast.

Yet less than 7 percent of this vital commerce is carried on U.S.-flag vessels.

The reason for our weak role isn't hard to understand. Unlike the U.S., the Canadian government gives its merchant fleet a competitive advantage in this lucrative trade through substantial financial subsidies.

We can't fault the Canadians for providing the kind of strong support that U.S.-flag shipping should get from our own government. Here again, we see how the American fleet is left competitively helpless because ours is the only major maritime nation which fails to effectively promote its own merchant ships.

But in this case, the answer to gaining a larger share of cargo isn't more subsidies. Rather than increase competition between friendly neighbors, the U.S. and Canada should cooperate to ward off a growing threat to both nation's fleets.

Although Canadian vessels now carry the bulk of our mutual trade, they may not always enjoy the advantage. Third-flag vessels, primarily Soviet ships, are already a very real presence on the Lakes, carrying goods between Europe and North America.

Soviet ships are in an excellent position to lure shippers away from the Canadians through the same predatory rate-cutting practices which have doubled the Russian fleet in the last decade.

The idea of Russian ships carrying goods between nations as close as the U.S. and Canada may be hard to imagine. But it's not only a real possibility—it's an extremely dangerous one for the future of the American and Canadian fleets and for the national economy and security of both countries.

For these important reasons, the



Seafarers International Union of North America, the federation which includes the SIU of Canada, adopted a resolution at the recent SIUNA Convention for a U.S.-Canadian bilateral shipping agreement.

This agreement would exclude foreign vessels from the Lakes and coastwise trade between Canada and the U.S. In effect, it would

guarantee cargo for the fleets of both nations and job security for both American and Canadian seamen.

America needs to build up its fleet in the Canadian trade, but there's a better way to do it than at the expense of a close ally. A bilateral trade agreement would provide an equitable share of cargo for the U.S. and Canadian fleets.

And the time to do it is now—

while there is still enough cargo to count on for a fair share for both of us.

We have seen the U.S. stand by for too long while third-flag vessels have taken a larger and larger slice of cargo from U.S. trade routes. That is why the SIU believes that a U.S.-Canadian bilateral trade agreement should be a legislative priority for the next Congressional session.



LOG

December, 1978

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Seventy-one cents of every dollar spent in shipping on American-flag vessels remains in this country, making a very substantial contribution to the national balance of payments and to the nation's economy.

Use U.S.-flag ships. It's good for the American maritime industry, the American shipper, and America.

At Sea & Ashore

Gulf of Mexico

Two men died when a 565-foot flag-of-convenience Liberian tank ship cut in two a 95-foot crewboat servicing oil rigs in the Gulf of Mexico. The collision was caused by the failure of both vessels to keep an adequate lookout, the National Transportation Board reported.

The Liberian ship, the *SS Stolt Viking* hit the crewboat *Candy Bar* 110 miles south of Lake Charles, La. on Jan. 7. Two other crewmembers of the sunken crewboat were picked up after four hours in the water.

The investigating safety board said neither vessel had kept a visual nor a radar lookout and they had failed to sound fog signals. The *Candy Bar* had no lifejackets in her wheelhouse.

Beside not having a bow lookout, the *Stolt Viking* captain overestimated his visibility range ordering an increase in speed just five minutes before the crash.

Also the surviving operator of the crewboat had no radar training and the drowned operator didn't have a license.

The board recommended the Coast Guard:

- Require vessels carrying more than six passengers for hire and engaged in the offshore oil industry to have electronic navigational equipment, including LORAN, radar and a depth finder.
- Require persons applying for a license to operate this type of vessel to be tested in the use of these navigational aids.
- Require that the operator of these vessels be a qualified "radar observer."
- Require that these vessels be equipped with life preservers for personnel on watch in the engine room, the pilot house and at bow lookout stations.

Straits of Florida

A 160-foot runaway Panamanian freighter burned in the Straits of Florida after her crew abandoned ship when the engine room caught fire on Nov. 24. The 12-man crew of the *SS Carl Trader* left the stricken vessel, and then were tossed into the sea when their lifeboat capsized.

Nine were saved that night by the banana boat *Lord Trinite* 30 miles north of Cuba. They were found clinging to a 12-foot aluminum dinghy and told rescuers that three of their missing shipmates were wearing lifejackets.

The next day they were transferred to the Coast Guard Cutter *Diligence* from Wilmington, Del.

As aircraft and cutters searched the area another day, the missing crewmembers were found aboard a liferaft southwest of Key West.

The Panamanian flag-of-convenience freighter was on her way to the port of Miami from Belize, Honduras.

Okinawa

In rough waters off Okinawa recently, nine crewmembers of the 6,121 dwt runaway Panamanian freighter *SS Giant Navigator* were reported lost at sea when their ship, loaded with lumber, nearly turned turtle.

Her captain and 15 other crewmembers were picked up by a Japanese tanker.

He said that the missing crewmembers jumped overboard after the freighter's cargo of Indonesian timber shifted violently in the path of an approaching typhoon.

Houston

While the port of Houston won't have a deepwater oil facility of its own in the near future, it will benefit from planned supertanker shipping in two nearby projects.

The two deepwater oil port projects are off Freeport, Tex. and at Galveston. Crude and refined oil products will be piped from these projects to facilities here.

The Texas Deepwater Port Authority here is trying to get the project off the ground.

The Freeport Project calls for the building of a monobuoy system 27 miles out into the Gulf where supertankers will pump their crude into a sea-to-shore pipeline.

The project will cost \$1.2-billion raised from a state bond issue which will be amortized, or paid for by the users.

The Galveston Project on Pelican Is. is awaiting a final permit to begin construction.

The okay from the Army Corps of Engineers is expected early next year with completion set for 1980.

The deepwater port will be able to handle two lightly-loaded VLCCs, and pump crude from a Texas City, Tex. tank farm to Houston.

Cairo, Egypt

Egypt has signed a P.L. 480 Title I agreement with the U.S. Department of Agriculture to buy \$214-million worth of American wheat and wheat flour to be delivered during fiscal year 1979.

Under the law, 50 percent of the Government cargo has to be moved on U.S.-flag ships.

The cargo will be about 1.5-million metric tons or 55.1-million bushels.

Washington, D.C.

A four-year MARAD study has come up with plans to build and test operate a flexible merchant vessel which would be commercially profitable and usable in national defense emergencies.

The basic \$74-million multipurpose mobilization ship would be 16,550 dwt and capable of 20.7 knots. She would have a stern slewing ramp and access and internal ramps to other decks for R/O R/O cargo. Five heavy Gantry lift cranes could stow containers on deck and through hatches on all decks for storage below.

A 110-foot midbody could be inserted at construction time to boost cargo capacity to 23,310 dwt. Propulsion could be steam, diesel or gas turbine.

*

Entries for the 44th Annual Propeller Club of the U.S. Maritime Essay Contest for high school students and the 3rd National Maritime Essay Contest for college students are now being accepted.

The essay theme for this year's high school contest is "The U.S. Merchant Marine—An Essential American Economic Factor."

The many prizes include voyages aboard American ships to the Med, South Africa, Europe, the Orient, the Caribbean, South America, the Great Lakes, along the Atlantic and Pacific Coasts and the Ohio and Mississippi Rivers.

The college essay theme must be on the merchant marine. Prizes are between \$200 and \$500. Winners will be announced on Maritime Day, May 22, 1979.

Deadline for both contests is Mar. 1, 1979. Details can be had at the 90 Local Propeller Clubs.

The Club's 43-year-old Adopt-A-Ship Program will have 320 U.S. flag merchant ships this year in the fleet taking part in the educational program.

American grade school students "adopt" one of the vessels. During the year, each class writes to the ship's captain, officers and crew and are often visited by them. Many classes visit their "adopted" ship when she is in port.

San Juan Committee



Chief Steward Francesco Vega (right) secretary-reporter of the *SS San Juan* (Puerto Rico Marine) early last month is with most of the Ship's Committee of (l. to r.) Recertified Bosun Gaetano Mattioli, ship's chairman, Deck Delegate Ed Boneloff and Steward Delegate Fernando Maldonado. The ship paid off at Port Elizabeth, N.J.



MEMBERSHIP MEETINGS SCHEDULE

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Jan. 8	2:30 p.m.	7:00 p.m.
Philadelphia	Jan. 9	2:30 p.m.	7:00 p.m.
Baltimore	Jan. 10	2:30 p.m.	7:00 p.m.
Norfolk	Jan. 11	9:30 a.m.	7:00 p.m.
Jacksonville	Jan. 11	2:00 p.m.	—
Algonac	Jan. 12	2:30 p.m.	—
Houston	Jan. 15	2:30 p.m.	7:00 p.m.
New Orleans	Jan. 16	2:30 p.m.	7:00 p.m.
Mobile	Jan. 17	2:30 p.m.	—
San Francisco	Jan. 18	2:30 p.m.	—
Wilmington	Jan. 22	2:30 p.m.	—
Seattle	Jan. 26	2:30 p.m.	—
Piney Point	Jan. 13	10:30 a.m.	—
San Juan	Jan. 11	2:30 p.m.	—
Columbus	Jan. 20	—	1:00 p.m.
Chicago	Jan. 16	—	—
Port Arthur	Jan. 16	2:30 p.m.	—
Buffalo	Jan. 17	—	—
St. Louis	Jan. 19	2:30 p.m.	—
Cleveland	Jan. 18	—	—



THE SIU AND THE 95th CONGRESS, 1977-78

Fighting for Jobs and Job Security Through Political Action

Nothing came easy in the 95th Congress. Resistance to labor supported bills was unprecedented. And resistance to SIU backed maritime legislation from our traditional opponents was stiffer than ever before.

However, the SIU took it all in stride and simply worked hard in Washington on a day to day basis.

As a result, the SIU turned the tables on anti-maritime forces in Congress. And when the dust had cleared over the recently adjourned 95th Congress, a total of 15 SIU backed bills had been passed by both the House and Senate. Of these, 13 were signed into law by President Carter.

Overall, the SIU's political action programs in the last two years have resulted in two very positive things for the U.S. maritime industry.

They first have enabled the American merchant fleet to maintain, at the very least, a status quo level in the face of tremendous competition from foreign flag, flag-of-convenience fleets. And secondly, they have provided our industry with a new and more solid cornerstone to build on for the future.

At the same time, the success of our legislative

programs in the 95th Congress have once and for all shown our opponents that no matter what they throw at us the SIU is not about to give up or let up in the area of political action.

The SIU pushed its political action programs into high gear in our successful drive for the Merchant Marine Act of 1970. The throttle has been at full speed ever since. And the Union has no intention of stopping now.

Simply put, political action means jobs and job security. It is important that SIU members realize this. And it is important that SIU members be aware of what the Union is doing politically to foster the growth of U.S. maritime.

It is for these reasons that the *Log* is running this special supplement on the Union's political activities in the 95th Congress.

The supplement outlines some of the more important political victories won by the SIU in the past two years and how these victories beneficially affect the jobs and job security of SIU members.

There's an old saying around the SIU, "Politics Is Porkchops." It's never been more true or more meaningful than right now.



An attempt by Rep. Paul McCloskey (R-Calif.) to scrap, among other things, the Maritime Authorization Bill's subsidy program for construction of LNG ships was beaten back during the last session of Congress. Those subsidies make it possible for LNG carriers like the SIU-contracted *El Paso Arzew*, above, to continue coming out of U.S. shipyards.

The Fight for the Maritime Authorizations Bill, Fiscal 1979

Congress annually must vote on all Federal budgetary items for the upcoming Fiscal Year. Authorizations, or government subsidies, for the maritime industry are no different.

Year after year, Congress routinely checks over Maritime Authorizations, makes a few minor changes and passes it into law. In the opening session (1977) of the 95th Congress, the Authorizations met no unusual resistance. It underwent normal scrutiny and was passed in short order.

However, in the second session (1978) of the 95th Congress, it was a different story. Rep. Paul McCloskey (R-Calif.) leveled an unwarranted and unprecedented attack on the Authorizations Bill for Fiscal 1979.

He offered six amendments to the bill, which if accepted, would have cut the heart out of America's entire subsidy program for her merchant fleet.

One of the amendments would have halted operational subsidies to U.S. ships involved in the U.S. to Russia grain trade. This amendment would have effectively destroyed the U.S.-USSR bilateral shipping agreement as well as destroying a lot of job opportunities for American seamen.

A second amendment would have barred the use of construction subsidies for the building of LNG vessels. This amendment carried a death sentence for America's entire LNG ship program and would have knocked out an expanding LNG job market for SIU members.

The SIU's Washington staff was aware beforehand that McCloskey would try to push these two and four other damaging amendments through. SIU people worked hard along with the AFL-CIO's legislative staff and other maritime unions in providing Congress

with facts on how McCloskey's amendments would unfairly crush the competitive stance of the U.S. maritime industry.

As a result of the SIU's efforts, all six amendments went down to defeat. Four of them were decisively beaten in rollcall votes. The other two were withdrawn by McCloskey himself.

Instead of what McCloskey thought would be a watered down bill, the House then went on to pass a strong version of the legislation by an overwhelming vote of 326-81.

The bill provided the following:

- \$262.8 million in operational differential subsidies. This program enables certain U.S. operators to remain competitive with cut-rate foreign lines on designated trade routes. It is necessary to insure that the U.S. doesn't become totally dependent on foreign ships in our import-export trade.

- \$157 million in construction differential subsidies. This program is based on the cost difference between building a ship in an American yard and a foreign yard. It is essential if the U.S. expects to maintain any kind of shipbuilding and ship repair base in this country.

- \$17.5 million for research in advanced ship development, operations, and technology.

- \$24.5 million for the cost of operating the U.S. Merchant Marine Academy at Kings Point, N.Y. and other state run academies.

- \$34.8 million for upkeep and maintenance of the national defense reserve fleet.

Overall, passage of the Maritime Authorizations Bill for Fiscal Year 1979 was a tremendous victory both for the SIU's political action programs and for the job security picture of SIU members.

Russian Cutrate Ships Due for FMC Overhaul



The Ocean Shipping Act of 1978 clamps down on the unfair, rate-slashing practices of the Soviet fleet, giving an even break to American shipping companies and American seamen.

In 1971 when U.S. ports were reopened to Russian vessels, the Soviets managed to grab 160,000 tons of U.S. cargo that year valued at \$38 million. In 1976, the Russians captured 1,434,000 tons of U.S. cargo valued at \$1.7 billion.

The Russians were able to do this by an anti-competitive method known as selective rate slashing. In other words, the Russian fleet—which does not operate on a profit-loss basis—cut rates

by as much as 40 percent for selected cargoes they preferred to carry. The less desirable trade was left to other operators.

The net results of the Russian actions were an ailing U.S. liner fleet and a loss of jobs for American seamen.

To answer this threat, the SIU fought for and won enactment of a bill to halt these anticompetitive activities. On Oct. 18, 1978, the bill, known as the Ocean Shipping Act of 1978, was signed

into law by President Carter.

This important bill empowers the Federal Maritime Commission to alter or suspend shipping rates in a given trade which fall too far below accepted conference levels. As a result, this bill has started to put fair competition back into the U.S. liner trades.

Hopefully, the FMC will follow through in its duties to watchdog the cut rate Russians and protect American seagoing jobs in the process.

U.S. Ships Get a Break in V.I. Oil Trade

Thanks to efforts of the SIU, U.S.-flag ships may soon begin capturing some refined oil cargoes coming from the U.S. Virgin Islands to the U.S. East Coast.

Sen. J. Bennett Johnston (D-La.) offered an SIU-backed amendment to the Fiscal Year 1979 Department of Interior Appropriations bill. The

amendment, accepted by the Congress, provides an incentive for oil refineries in the Virgin Islands to use U.S.-flag tankers by reducing the entitlements benefit by 50 percent if foreign-flag tankers are used.

An entitlement is a form of subsidy which equalizes the cost that U.S.

refiners pay for crude oil. And under the Johnston Amendment, unless U.S. vessels are used to carry residual fuel oil from the Virgin Islands to the mainland, entitlement benefits will be reduced.

Hopefully, this amendment will pay off in the form of more jobs for U.S. seamen on American flag tankers involved in the Virgin Islands trade.

Port and Tank Vessel Safety Bill Signed

President Carter, on October 17, 1978, signed the SIU-backed Port Safety and Tank Vessel Safety Act of 1978. This legislation amends the Port and Waterways Safety Act of 1972 by providing the full authority to establish, operate and maintain vessel traffic services; to require proper safety, navigation and communication equip-

ment; and to control vessel traffic in hazardous areas or under hazardous conditions.

This Act will provide for greater supervision and control over all vessels, stringent construction and operating requirements, realistic personnel qualification and manning standards, and

control over lightering operations.

Hopefully, this bill will help to prevent marine disasters in U.S. waters like the Liberian flag *Argo Merchant* incident in Dec. 1976. The *Argo Merchant* dumped 7.6 million gallons of crude oil into the heavily fished waters off Nantucket Island. It was the worst oil spill ever in American waters.



The SIU helped win protection for American waters with passage of the Port Safety and Tank Vessel Safety Act of 1978. The bill sets up a framework of controls to keep incidents like the 1976 *Argo Merchant* disaster, above, from happening.



Jobs for SIU member were the result of a Union-backed rider to the Strategic Petroleum Reserve funding bill which said half of the oil destined for the SPR program has to be moved on U.S.-flag bottoms.

U.S. Ships Get 50% of Cargoes in SPR Program

For the past year, the United States has been building up a Strategic Petroleum Reserve as a safeguard against future oil embargoes or a national emergency in which our oil imports are cut off from abroad.

On July 26, 1977, President Carter signed a bill authorizing \$2.8 billion for the purchase of oil to build up this petroleum reserve.

The SIU fought for and won an

amendment to the bill requiring that 50 percent of the oil purchased overseas for this program must be shipped in U.S. flag tankers.

This amendment has meant hundreds of jobs for SIU members.



The SIU-contracted hopper dredge *Manhattan Island*, above, along with the rest of the private dredging industry will get a fair shot at Federal dredging jobs from now on. Congress passed a bill which says government jobs should be contracted out, whenever possible.

Private Dredging Industry Gets Boost

With support from the SIU, the 95th Congress passed a bill allowing the private dredging industry, which employs hundreds of SIU members, to competitively bid for Federal dredging work that otherwise would be done by the Army Corps of Engineers.

This bill directs the Secretary of the Army to have dredging work done by contract if he determines that private industry has the capability to do the work at reasonable prices and within a prescribed time period.

This bill has the potential of creating new jobs for SIU dredgers as well as helping to preserve dredging jobs already held by our people.

For years, the SIU has maintained that government should allow non-combat support jobs to be handled by private industry whether it be dredging, tug work at Navy bases or at-sea support missions by fleet oilers.

The dredging bill is hopefully an indication that government is prepared to loosen its grasp on merchant support work and leave it to the private sector.

Locks & Dam 26 Gets OK, So Does a User Charge

The long tough fight for enactment of a bill authorizing replacement of Locks & Dam 26 at Alton, Ill. was finally settled in the 95th Congress. The existing locks are woefully outmoded, in need of constant repair and have been a costly bottleneck for years for barge traffic on the Mississippi River System.

Replacement of the facility will enhance the flow of barge movements on the River and will ensure that river transportation will maintain its economic superiority over the railroads. A healthy towing industry also ensures that SIU Boatmen from New Orleans to St. Paul will continue to enjoy a high degree of job security.

However, there was some bad news in the bill in the form of an amendment imposing a tax on diesel and other liquid fuels used by commercial cargo vessels on specified inland or intracoastal waterways in the U.S. The tax starts at 4 cents a gallon on Oct. 1, 1980 and increases in steps to 10 cents a gallon in 1985.

The SIU consistently opposed water-

ways taxes. However, the Administration put a great deal of pressure on Congress to enact them. Even though

taxes will hurt towboat operators, the industry views it as a necessary evil that they can live with.



The long-fought battle to get Locks & Dam 26 restored finally ended with some good news and some bad news. Though the facility will be replaced, Congress tacked on an amendment to the bill authorizing funds for the renovation which imposes a fuel tax on inland waterway users.

Special Supplement



LOG

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UNITED STATES

PUBLIC HEALTH SERVICE HOSPITAL

The \$343 million total Congress voted for the U.S. Public Health Service Hospitals over 1978 and 1979 helped the new USPHS hospital at Nassau Bay, Tex. to open and will be used to upgrade the rest of the health care network that serves merchant seamen.

A New USPHS Hospital Opens

The SIU has been fighting for two decades to preserve and upgrade the U.S. Public Health Service system, which has been serving American seamen for more than two centuries.

The Union has consistently stymied attempts by the Department of Health, Education and Welfare to close the hospitals. And more recently, the Union has thwarted HEW's attempts to transfer the hospitals to community control.

In addition, the SIU's legislative efforts brought about a Congressional okay to transfer the old deteriorating PHS hospital in Galveston to a brand new site in Nassau Bay, Tex. This new facility opened up last August and will be serving the needs of seamen in the Texas Gulf area for years to come.

The key to preserving the USPHS system is to insure that the government comes up with sufficient funds each year to guarantee operation and maintenance of the hospitals.

During the 95th Congress, the SIU was especially successful in this area. In the opening session, the 95th Congress voted \$170.5 million for the hospitals for Fiscal 1978 (an increase of \$41 million over the previous year.)

In the second session, the 95th voted \$172.5 million for the hospitals for Fiscal 1979. The SIU's success in this area has enabled the USPHS system not only to survive, but to expand some of its programs and improve care in general for American merchant seamen and other USPHS beneficiaries.

Bill Passed to Spur Great Lakes Shipbuilding

President Carter recently signed an SIU-backed bill aimed at boosting shipbuilding in the Great Lakes area.

The bill, known as the Great Lakes Vessel Financing Act, amends the Title XI funding program of the Merchant Marine Act of 1936. The bill makes Great Lakes and inland vessel operators eligible for construction rebates and mortgage guarantees on the same basis as deep sea operators.

Under Title XI, the government issues loans and mortgage guarantees for up to 87½ percent of construction costs on a new vessel, if the ship has a sustained speed of 14 knots.

That speed specification kept most Great Lakes ship operators from receiving the maximum subsidies. Lakers have neither the opportunity nor the power to travel that fast.

Reducing the Title XI speed requirement from 14 to 10 knots is a realistic move, reflecting the actual speeds at which Lakers travel.

Narrow channels and rivers on the Great Lakes waterways are one reason why high speeds are impractical for Lakes vessels. But studies have found that maintaining speeds as high as 14 knots on the Lakes also causes wasteful, inefficient use of fuel.

Raising the ceiling on subsidies for Great Lakes operators will also allow the U.S. flag Lakes fleet to compete more effectively with Canadian and Russian carriers that now dominate the Lakes trade.

The more competitive the U.S. flag gets on the Lakes, the more jobs will be available for SIU Great Lakes members.



The Great Lakes Vessel Financing Act puts Title XI construction subsidies and mortgage guarantees for Great Lakes and inland vessel operators on a par with the funding deep sea operators receive. Passage of the bill means more ships, like the newly-built, SIU-contracted *M/V Buffalo* (above), may soon be plying the Great Lakes trade.

Jobs for Americans Preserved in Offshore Drilling

One of maritime labor's most important victories in the 95th Congress was the final outcome of the Outer Continental Shelf Lands Act, which was signed into law on Sept. 18, 1978.

The SIU, along with the Maritime Trades Department and the AFL-CIO worked tirelessly to prevent the growing U.S. offshore oil drilling business from becoming another runaway-flag industry.

The legislative work paid off because when the final vote was taken, the OCS bill included a crucial amendment protecting American jobs.

This amendment required that all equipment, including rigs and supply vessels, used on the Outer Continental Shelf be documented under laws of the United States and crewed by American citizens. In addition, the amendment noted that rigs owned 50 percent or more by foreign nations must be manned by Americans to the extent that the foreign nation favors its own workers on its own Outer Continental Shelf.

When drilling on the U.S. Outer Continental Shelf gets into full swing, this important bill will provide American workers with thousands of new jobs. As many as 3,500 to 5,000 of these jobs will be for American seamen and boatmen.



Because of the Union's efforts, the Outer Continental Shelf Lands Act, which makes sure that oil drilling rigs like the one above will be documented under U.S. laws and manned by American citizens, was passed by Congress and signed into law by the President.

Burns Are Big Trouble: Know How to Treat Them

It could happen almost anywhere on a ship: on deck, in the engine room, or in the galley.

But if it happened to you—or to one of your shipmates—would you know how to deal with a burn?

Whether it was caused by a scalding hot pipe, by spilled cooking oil, or by fire, the results could still be the same—painful and, possibly, disfiguring burn damage.

It could all depend on you. How quickly you react, and how much you know about identifying and treating different types of burns, could minimize it or cause the effects of the burn to be more severe.

The Marine Safety Council of the U.S. Coast Guard has outlined proper identification and treatment of burns in a recent edition of their publication "Proceedings".

The title of the article—"Cool It!"—is

also the first rule in the treatment of burns. In most cases, the rapid application of cool water to a burn can actually stop further tissue damage.

Different types of burns, determined by their degree of severity, are, however, treated differently. And the "cool it" principle does not apply in the severest burn case, the third-degree burn.

Treatment of Burns

A *first-degree* burn is the mildest type. It is accompanied by redness, mild swelling, and pain. The best treatment for it is to apply cold water as quickly as possible. A dry, sterile dressing or an additional commercial medication (such as a cooling antiseptic spray or lotion) may also be applied. Contrary to the old notion, it is *not* a good idea to apply butter or oleomargarine to a burn.

A *second-degree* burn is deeper than a first-degree, and is accompanied by

blisters. It is also best treated with cold water. But it is advisable to keep blotting the burn with a sterile cloth (infection is not uncommon in second-degree burns). Victims of this type burn should be treated for shock and, ideally, should receive further professional medical attention.

Third-degree burns are the most severe type, penetrating the skin more deeply than other burns. Ironically, the pain of a third degree burn is sometimes *less* severe than in other burns because of damage caused to the nerves by the burn. Water or ice should *not* be applied to third-degree burns. Covering the burn with a sterile cloth and treating the victim for shock is the best course of action. The risk of infection in third-degree burns is great, thus the urgency of applying sterile dressings.

The Marine Safety Council's article on burns noted that an adult with third-

degree burns on 15 percent of his body should receive hospitalization as soon as possible. Third-degree burns on 30 percent of a person's body is usually fatal.

Prevention the Key

In the case of a seaman, especially, prevention is always the best policy. Because in the middle of the ocean there are no hospitals. And the odds are that not even a doctor will be available to the seaman while he's at sea.

"Forehandedness", or being ready for whatever might come, is—or should be—the trademark of the good seaman. If fate hands you something, in spite of your efforts to prevent it, you've got to know how to deal with it as best you can. The know-how for properly treating burns should be in every good seaman's kit.

Brand: Gov't Neglect of Water Transport Will Stall Energy Movement

Can the U.S. transportation system handle the nation's growing energy needs?

Not without federal support for a part of the system which now carries a major portion of the load—water transportation.

Herb Brand, president of the Trans-

portation Institute, took this stand for the U.S. maritime industry at a hearing before the Department of Transportation and the Department of Energy on Nov. 15. DOT and DOE are beginning a joint study on energy transportation in order to plan for future needs.

Brand pointed out that a significant

percentage of the nation's energy cargo already moves by water, both on the oceans and on the inland waterways. For example, 40 percent of the country's total waterborne tonnage is crude oil and petroleum products, he noted.

The inland industry alone is an "indispensable link" in the distribution of the nation's fuels, he said. Coal and petroleum together make up over 40 percent of the total tonnage carried on the waterways and barge movements of these important energy sources are steadily rising. Recent studies predict a 50 percent increase in barge movements of coal by 1985, an increase of over 60 million tons a year.

Inland Role Overlooked

But the important role played by the inland industry in transporting energy is not generally recognized, Brand maintained. "Domestically, there is a genuine need for federal recognition of the benefits provided by water transportation to both the American consumer and the nation as a whole."

Barge transport is vital to any future transportation network because "it is one of the most economical and energy efficient forms of cargo movements." The U.S. Army Corps of Engineers has estimated that the inland system alone saves the American consumer over \$1 billion in annual transportation costs.

"If the waterways are to remain a viable conduit in the movement of energy cargo," Brand stated, "it is imperative that there be a federal commitment to their consistent and timely maintenance."

He called on the study team to first of all identify obstacles in the transporta-



Herbert Brand, President Transportation Institute

tion system that "could impede the flow of the nation's critical energy needs." And he gave two important examples which now stand in the way of an effective U.S. merchant marine.

"The fact that more than 95 percent of America's oil imports are transported aboard foreign-flag tankers represents a weakness in our energy transportation network of the most serious magnitude. The National Energy Transportation Study should recommend that steps be taken to insure that an adequate supply of our energy imports be transported aboard U.S.-flag vessels subject to U.S. laws and allegiance."

The second obstacle he cited was environmental regulations which "needlessly hinder the efficient operation of the industry without effectively solving the problem." Noting the "excellent" safety record of U.S.-flag vessels on the oceans and the rivers, he criticized "fines so prohibitive that they would have the sole effect of putting the operator out of business."

Ogden Connecticut Committee



Seated around the mess table aboard the *ST Ogden Connecticut* (Ogden Marine) is the Ship's Committee awaiting a payroll last month at Stapleton Anchorage, S.I., N.Y. They are (l. to r.) Chief Steward Stanley A. Freeman, secretary-reporter Recertified Bosun Marion Beeching, ship's chairman; Deck Delegate John W. Mullis and Engine Delegate Cleveland Taylor.

From: The Harry Lundeberg School

To: All Seafarers and Boatmen

Our Christmas Gift to You A better job, A brighter future in '79

These Courses Starting Soon:

LNG—February 5, March 5

FOWT—March 1

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AB—March 1

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Tankerman—February 1, 15, March 1

High School Equivalency (GED)—Upon Request

Towboat Operator Licensing Courses

Western Rivers—March 5

Inland Waters—March 19

Oceans (less than 200 miles)—March 19

Oceans (more than 200 miles)—March 19

Celestial Navigation—April 30

Contact your SIU Representative or HLS to enroll

AFL-CIO Backs Kennedy's National Health Care Bill

Sen. Edward M. Kennedy (D-Mass.) has called on the Administration and Congress to enact into law a new comprehensive national health insurance program. Kennedy's health plan, which has been endorsed by the AFL-CIO, is aimed at "making health care a right for all our people now."

The Senator, attending the Democratic Party's midterm miniconvention on Dec. 9 in Memphis, Tenn., attacked the Administration's implied theory that inflation and Federal budget limitations block early passage of health care insurance legislation.

"There could be few more divisive issues for America and for our party than a Democratic policy of drastic

slashes in the Federal budget at the expense of the elderly, the poor, the black, the sick, the cities and the unemployed," Kennedy told the conference delegates.

The conference was to choose between a resolution President Carter favors which reaffirms the 1976 National Democratic Platform's support for national health insurance and another resolution which says "this is the year" to pass such legislation.

Kennedy will introduce his bill called the Health Care for All Americans Act into the 96th U.S. Congress in January when it convenes.

At the convention, HEW Secretary Joseph A. Califano Jr. said his depart-

ment would have ready "early next year" tentative legislation based on the President's proposals. Then, he said, the White House will make a final recommendation to Congress. The President's chief domestic adviser warned that passage of health care legislation "may take a little longer" than hoped.

Senator Kennedy's bill has a specific timetable to put the program into effect as contrasted with the Carter Administration's "piecemeal (phase-at-a-time) approach without a specific timetable."

"It would be almost suicidal to have to come back to Congress every two years to seek enactment of some additional phase," declared an AFL-CIO official.

Today, health care costs are zooming up faster than any other item in the Consumer Price Index. They consume nearly one tenth of the U.S. Gross National Product (GNP).

Most of the cost of the health care plan would be outside of the Federal budget—from employment-related premiums. Most employers would be required to pay at least 75% of the cost for workers and their families. Many would pay the full cost as is common in negotiated health insurance programs.

The Federal Government would pay the cost for the unemployed and would subsidize part of the premiums for low-paid workers and marginal small businesses.

U.S. Jobless Rate Stays at 5.8% in November

WASHINGTON, D.C.—The U.S. unemployment rate stayed at 5.8 percent in November even though 543,000 more workers found jobs last month.

The sharp employment gain brings the total workforce to 95.7 million. October had showed a job gain of 324,000 new jobs and a total of 95.2 million employed then.

In addition to the second month of strong employment gains, November saw a rise in average weekly hours and overtime. And over the last 12 months total employment has grown by 3.3 million.

The reason why the jobless rate didn't

drop despite the surge in employment was because women have been pouring into the job market in record numbers. They account for more than half of the increase in employment.

There are now 5,912,000 people unemployed in this country.

One bright spot in the unemployment picture was that unemployment for married men living with their spouses fell to 2.5 percent last month, the lowest since the 2.5 percent mark set in June 1974.

But the unemployment rate for black teenagers rose to 36.2 percent from 34.3 percent the previous month. The jobless rate for all black workers was still more

than twice the 5.0 percent rate for all white workers. The blacks' rate rose to 11.8 percent from 11.4 percent in October.

Teenagers unemployment fell to 16.2 percent from 16.3 percent the month before.

Like the national average, female joblessness was 5.8 percent, an increase from October's 5.6 percent.

Unemployment rates were little changed in November for adult men whose level of joblessness was at 4 percent, the same as in October and September.

A study by the National Bureau of Economic Research finds that for every one point drop in the unemployment rate among "prime" male workers aged 35 to 44, the employment rate for young men aged 16 to 19 increases by 4.5 percentage points. For black youths, their employment rate goes up 6.3 percentage points when there is a one percentage point drop in the "prime" unemployment rate.

An article in the AFL-CIO's *American Federationist* Magazine says that long periods of joblessness for black youths 16 to 19 of major urban areas leads them to economic hardship and crimes of robbery, larceny, burglary and auto theft.

These city youths are arrested 10 to 20 more times for violent crimes than other young people, the article said. With an arrest record their employability drops another notch.

For youths in the 16 to 24 age range, we find they have the highest unemployment and crime rates. Those between 16 and 19, we know, have a 16.2 percent jobless rate. Those 20 to 24 have a 9.9 percent unemployment rate.

Although the 16 to 19 age group is only 17 percent of the U.S. population, their arrest records show that they account for almost 50 percent of all property crimes as we mentioned above—even though they made up only 43 percent of those charged with crimes.

Personals

Phil Cogley

Your sister, Rita Ramsey, asks that you call her at (503) 654-6105.

Ephraim R. Muse

Your mother would like you to write or call her at Rt. 1, Grantboro, N.C. 28529, Tel.: (919) 745-4556.

Cody White

Joseph J. Wood would like you to write him at: FSI-BMEWS, APO Box 1666, New York, N. Y. 09023.

David Velandra

Deloris Schreck would like you to write her at: 6340 Rockrose Dr., Newark, Calif. 94560.

Dennis Vernacchia

Your mother would like you to write her at: 277 Mt. Prospect Ave., Newark, N. J. 07104.

J. P. Fitzgerald

Neftali Vargas, who sailed with you on the Rafel Simmens and the San Francisco, asks that you write him at: Pital de San Carlos, Costa Rica, C. Am.

Seafarer Gets GED at HLS

Seafarer John Funk recently attended the Welding Course at HLS. While he was at the school, he found out about the high school equivalency (GED) program and decided to participate.

Brother Funk commented, "I saw an opportunity that I was not going to pass



Seafarer John Funk

up." This was his first visit to the Lundeberg School.

Originally from New York, Brother Funk has been a Union member for 14 years. He quit school in the 11th grade but said that he never stopped learning. "Each day was a learning experience, whether I was working or at home," he said.

The high school equivalency program prepares Seafarers to take the GED exam and acquire a high school diploma. Brother Funk said, "The program is great. I liked the idea of the small classes because everyone could get help when they needed it. I received a lot of individual help from the teachers."

According to Seafarer Funk, a student not only learns to pass an exam but also acquires knowledge which can be used practically later on.

The GED program is open to all Seafarers who do not have a high school diploma. Brother Funk recommends the program "to anyone who has the initiative to come to the Lundeberg School."

For more information about the program, contact your SIU Representative or Academic Education Department, Harry Lundeberg School, Piney Point, Md. 20674.

SIU Crews Towboat Bob Koch

Just out of the shipyard, the towboat *Bob Koch* is now pushing barges on the Illinois River.

Built for SIU-contracted Southern Ohio Towing Co. of Jeffersonville, Ind., the boat has special features which allow maximum year-round use. Like her sistership, the *Thruston Morton*, which was delivered last summer, the *Bob Koch* has unusually heavy hull plate, rudders and shafts to aid in ice-breaking. Her double-bottomed engine room gives extra protection from

grounding damage.

The 4,200hp. boat is powered by two four-cycle diesel engines and can handle tows carrying 22,500 tons or more of cargo.

Southern Ohio Towing is a subsidiary of American Commercial Barge Lines, the largest towing company on the rivers. She is named to honor Robert O. Koch, executive vice president and general counsel of ACBL's parent company, Texas Gas Transmission Corp.

Delta Bolivia Committee



SIU Rep Darry Sanders (seated right) strikes a smile at a payoff on the *SS Delta Bolivia* (Delta Line) last month at Brooklyn, N.Y.'s 39th St. Pier. Joining in are part of the Ship's Committee and a couple of crewmembers. They are (l. to r. seated) Recertified Bosun Billy Edelman, ship's chairman and Deck Delegate John Davis. Standing (l. to r.) are Cook and Baker Hector De Jesus, Saloon Messman Michael Rolle, Chief Steward V. Douglas, secretary-reporter and Chief Cook James P. Barclay, steward delegate.

USPHS to Improve Care in Philadelphia Area

The U.S. Public Health Service Hospital network of health care facilities was set up to serve merchant marine seamen who serve the country. At last count, USPHS was providing health care to 200,000 beneficiaries.

With any facility that services a large number of people, the special needs of a particular group of beneficiaries sometimes gets lost in the shuffle.

So, in response to reports by SIU members of dissatisfaction with certain aspects of care at the PHS facilities in the Philadelphia area, administrators of the health care system joined SIU members and officials at the Philadelphia hall recently to target problem areas and discuss solutions.

The USPHS representatives, including Richard Ashbaugh, deputy director of Divisions in charge of Hospitals and Clinics and Larry Eldredge, Director of the Philadelphia outpatient clinic, promised that steps would be taken to

insure more efficient delivery of health services to Philadelphia seamen and their families.

SIU Philadelphia port agent John Fay pointed out that the problem with the PHS facilities, "is not bad care, but rather not enough care," which is a result of the lack of familiarity by some PHS staffers with the special needs and limited time schedules of Seafarers and Boatmen.

Richard Ashbaugh, the PHS official who came in from Washington, D.C. for the meeting, told Seafarers that PHS was making every effort to satisfy their problems and meet their needs for medical care.

"We recognize that many seamen are on tight schedules," Ashbaugh said, "and we are endeavoring to make clinic visits convenient for those on leave and at sea."

Ashbaugh and Philadelphia clinic director Larry Eldredge gave SIU

members attending the meeting a comprehensive picture of the service the PHS system offers and the special programs in the works to improve and extend those services.

Eldredge noted that the Philadelphia PHS Hospital had just set aside an open hours period for tugboatmen to come in and receive treatment from staff specialists.

Shipboard Visits

In addition, PHS is talking about a new program where health personnel would visit Seafarers aboard their ships which would allow PHS doctors to see first-hand the shipboard hazards that are part of a seaman's day-to-day life. PHS is hoping to kick-off the program in Philadelphia.

Ashbaugh and Eldredge also made several important points about services currently provided at PHS facilities, including:

- Clarification of when Seafarers should use PHS facilities and when to use outside doctors and hospitals. The officials pointed out that although outside doctors and hospitals under contract in most areas were available if necessary, Seafarers should use PHS facilities whenever possible. Since the funds to cover contract care come from the same operation pool as the money necessary to maintain PHS hospitals and clinics, the more spent on contract care means less money is available for the PHS facilities.

- One of the most frequent com-

plaints by SIU members was that they sometimes have to travel long distances to get to a PHS hospital or outpatient clinic. "Traveling long distances should not be necessary," Ashbaugh said, adding, "where this is occurring, SIU members should bring it to the attention of the director of the PHS clinic where they are receiving care."

- When a hospital stay is required seamen will be sent, as they have been in the past, to PHS hospitals in Baltimore or Staten Island, where they can receive the best care possible. SIU members at the meeting were unanimous in their praise of these two facilities.

- PHS is currently discussing the possibility of getting the Navy hospital and the VA hospital in the Philadelphia area to accept seamen on an inpatient basis, as an alternative to using out-of-town hospitals.

The PHS representatives wrapped up their remarks by reminding Seafarers of the importance of notifying a PHS clinic or hospital within a 48-hour period if a seaman or dependent has to enter a contract hospital on an emergency basis.

"Contacting any of the doctors, clinics or hospitals listed in the PHS booklet will satisfy the 48-hour notice requirement," clinic director Eldredge said. "SIU members should carry these booklets with them as they will greatly simplify the notification procedure and speed up care to the seaman or his dependent."



Richard Ashbaugh (standing), deputy director of USPHS, talks about improved services to Philadelphia area seamen at special meeting this month in SIU hall. Looking on is John Fay (left), SIU Philadelphia Agent and Larry Eldredge, director of the Philadelphia USPHS outpatient clinic.



SIU Boatman, Capt. Louis Flade, hits the deck during question and answer session. Flade works for McAllister Bros.

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Pick Your License

Towboat Operator Course!

Check the Schedule:

Western Rivers - March 5

Inland Waters - March 19

Oceans less than 200 Miles - March 19

Oceans over 200 Miles - March 19

Celestial Navigation - April 30

So Pick Your License and Enroll Now!

Contact HLS or your SIU Representative

NMC Tells 8 Nations 'Crack Down on Soviet Shipping'

The National Maritime Council has urged maritime labor and industry leaders in eight countries to press their own governments to crack down on Soviet rate-slashing practices in their ocean trades.

The NMC, a coalition of U.S. shipping lines and seafaring unions including the SIU, sent letters to its counterparts in England, Germany, Japan, Hong Kong, France, Sweden, Norway and Holland. NMC Chairman James Barker told maritime leaders in these countries that "these unfair trading practices . . . constitute a serious threat to the economies and security of the nations outside the Soviet sphere."

Barker encouraged similar action to the important step taken by the U.S. against rate-cutting in recent passage of

the Controlled Carrier Act of 1978. Signed by President Carter in October, the Act empowers the Federal Maritime Commission to demand assurance that state-controlled carriers are charging fair rates in U.S. trades.

It was aimed principally at the Soviet Union, which, Barker said, "has operated its vessels in our trades at rates so low as to make it impossible for free-nation lines to compete." This practice is "common to the Soviet fleet and to most Eastern European fleets throughout the world," he added.

The NMC's attempt to control Soviet rate cutting throughout the free world is part of the organization's expanded effort to develop a strong and competitive, privately owned U.S. merchant marine.

SIU Crews Lionheart, Taking Over Former Foreign Flag Run

Little more than a month ago, the *MV Lionheart* was a Norwegian ship. Now she flies the U.S. flag and just completed her first voyage manned by SIU members.

The Coast Guard recently approved the *Lionheart* for temporary U.S. registry by waiving the normal procedures for foreign-built vessels. The special action not only opened up a foreign flag run to an American crew, but paved the way for additional U.S.-flag operation on U.S.-built ships.

The Coast Guard waiver was an emergency measure, dictated by sudden

developments which interrupted the *Lionheart's* service. The 5,940 ton, roll on—roll off vessel had been operating between Miami and Ecuador since 1964, under charter to Coordinated Caribbean Transport, Inc.

The Ecuadorian government recently barred third-flag ships in its trade with the U.S. and refused to allow the *Lionheart* to discharge, stranding substantial amounts of cargo at CCT's terminal in Miami.

CCT has had two U.S.-flag vessels on order in American shipyards since 1976 to take over and expand its Ecuadorian

trade. But since construction delays have postponed delivery of the first vessel until March, 1979, the company applied for quick and temporary U.S. registry for the *Lionheart* in order to continue its service until that time.

The Coast Guard determined that the *Lionheart* was the only available vessel of its type offering direct and regular service between Miami and Ecuador. In order to prevent further disruption of the trade, which had already caused hardships to U.S. shippers, they granted the vessel U.S. status for nine months.

Although the action was opposed by

many groups in this country because the vessel was foreign-built, it was supported by several staunch supporters of the U.S. merchant fleet. Both the U.S. Maritime Administration and Rep. John Murphy (D-N.Y.), chairman of the House Merchant Marine Committee, urged the Coast Guard approval in order to prevent any threats to CCT's operation of its two new U.S.-flag ships.

The new vessels are two ocean-going, articulated tug-and barge systems. The five deck, 568 ft. barge sections are under construction at the Seatrain shipyard in Brooklyn, N. Y.

Administration Modifies Wage-Price Plan

Faced with mounting objections from labor to his proposed anti-inflation Voluntary Wage-Price Controls Program, President Carter modified his guidelines by excluding from the controls the increased cost of keeping up existing fringe benefits, such as pension and health care plans.

However, the AFL-CIO Executive Council—on which SIU President Paul Hall sits as senior vice president—termed the program devised by the President's economic advisers to be "inequitable and unfair" to the American working man and woman, while at the same time allowing Big Business an open season to further windfall profits.

Only a few months ago, corporation profits soared to 16.4 percent, a \$1.5 billion increase.

On Dec. 5 in Washington, D.C., George Meany, head of the AFL-CIO, demanded that the Government impose mandatory wage-price controls to combat inflation.

Speaking at the 10th anniversary dinner of Frontlash—a liberal citizens get-out-the-vote movement—Meany criticized the Administration's voluntary program for strictly controlling wages and not having controls on the prices of food, housing, energy and medical costs.

He also called for controls on all forms of income: profits and dividends, interest rates, rents, executive compensation and professional fees.

Last month on CBS-TV Face the Nation Show, Meany said if wages are to be held down it should only be as part of a broad economic controls program enacted by Congress and applying fairly to all segments of the economy.

He added that price controls would be spotty, complex and largely unenforceable while profits, dividends and interest rates would rise unchecked.

Meany explained that controls are "preferable" to the Administration's approach which he saw as "going down the road to mandatory controls."

If that's the case, Meany suggested "the sooner we get there the better." If Congress enacts an equitable controls system, he said, "I think we can lick this inflation. But I don't think you can lick it by jawboning, by scolding people and by making speeches."

If "austerity" is needed, Meany continued, "it's got to be austerity for everyone." And the ground rules should be set by Congress and not by two or three economic advisers to the President whose guidance has failed to keep prices from rising sharply, he said.

The AFL-CIO Executive Council also called on the President to call a

special session of Congress to develop a full wage-price controls program for the duration of the inflation emergency.

It said the present price controls guideline is so flexible as to be non-existent and is without effective enforcement. The price guideline also allows those who raised prices the most in the past two years to profit further from that conduct.

Summing up, the Council concluded that the President's wage controls policy is based on the false assumption that wages alone are the cause of inflation when the fact is that wages trail—not cause—inflation.

Gangway Watch Duties Important

Once in a while, certain duties aboard ship are taken lightly. One of these is the gangway watch. In addition to keeping unauthorized personnel off the ship, the gangway watch should see that the gangway is well lighted, all man ropes have proper tension, and if it is allowed to rest on the dock it should move freely.

The gangway watch while the vessel is anchored should pay strict attention to those boarding and leaving the vessel. A life ring and life jacket should be

accessible in case any crew member falls into the water while boarding or leaving the launch. Any launches that do not have life jackets or life rings should be brought to the attention of the Master.


At the first shipboard meeting on any voyage these matters should be fully discussed by the ship's chairman. Seamen who cannot swim should make such fact known to the rest of the crew.

Remember—The life you save may be your own.

Ch. Steward Bill Hand Retires



It was a day of mixed emotions for retiring chief steward Bill Hand when he picked up his first pension check at the December membership meeting in the port of New York. Brother Hand who has been an SIU member since 1954 told the New York membership: "This is a happy and sad day for me. I've been shipping for 25 years and have enjoyed it all. I've cooperated with the Union and I've always done my part as a Union member. We have a good strong union today. Let's keep it that way."



Brotherhood in Action

... for SIU members with an alcohol problem

Seafarer Bill Barrineau is currently enrolled in the Marine Electrical Maintenance Course at the Harry Lundeberg School. He has plans to acquire his QMED endorsement soon and is looking forward to attending the LNG course.

Brother Barrineau feels that "I am now able to come to the school because of the help I got from the Seafarers Alcoholic Rehabilitation Center. I could not have done this without being sober."

Last year, Seafarer Barrineau realized that he had a problem with alcohol. He had been a member of AA for two years but started drinking again. He said, "My drinking was so bad last year that I had to be hospitalized. I decided that something had to change and I thought about our Center. I called Ed Morris (SIU rep in San Francisco) and he helped me get to the Center."

Brother Barrineau was very impressed with the programs at the ARC.

"It is a very good program for seamen," he commented. "The counselors are good and they really help you learn about yourself."

He thinks that in order for the Center to help a person, "the guy has to want to get sober, learn how to cope with himself and his problem, be willing to change his attitudes about life and always try to listen with an open mind."

Since he has been sober, Seafarer Barrineau has been living each day with a new outlook on life. "When I first went to the Center, I thought I knew all about alcohol and how it affects the body, but I really did not know anything," he commented. "If I could go back in time, I know that I would go to the Center for help. I actually should have gone before I did."

Seafarer Barrineau encourages his brothers to come to the Center. He said, "If you even think that you may have a problem with alcohol, you should come to the Center. They can help."

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

USNS Columbia—A Good Crew Makes a Good Ship

It's not very often that the skipper of a ship will take the time to write an article praising the crew members of that ship.

But that's just what Capt. M. J. Sullivan has done in the November issue of the Military Sealift Command's publication, "Sealift". In it he praises the crew members of the SIU-contracted *USNS Columbia*.

Even though the 672-foot, 37,276 dwt Columbia Class tanker was built in 1971, and has many modern and automated features in her design, Capt. Sullivan maintains that, "success of ship operations still depends on the ability and attitude of individuals aboard *Columbia*."

Sullivan mentions most of the *Columbia's* 25 crew members in his article, from Chief Mate Bill Vose to, deck-engine utilityman John Rogalski, 18, the youngest Seafarer on the crew who, at the time, was making his first sea voyage. Sullivan referred to Bosun Burton Owen, 67, as "by far the saltiest man aboard." Bosun Owen has been a seaman since 1930. He was busily overseeing some deck work on the *Columbia* when the *Log* visited the ship recently in Port Reading, N.J.

Capt. Praises HLSS

Capt. Sullivan's article time and again refers to the *Columbia's* crew as well-trained professionals. He specifically mentioned the role of the SIU's Harry Lundeberg School in the training process, saying that the school "is completely geared for training able



merchant seamen." He also noted that Seafarer Fred Carter, Jr., QMED on the ship, had received his upgrading at HLS.

The SIU is proud of its record of training professional seamen. The more modern the ships become, the more the need for specialized training. The Harry Lundeberg School is one reason why SIU seamen are rated among the best in the world.

Though there's no denying that formal training is the best foundation, many people will say that there's no

substitute for experience. Capt. Sullivan's article noted that many of the *Columbia's* unlicensed crew members have experience to spare. Such as AB Charles Pafford, who first went to sea with the Royal Navy in the late 1930's; and Liston Lanier, also an AB, who sailed with the Navy in World War II and has a Purple Heart to prove it.

There are others, AB James Walker who worked aboard Cayman Island trading schooners almost 40 years ago, and cook-baker James Juzang who has been sailing for 34 years. There's plenty

of experience represented by the crew of the *USNS Columbia*.

Experience came in handy last May when the crew of the *Columbia* went to the rescue of five persons whose 46-foot yacht broke down in the Caribbean. A boat was launched and the hapless yachtsmen were picked up. Later on they were transferred to a Coast Guard cutter. Of this incident Capt. Sullivan wrote that: "All appreciated the opportunity to help someone who needed assistance at sea. That's the tradition of the professional mariner, and the *USNS Columbia* is composed of professionals."

Another tradition is the spirit of cooperation and teamwork that exists between the merchant marine and the navy; our country's security and strength depends upon it. Civilian-crewed naval support ships, such as the SIU-crewed *Columbia*, exemplify this tradition and spirit.

In Capt. Sullivan's "Sealift" article he certainly speaks highly of the *Columbia's* crew. But his respect and praise for the professionalism of the crew is by no means one-sided. In a conversation with the *Log*, steward-cook Oliver Oakley, a two and a half-year veteran of the *Columbia*, had many words of praise to say about Capt. Sullivan. Oakley wasn't alone in his feelings about the skipper of the *Columbia*.

In an official SIU ship's minutes, recently received by the *Log* from the *Columbia*, there was this note about Capt. Sullivan: "We feel he should be commended as one of the great skippers. It's an honor to have served under Capt. Morris J. Sullivan."



At work is AB Pat Lavin who had a hand in the rescue of the five people off a stricken yacht.



Here's the *Columbia's* Ship's Committee (l. to r.) of Engine Delegate Danny Dean, Chief Steward Oliver Oakley, secretary-reporter; Deck Delegate Lloyd Akin and Recertified Bosun Burton Owen, ship's chairman.



"Well-trained pros," said the tanker's master of the deck gang of (l. to r.) ABs Pat Lavin, Lloyd Akin, Charlie Humason and Ken Smith plus Bosun Burton Owen who's overseeing their work. The bosun has been sailing since the 1930s.



Chief Steward Oliver Oakley had high praise for his shipmates and the ship's skipper.



Barney Speegle, 65, joined the SIU in 1939 in the port of Norfolk sailing as a fireman-watertender. Brother Speegle sailed 40 years. He was on the picketline in the 1961 N.Y. Harbor beef. Seafarer Speegle was born in North Carolina and is a resident of Baltimore.

William M. Turpin, 68, joined the SIU in the port of Baltimore in 1957 sailing as a chief electrician. Brother Turpin sailed 38 years. He is also a machinist and boilermaker. Seafarer Turpin was born in Horden, England and is a resident of Houston.

Walter J. Zaleski, 60, joined the SIU in 1944 in the port of Philadelphia sailing as an AB. Brother Zaleski sailed 33 years. He was born in Philadelphia and is a resident there.

Jose G. Lopez, 61, joined the SIU in 1939 in Puerto Rico sailing as a fireman-watertender. Brother Lopez won a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Alcoa Polaris* (Alcoa Steamship). He was born in Lares, P.R. and is a resident of Rio Piedras, P.R.

Recertified Bosun **Manuel Landron, 65,** joined the SIU in 1939 in the port of Puerto Rico. Brother Landron sailed 17 years as a bosun with the Bull Line. He graduated from the Union's Recertified Bosuns Program in April 1974. Seafarer Landron was born in Vega Alta, P.R. and is a resident of Catano, P.R.

Grady P. Lewis, 63, joined the SIU in 1945 in the port of Mobile sailing as an AB deck maintenance. Brother Lewis sailed 37 years. He was born in Dale County, Ala. and is a resident of Atmore, Ala.

Paul Anderson, 65, joined the SIU in 1946 in the port of New York sailing as an AB. Brother Anderson sailed 50 years. He was born in Moen, Denmark and is a naturalized U.S. citizen. Seafarer Anderson is a resident of Spring Valley, N.Y.

George Austin, 66, joined the SIU in 1939 in the port of Mobile sailing as a chief cook. Brother Austin sailed 42 years and on the Isthmian Line. He worked as an AB on the Sea-Land Shoregang from 1969 to 1973. Seafarer Austin walked the picketline in the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. Born in Alabama, he is a resident of New York City, N.Y.



John T. Hathcock, 67, joined the Union in the port of Mobile sailing as an AB for Dixie Carriers from 1966 to 1978. Brother Hathcock is a former member of the SIU Fishermen's District in 1944. He was born in Apalachicola, Fla. and is a resident there.



Willie Ray Holder, 63, joined the Union in the port of St. Louis in 1967 sailing as a lead deckhand and mate for ACBL. Brother Holder is a former member of the Teamsters Union. He is a veteran of the U.S. Army in World War II. Boatman Holder was born in Dyersburg, Ky. and is a resident of Paducah, Ky.



Jose A. Sablan, 65, joined the Union in the port of Norfolk in 1963 sailing as a cook for Allied Towing from 1963 to 1969 and for Curtis Bay Towing from 1969 to 1978. Brother Sablan is a veteran of the U.S. Navy in World War II. He was born in Guam and is a resident of Norfolk.



Wilson Bracy, 67, joined the Union in the port of Norfolk in 1967 sailing as a chief engineer for the Stuart Transportation Co. from 1964 to 1978. Brother Bracy also sailed for the Fish Product Co. from 1955 to 1963. He is a veteran of the U.S. Navy Seabees during World War II. Boatman Bracy was born in Rich Square, N.C. and is a resident of Lewisetta, Va.



Christos I. Polichronakis, 58, joined the SIU in the port of New York in 1960 sailing as a fireman-watertender. Brother Polichronakis sailed 27 years. He was born in Greece and is a resident of Piraeus, Greece.



Arnold Purgvee, 59, joined the SIU in the port of New York in 1962 sailing as a fireman-watertender. Brother Purgvee sailed 22 years. He was born in Estonia, U.S.S.R. and is a resident of Elmhurst, Queens, N.Y.C.



Ah You Soon, 65, joined the SIU in the port of San Francisco in 1955 sailing as a chief cook. Brother Soon sailed 46 years. He was born in Shanghai, China and is a naturalized U.S. citizen. Seafarer Soon is a resident of San Francisco.



Lawrence J. Geiger, 67, joined the Union in the port of Frankfort, Mich. in 1970 sailing as a cook for the Ann Arbor Ferry Railroad Co. Brother Geiger at one time owned and operated his own butcher and grocery shop. He was born in Manitowoc, Wisc. and is a resident there.



Arnold F. Johnson, 62, joined the Union in the port of Buffalo, N.Y. in 1961 sailing as a deckhand for the Great Lakes Dredge and Dock Co. from 1956 to 1978. Brother Johnson is a veteran of the U.S. Army in World War II. He was born in Stonington, Mich. and is a resident of Rapid River, Mich.



John T. Robinson, 57, joined the Union in the port of Detroit in 1962 sailing as a fireman-watertender for the American Steamship Co. and the Kinsman Marine Co. Brother Robinson sailed 28 years. He is a veteran of the U.S. Navy in World War II. Laker Robinson was born in Tennessee and is a resident of Algood, Tenn.



Jeremiah F. Donovan, 66, joined the SIU in the port of New Orleans in 1965 sailing as a fireman-watertender. Brother Donovan was born in Cambridge, Mass. and is a resident of Jacksonville, Fla.



Alvin L. Doud, 62, joined the SIU in the port of New York in 1961 sailing as a chief steward. Brother Doud sailed 22 years and with the MSTs in 1956. Seafarer Doud is a veteran of the U.S. Army in World War II. He was born in Yakima, Wash. and is a resident of San Diego, Calif.



Sigifredo B. Ferrer, 61, joined the SIU in 1944 in the port of New York sailing as a cook. Brother Ferrer was born in Puerto Rico and is a resident of Bayamon, P.R.



Willie Hinson Holladay, 61, joined the SIU in 1946 in the port of Mobile sailing as a wiper. He is a veteran of the U.S. Army in World War II. Seafarer Holladay was born in Alabama and is a resident of Loxley, Ala.



John J. Breen, 56, joined the SIU in the port of Baltimore in 1951 sailing in the steward department. Brother Breen sailed 27 years. He also sailed during the Vietnam War and on the Robin Line. Seafarer Breen is a veteran of the U.S. Army in World War II. A native of Baltimore, he is a resident there.



Henry Lanier, 61 joined the SIU in 1942 in the port of Baltimore sailing as an AB. Brother Lanier also sailed on the Robin Line. He was born in Georgia and is a resident of Guyton, Ga.



Vicente Cortes, 65, joined the SIU in the port of Miami in 1950 sailing in the steward department. Brother Cortes sailed 25 years. He hit the bricks in the 1961 N.Y. Harbor strike and the 1962 Robin Line beef. Seafarer Cortes was born in Havana, Cuba and is a naturalized U.S. citizen. He is a resident of West Palm Beach, Fla.

Dispatchers Report for Great Lakes

NOVEMBER 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
Algonac (Hdqrs.)	45	16	4	42	55	3	31	9	8
Algonac (Hdqrs.)	25	10	4	31	26	1	20	10	6
Algonac (Hdqrs.)	7	2	1	21	13	1	6	3	3
Algonac (Hdqrs.)	33	80	28	0	0	0	27	70	68
Totals All Departments	110	108	37	94	94	5	84	92	85

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

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

Legal Aid

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

The following is a list of recommended attorneys throughout the United States:

NEW YORK, N.Y.—Schulman & Abarbanel
350 Fifth Avenue
New York, N.Y. 10001
Tel. #(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.—Bodle, Fogel, Julber, Reinhardt, Rothschild & Feldman
5900 Wilshire Boulevard
Los Angeles, Calif. 90036
Tel. #(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 company and union representatives who are interested in promoting a viable U.S. merchant marine.

We've had smooth sailing for six years.

Not calm seas. Not water "smooth as glass." But smooth enough that the U.S. flag shipping industry has achieved a level of service efficiency and maritime labor stability unique in the history of our country.

How? It really began with the Merchant Marine Act of 1970. This piece of legislation sparked a common purpose among leaders of the shipbuilding, shipping, labor, and other factors involved in maritime affairs. A cooperative spirit developed that culminated in the formation, in 1971, of the National Maritime Council...a unique combination of management and labor working toward one

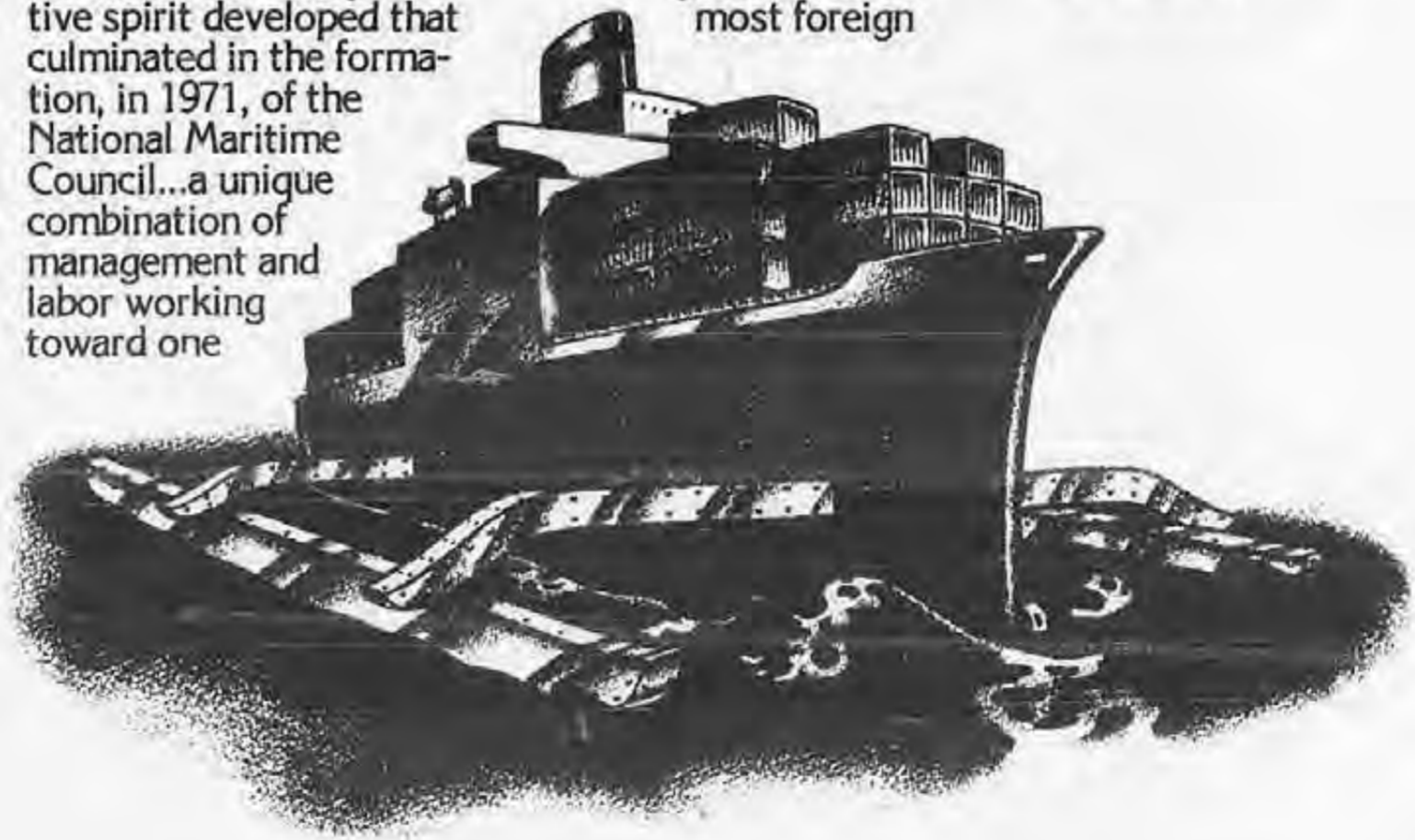
goal, a healthy and stable industry. Since that date, U.S. flag ships have provided uninterrupted service.

With minor squalls, we've had smooth sailing as our merchant marine has built amity, streamlined its operation, and upgraded itself as a transportation system. Today, the U.S. flag shipping industry is second to none in efficiency, highly trained and technologically advanced, with freight rates competitive with most foreign

shipping. It is stable and—as we build our fleet toward the size of those of Russia, Japan, Greece, United Kingdom, etc.—it will become stronger in the world market.

If you'd like to know more, send for our booklet on U.S. Flag Shipping. Write National Maritime Council, Dept. F, Box 7345, Washington, D.C. 20044.

National Maritime Council
Management and labor working together for a strong, stable U.S. flag shipping industry.



DON'T GIVE UP THE SHIPS

Apply Now For SIU College Scholarships

The SIU is acutely aware of two very basic facts concerning education:

- 1.) Education is the key to career advancement.
- 2.) Education costs money, and lots of it.

That's why the SIU—through the SIU Welfare Plan—offers \$60,000 worth of college scholarships to our members and their dependents each year. And that's why members and dependents eligible for these scholarships should begin sending their applications in now for the awards contest.

In all the SIU offers seven college scholarships, as follows:

- Five full 4-year \$10,000 scholarship awards. One of these is reserved for an active member, while four will go to dependents of members.

- Two 2-year \$5,000 scholarship awards. These are reserved exclusively for active members.

For an active member to be eligible for a scholarship, he must have at least two years (730 days) employment time with SIU contracted companies. In addition, he must have one day of employment in the six month period immediately preceding date of application, as well as 125 days employment in the previous calendar year.

Dependents of members applying for the scholarships must be unmarried and under 19 years of age. In addition, he or she must be the dependent of a member with three years (1095 days)

employment time with SIU-contracted companies, as well as one day employment in the six month period immediately preceding date of application and 125 days employment in the previous calendar year.

Dependents of deceased members who had met these sea-time requirements before death are also eligible for the scholarships.

All scholarships are awarded on the basis of high school grades and scores achieved on either the College Entrance Examination Boards (SAT only) or the American College Tests (ACT).

Upcoming test dates for the SAT's are Dec. 2, 1978; Jan. 27, 1979 and March 31, 1979. For more information on the SAT's, write the College Boards at either Box 592, Princeton, N.J. 08540, or Box 1025, Berkeley, Calif. 94701.

Upcoming test dates for the ACT's are Dec. 9, 1978; Feb. 10, 1979 and April 7, 1979. Information and applications for these exams may be received by writing to ACT Registration Unit, P.O. Box 414, Iowa City, Iowa 52240.

SIU members can pick up scholarship award applications for themselves or their dependents at any SIU hall or by writing the SIU Welfare Plan, 675 4th Ave., Brooklyn, N.Y. 11232.

SIU scholarship winners will be announced in May 1979. So try to have your applications in no later than April 15, 1979.



Cove Spirit Committee

At the Hess Refinery in Port Reading, N.J. on Nov. 15 for a payoff is the Ship's Committee of the *ST Cove Spirit* (Cove Shipping). They are Pumpman Chuck Drury, engine delegate; Steward Delegate Hassin Ali, Recertified Bosun John D. Moore, ship's chairman and Chief Steward and Baker Frank Di Carlo, secretary-reporter.

Final Departures



Pensioner Mat R. Abraham, 72, died of a heart attack on arrival at the Lutheran Medical Center, Brooklyn, N.Y. on Oct. 1. Brother Abraham joined the SIU in the port of New York in 1955 sailing as a fireman-watertender. He sailed for 44 years. He was on the picketline in the 1961 Greater New York Harbor strike. Seafarer Abraham was born in Mexico and was a naturalized U.S. citizen. He was a resident of Brooklyn. Burial was in Greenwood Cemetery, Brooklyn. Surviving are his widow, Ana and a son-in-law, Louis Perez.



John T. Attaway Jr., 69, died on Oct. 24. Brother Attaway joined the SIU in the port of New Orleans in 1964 sailing as a junior engineer and oiler. He sailed for 30 years. Seafarer Attaway was a veteran of the pre-World War II U.S. Navy. And he was also a railroad machinist. Born in Newberry, S.C., he was a resident of Richland, S.C. Surviving are a son, William of Columbia, S.C.; a daughter, Martha Ann of Ninty-Six, S.C. and a sister, Mrs. Evelyn F.J. Bland of Richland.



Ramon "Ray" Bracamonte, 50, died on Oct. 23. Brother Bracamonte joined the SIU in the port of San Francisco in 1957 sailing as a fireman-watertender. He sailed 28 years and was a Union organizer at one time. Seafarer Bracamonte sailed during the Vietnam War and was a former member of both the SUP and the NMU. Born in Los Angeles, Calif., he was a resident of San Francisco. Surviving are his widow, Viola; a son, John; two daughters, Anna and Mars; a sister, Mrs. Dolores Brava of Vocado, Calif.; a stepson, Mitchell Crawford and a stepdaughter, Cynthia Crawford.



Roger C. Lucas, 42, died on Jan. 16. Brother Lucas joined the SIU in the port of New York in 1956 sailing as a fireman-watertender. He also worked as a shipfitter's helper. Seafarer Lucas was born in Brooklyn, N.Y. and was a resident of Savannah, Ga. Surviving are his parents, Mr. and Mrs. James E. Lucas of Savannah and a brother, James.

Patrick N. Capps was lost at sea off the *SS Zapata Courier* near Puerto Rico on Sept. 16. Brother Capps sailed as a fireman-watertender from the port of Norfolk. He was a resident of Raleigh, N.C. Surviving are his father and a brother, Charles of Raleigh.



Frank C. Griggs Jr., 47, died of pneumonia on Oct. 5. Brother Griggs joined the Union in the port of Norfolk in 1972 sailing as a mate for the Allied Towing Co. from 1968 to 1976 and for the Ocean Towing Co. from 1976 to 1978. He was a veteran of the U.S. Navy during the Korean and Vietnam Wars. Boatman Griggs was born in Lafayette, La. and was a resident of Chesapeake, Va. Interment was in the Riverside Memorial Park Cemetery, Norfolk. Surviving are his widow, Elizabeth and his parents, Mr. and Mrs. Frank C. Griggs Sr.



Rafael A. Espinosa, 45, died in New York City on Oct. 21. Brother Espinosa joined the SIU in the port of New York in 1971. He sailed as a 3rd cook for Sea-Land Service from 1973 to 1978. He was born in the Dominican Republic and was a resident of the Bronx, N.Y. Surviving are his widow, Elena and eight sons, Rafael Esteban, Rafael A., Julio Cesar, Andres Leopoldo, Luis Amauri, Carlos A., Jose M. and Manuel A.



Pensioner Louis J. Guzzi, 84, passed away on Nov. 11. Brother Guzzi joined the SIU in 1946 in the port of New York sailing as a chief electrician. He was born in Italy and was a naturalized U.S. citizen. Seafarer Guzzi was a resident of Baltimore. Surviving is his widow, Irma.



Pensioner Oliver F. Klein, 73, died on Nov. 5. Brother Klein joined the SIU in 1944 in the port of New York sailing as a cook. He sailed for 23 years. Seafarer Klein was born in Ohio and was a resident of San Francisco. Surviving are a daughter, Mrs. Katherine M. Jones of Bellfontaine, Ohio; a sister, Mrs. Pearl Hank and a niece, Ruth Hank, both of Cleveland.



Pensioner Casey Jones Lang, 66, died of heart failure in Methodist Hospital, Jacksonville, Fla. on Oct. 18. Brother Lang joined the SIU in the port of Jacksonville in 1970 sailing as a fireman-watertender. He sailed 16 years. Seafarer Lang was born in Florida and was a resident of Jacksonville. Interment was in Evergreen Cemetery, Jacksonville. Surviving is his widow, Mabel.

Edward Massey, 45, succumbed to lung cancer in the U.S.A.F. Regional Hospital, Maxwell Air Base, Montgomery, Ala. on Mar. 31. Brother Massey sailed as a cook for the Ratcliff Materials Co. from 1975 to 1977. He was a veteran of the U.S. Air Forces. A native of Alabama, he was a resident of Selma, Ala. Surviving are his widow, Hattie and his parents, Mr. and Mrs. Lee Massey.



Pensioner Albert Heliobus Richards, 71, died of natural causes in the Bronx (N.Y.) Municipal Hospital on Oct. 27. Brother Richards joined the SIU in 1938 in the port of Baltimore sailing as a chief steward. He sailed 49 years, on the Bull Line and during the Vietnam War. Seafarer Richards also attended Piney Point Conference No. 8 in 1970. Born in St. Thomas, V.I., he was a resident of Philadelphia. Interment was in Moravian Cemetery, St. Thomas. Surviving are his widow, Gertrude; three sons, Jerome, Gilbert and Eriette; two daughters, Elvira of Brooklyn, N.Y. and Adina and a sister, Mrs. Ruth Moolenaar of St. Thomas.



Pensioner Edwin Marcellus Thomas, 71, died of a heart attack in De Paul Hospital, Norfolk on Sept. 20. Brother Thomas joined the SIU in 1942 in the port of Norfolk sailing as a fireman-watertender. He sailed 41 years. Seafarer Thomas was born in Litwalton, Va. and was a resident of Norfolk. Burial was in Forest Lawn Cemetery, Norfolk. Surviving is his widow, Ruth.



Adan C. Valladares, 52, died of a heart attack in the New Orleans USPHS Hospital on Nov. 9. Brother Valladares joined the SIU in the port of New Orleans in 1970 sailing as a steward utility. Seafarer Valladares was born in Honduras and was a resident of New Orleans. Interment was in La Ceiba (Honduras) General Cemetery. Surviving are two daughters, Evangelina of San Pedro Sula, Honduras and Roxana; an aunt, Mrs. Concepcion Munoz of New Orleans and a nephew, Enrique McDonald of New Orleans.



Pensioner Terrell D. York, 61, died on Oct. 22. Brother York joined the SIU in 1948 in the port of Mobile sailing as a chief steward. He sailed 23 years. Seafarer York was a 1964 graduate of the Union's Chief Stewards Recertification Program. He hit the bricks in the 1963 beef and the 1965 District Council No. 37 strike. And he was a veteran of the U.S. Army in World War II. He was born in Mobile and was a resident of Baltimore. Surviving are his widow, Doris; a son, Robert and two daughters, Patricia of Baltimore and Bonnie.



Anthony S. Michalski, 57, died of a heart attack in British Hospital, Buenos Aires, Argentina on Nov. 15. He joined the SIU in the port of Philadelphia. Brother Michalski had been sailing on the *SS Santa Mariana* as a fireman-watertender. Seafarer Michalski was a veteran of the U.S. Army in World War II. He was born in Poland and was a resident of Hayward, Calif. Surviving are a sister, Mrs. Jean Batic of Bromall, Pa. and a stepson, Robert A. Slovick.



Jorge Cotto, 41, died on Oct. 2. Brother Cotto joined the SIU in the port of San Juan, P.R. in 1967 sailing as a 3rd cook. He sailed with Sea-Land from 1968 to 1972. Seafarer Cotto was born in Bayamon, P.R. and was a resident of Rio Piedras, P.R. Surviving is his widow, Julia.



Pensioner Dusan J. De Duisin, 71, died in Christ Hospital, Jersey City, N.J. on Sept. 19. Brother De Duisin joined the SIU in 1938 in Puerto Rico sailing as a deck engineer. He sailed for 35 years and rode the Bull Line. Seafarer De Duisin was wounded on Apr. 6, 1942 when a Japanese cruiser fired a shell at his ship in the Bay of Bengal, India. He was born in Antopagasta, Chile and was a resident of Jersey City. Cremation took place in the Garden State Crematory, North Bergen, N.J. with his ashes being flown to Santiago, Chile. Surviving are a brother Mario of Santiago and a cousin, Neda Michieli of New York City.



Pensioner Recertified Bosun Jean Latapie, 57, died of a heart attack in the New Orleans USPHS Hospital on Sept. 28. Brother Latapie joined the SIU in 1945 in the port of New Orleans. He sailed for 32 years and rode the Delta Line. Seafarer Latapie was a July 1973 graduate of the Union's Recertified Bosuns Program. He was a veteran of the U.S. Army in World War II. Born in Pointe La Hache, La., he was a resident of New Orleans. Burial was in Westlawn Memorial Park Cemetery, Gretna, La. Surviving are his widow, Lois; three sons, Jean, Joseph and Ronald and three daughters, Lois Marie, Jacqueline and Cynthia.

James F. Brown, 49, died of heart failure in the Louisville (Ky.) U.S. Veterans Administration Hospital on Sept. 8. Brother Brown joined the Union in the port of Paducah, Ky. in 1975 sailing as a mate for the Orgulf Transport Co. He was born in Brandenburg, Ky. and was a resident there. Burial was in the Salem Baptist Church Cemetery, Brandenburg. Surviving are his widow, Marie and his father, Emmett of Brandenburg.

Pensioner Lonnie L. Woods Sr., 67, died on Nov. 10. Brother Woods joined the Union in the port of Norfolk in 1960 sailing as a tug captain for the Gulf and Atlantic Towing Co. from 1945 to 1972. He was a civil service worker from 1931 to 1945. Boatman Woods was a former member of the United Mine Workers Union from 1951 to 1960. Born in Louisiana, he was a resident of Buxton, N.C. Surviving are his widow, Geneva and a son, Lonnie, Jr.

Clifford B. Miller, 64, joined the Union in the port of Buffalo, N.Y. in 1961 sailing as a scowman, deckhand and oiler for the Great Lakes Dredge and Dock Co. from 1936 to 1978. Brother Miller sailed 42 years. He is a former member of the International Dredge Workers Protective Assn. Laker Miller is a veteran of the U.S. Air Forces in World War II. Born in Buffalo, he is a resident there.

Dispatchers Report for Inland Waters

NOVEMBER 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	0	0	0	0	0	0	2
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	9	3	0	5	0	7	11	7
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	1	0	0	0	0	3	2	2
Mobile	7	0	0	0	0	0	13	0	0
New Orleans	1	7	9	1	0	5	9	11	21
Jacksonville	1	8	7	1	4	3	0	4	7
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	2	0	0	0	0	1	5	7
Seattle	0	0	2	0	0	1	0	0	1
Puerto Rico	0	0	5	0	0	3	0	0	12
Houston	7	9	2	5	4	1	11	9	9
Port Arthur	5	5	41	1	8	11	10	6	108
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	4	8	5	4	5	8	5	13	9
Piney Point	0	38	0	0	39	0	0	7	0
Paducah	1	0	36	0	1	36	2	0	60
Totals	27	87	110	12	66	68	61	68	245
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	1	0	0	0	1	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	1	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	2	0	0	2	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	1
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	0
Houston	1	0	0	1	2	0	2	0	1
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	1
Totals	1	0	3	1	2	2	3	1	4
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	1	0	1	0
Mobile	0	0	1	0	0	0	0	0	1
New Orleans	0	0	2	0	0	0	2	0	2
Jacksonville	0	0	1	0	0	0	0	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	1
Houston	0	1	0	0	1	0	1	1	0
Port Arthur	0	0	0	0	0	0	1	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	1	0
Piney Point	0	1	0	0	1	0	0	1	0
Paducah	0	2	9	0	1	1	0	3	18
Totals	0	4	13	0	3	2	4	7	25
Totals All Departments	28	91	126	13	71	72	68	76	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.

Heavy Vote Buries 'Right-to-Work' in Missouri

In a major Nov. 7 electoral victory for America's workers, Missouri voters decisively defeated a union-busting so-called "Right-to-Work" (for-Less) amendment to their constitution which would have outlawed union shop contracts that require workers to join unions or pay dues as a condition of employment.

The 10th biggest industrial State's record-breaking non-presidential year vote was 3 to 2 against or 929,705 votes against the proposal and 628,041 for it. In heavily industrialized St. Louis, the open shop amendment was crushed by a 4 to 1 margin. The unprecedented vote exceeded by more than 200,000 votes the previous state mark set in 1934.

"We convinced the people of Missouri that workers have a right to belong to a labor organization and to protect those rights," said the head of the State Labor Council.

AFL-CIO chief George Meany said the Election Day victory was not just for the labor movement but "for the free collective bargaining system which is so vital to the nation's economy." President Carter observed that the vote "... is certainly a discouragement of similar attempts in other states."

Though pre-election polls had given the "Right-to-Work" proposal a 50-50 chance of winning, a massive get-out-the-vote and voter registration campaign by Missouri unions and supporters turned the tide so much that they beat the "right-to-work" forces in 69 of the state's 115 counties. Of the new voters registered before the election, state officials attributed 100,000 to union efforts.

Eighteen states had "Right-to-Work" laws before 1955. Kansas voted for it in 1958 and Louisiana in 1976.

Alcoholism is a disease.
 It can be treated.

A MESSAGE FROM YOUR UNION



NARCOTICS ?
 THEY DESTROY YOU AND END YOUR CAREER AT SEA



Digest of SIU Ships' Meetings

MAUMEE (Hudson Waterways), October 1—Chairman, Recertified Bosun A. Harrington; Secretary J. Prestwood; Educational Director C. Merritt, Jr.; Deck Delegate Robert Beale; Engine Delegate Dan Brass; Steward Delegate Herbert T. Archer. Some disputed OT in deck department. Chairman discussed the importance of donating to SPAD. Secretary reported that the *Log* and mail was received. Educational Director requested all members to read their new agreement as there were some important changes and also to read their constitution so they will be aware of their rights. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Curacao.

DELTA ECUADOR (Delta Steamship Lines), October 8—Chairman, Recertified Bosun V. Nielsen; Secretary S. Brown; Educational Director Oliveri; Steward Delegate Francisco Gonzalez. Chairman discussed the importance of donating to SPAD. Also about how crewmembers should man and take care of the 13 new Delta ships. Some disputed OT in deck department. A vote of thanks to the steward department. Observed one minute of silence in memory of our departed brothers.

OVERSEAS ALASKA (Maritime Overseas), October 30—Chairman, Recertified Bosun W. L. Osborne; Secretary N. Johnson Jr.; Deck Delegate W. Johnson; Engine Delegate W. C. Weekley. \$20 in ship's fund. No disputed OT. Chairman discussed the importance of donating to SPAD. Educational Director related his experiences on LNG vessels. The steward gave a vote of thanks to the deck department for helping keep the messhall and pantry clean at night. Noted that it was good to have a good, harmonious crew. Next port in the Gulf.

SEA-LAND GALLOWAY (Sea-Land Service), October 29—Recertified Bosun George Burke; Secretary A. Seda; Steward Delegate William Jones. Chairman advised all members to read the *Log* so they will know what is going on in the Union. Some disputed OT in engine department. Everything running smoothly. A vote of thanks to the steward department. Observed one minute of silence in memory of our departed brothers. Next port Elizabeth.

OVERSEAS ARCTIC (Maritime Overseas), October 1—Chairman, Eddie Cain; Secretary R. De Boissiere; Educational Director J. P. Chancey; Deck Delegate Robert C. Munroe; Engine Delegate W. Walker; Steward Delegate John Lynch. \$20.40 in ship's fund. No disputed OT. A vote of thanks to the Chief Steward R. De Boissiere for an excellent job and a vote of thanks to the engine department. Also to the new Bosun Eddie Cain and the deck department. Observed one minute of silence in memory of our departed brothers.

SANTA MARIANA (Delta Steamship), October 6—Chairman, John Kelly; Secretary Weidle; Educational Director Morin; Deck Delegate Clyde A. King; Engine Delegate Harold Welch; Steward Delegate William Wyatt. \$19.55 in ship's fund. Some disputed OT in engine department. A vote of thanks to the steward department for a job well done from the ship's chairman and the membership. All available attended the meeting. A discussion was had about the lack of ice in the crew mess and the crew pantry. Report to *Log*: "I am really happily surprised at the cooperation we MCS members have gotten from SIU members, by far, more than from any previous union. I myself have served the U.S. Merchant Marine for over 21 years and I am proud of it. Weidle—Chief Steward."

MOHAWK (Ogden Marine), October 29—Chairman, Recertified Bosun T. S. Barnes; Secretary R. Maldonado; Educational Director Glen Dickens; Steward Delegate Earl W. Clark. Some disputed OT in engine department. Chairman discussed the importance of donating to SPAD and also advised that applications for Piney Point upgrading school are available. A vote of thanks to the steward department for a job well done.

SEA-LAND FINANCE (Sea-Land Service), October 29—Chairman, Recertified Bosun J. Pulliam; Secretary A. Reasko; Educational Director Hacker. No disputed OT. Chairman discussed the LNG courses and other courses that are available to members for upgrading. Also discussed the importance of donating to SPAD. All communications received were read and posted. Observed one minute of silence in memory of our departed brothers.

LNG ARIES (Energy Transportation), October 15—Chairman, Recertified Bosun R. D. Schwarz; Secretary G. De Barere. Some disputed OT in deck, engine and steward departments. Chairman held a discussion on some of the articles that appeared in the *Log*; the President's Report, Ocean Mining and Offshore Drilling. Also the importance of donating to SPAD. A vote of thanks to the steward department for a job well done.

SEA-LAND VENTURE (Sea-Land Service), October 22—Chairman, Recertified Bosun A. Caldeira; Secretary Roy R. Thomas; Educational Director L. A. Acosta. \$26 in ship's fund. No disputed OT. Chairman held a discussion on the articles that appeared in the *Log* and the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Next port New Orleans.

PONCE (Puerto Rico Marine Mgt.), October 3—Chairman, Recertified Bosun B. Maldonado; Secretary C. Rice; Educational Director J. Quintelia. Some disputed OT in deck department. A vote of thanks by deck department and crew to H. Serrano for the good job done as deck delegate for over one year. A vote of thanks to the steward department for a job well done.

MAYAGUEZ (Sea-Land Services), October 22—Chairman, John J. Meyerchak; Secretary C. E. Bell; Educational Director John Darby; Deck Delegate Melvin Ferguson; Engine Delegate Carl G. Madsen; Steward Delegate Alfred W. Flatts. No disputed OT. Report to *Log*: "On October 9, 1978 at 1458 enroute to Koahsiung from Manila the Mayaguez happened on the stricken vessel Lung Hsiang floundering in heavy seas with fifteen Taiwan seamen. Capt. Stanley Malewski skillfully maneuvered the *Mayaguez* into position and the deck gang led by Bosun John Meyerchak had all fifteen survivors aboard within minutes. Hot food, tea, blankets etc. were furnished by the Steward department. A great amount of professionalism was shown by the entire crew." Next port Koahsiung.

COLUMBIA (Cove Shipping), October 8—Chairman, Recertified Bosun B. Owen; Secretary O.P. Oakley; Deck Delegate A. Maher; Engine Delegate Eugene Stone. Some disputed OT in deck, engine and steward departments. Report to the *Log*: "It may be interesting to know that our Captain holds this very fine and capable crew in high esteem. In fact, so much so, that he has written an article about them in the September issue of MSC's *Sealift* magazine. But we also feel he too should be commended as one of the great skippers to have served under, Captain Morris J. Sullivan." A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Beaumont, Tex.

MONTPELIER VICTORY (Victory Carriers), October 21—Chairman, Ubie E. Nolan; Secretary George William Luke; Educational Director Bernard Sachs; Deck Delegate Stanley Williams. \$17 in ship's fund. No disputed OT. A vote of thanks to the steward department. Observed one minute of silence in memory of our departed brothers. Next port New York.

LNG GEMINI (Energy Transportation), October 15—Chairman Recertified Bosun Charles Boyle; Secretary F. Costango; Educational Director J. Fedesovich; Deck Delegate Gerald Lopez; Engine Delegate Tom Curtis; Steward Delegate Larry Dockwiller. This is the first ship's meeting. No disputed OT. Chairman noted that the OK has been given to go ahead with the basketball net and punching bag and other recreational equipment in the forward space. No smoking must be observed at all times in forward spaces and on deck. A mailbox has been placed in "OI" passageway and mail will be picked up at each port. Next port Singapore.

SEA-LAND EXCHANGE (Sea-Land Service), October 8—Chairman, Recertified Bosun Verner Poulsen; Secretary L. Bennett; Educational Director George Randle. Chairman held a discussion on the new contract and the importance of donating to SPAD. Everything is running smoothly. Next port Kobe.

ROBERT E. LEE (Waterman Steamship), October 1—Chairman, Recertified Bosun Alfred Hanstvedt; Secretary R. M. Boyd; Educational Director Stanley E. Hawkins; Deck Delegate Richard O. Spencer; Engine Delegate Donald Leight; Steward Delegate William Gonzalaz. Chairman gave a report on the importance of donating to SPAD. Some disputed OT in deck department. A vote of thanks to the steward department for a job well done. Report to *Log*: "We were very proud to receive 100 percent on the certificate of sanitation. There's an old saying 'an SIU ship is a clean ship.' We hope to keep it that way. It takes proud men to make this goal and I am proud to say we have those men." Next port New York.

THOMAS LYNCH (Waterman Steamship), October 22—Chairman, Recertified Bosun John Hazel; Secretary Floyd Mitchell; Educational Director Charles A. Henley; Deck Delegate Louis A. Arena; Engine Delegate Worcester J. Johnson; Steward Delegate Henry Mobley. No disputed OT. Secretary advised that if anyone has any problems that he can help them with do not hesitate to come forward with them. Chief electrician says that if any man has questions on electronics to tell him right away so they can be answered. Chairman discussed the importance of donating to SPAD. Next port Jeddah.

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

BRADFORD ISLAND
OVERSEAS ULLA
SEA-LAND RESOURCE
BROOKS RANGE
PHILADELPHIA
BANNER
OVERSEAS ALICE
SEA-LAND ECONOMY
DELTA PARAGUAY
MARY
FLOR

BOSTON
TRANSCOLORADO
COVE SPIRIT
CANTIGNY
TRANSCOLUMBIA
MANHATTAN
OVERSEAS OHIO
SEA-LAND LEADER
SEA-LAND COMMERCE
SEA-LAND CONSUMER
JOSEPH HEWES
COVE LEADER
OVERSEAS ALEUTIAN
JEFF DAVIS

ERNA ELIZABETH
ZAPATA RANGER
BEAVER STATE
DELTA VENEZUELA
SEA-LAND PRODUCER
NEW YORK
AMERICAN HERITAGE
OGDEN CHALLENGER
OVERSEAS NEW YORK
SEA-LAND MARKET
SAN JUAN
STUYVESANT
TAMPA
WALTER RICE

DELTA MAR
SEA-LAND-MC LEAN
CONNECTICUT
CAROLINA
MASSACHUSETTS
OGDEN WILLAMETTE
ARTHUR MIDDLETON
OVERSEAS HARRIETTE
DELTA BOLIVIA
MOHAWK
HUMACAO
PUERTO RICO
CAPRICORN
VIRGO

GUAYAMA
ARECIBO
OVERSEAS WASHINGTON
BORINQUEN
POINT SUSAN
BAYAMON
OGDEN TRAVELER
DELTA URUGUAY
SUGAR ISLANDER
INGER
SEA-LAND SEATTLE
GOLDEN MONARCH
SEA-LAND JACKSONVILLE
DELTA PERU

22 Qualified Men



QMED grads this month are (standing l. to r.) Luis Saddy, Don D. White, Edward Whisenant, Frederick Reyes, Danny Johnson, Eric Plaskin, Olie Webber, Ron Seanson, Vince Meehan, Michael McNally and Bill Atwell. Seated (l. to r.) are J. Salazar, Steve Fergus, Robert Kinchen, Chris W. Cunningham, Dick Glaze, Curtis Jackson, Major Smith Jr., Luis Nieves, A. Thomas, A. Rafael Atehortua and J. Carmelo.

16 ABs Make the Grade



On Nov. 9 at Piney Point, the HLS gave AB diplomas to these 16 Seafarers. They are (seated l. to r.) John Waddell, Mike Pratt, Jerry Hundley, James Johnson, Jack Prescott, Pat Baker and Bob Dallas. In the back row (l. to r.) are Victor Beata, Van Dy Phan, Stephen Hayslip, Walter Gauthier, Adron Miller, Tom Redes, Gary Bach, Roman Williams and Lee Allen.



Pasta Anyone?

Assistant Cook Nicola Farinaccio shows his diploma.



Welder for Hire

Ready to weld is John W. Myers, a November grad of the Basic Welding Course.

The Harry Lundeberg School of Seamanship



"For a better job today, and job security tomorrow."

Shipboard Electricians



Here's six more graduates of the Marine Electrical Maintenance Course. They are (front l. to r.) Bill Barrineau, Frank Guidry, Lawrence Allen and Aokro Glay. Bringing up the rear (l. to r.) are Jessie Hall and Jonathan Fink.

A Pair of Stewards



New Chief Stewards Vincent Young (left) and James Higgins with their sheepskins in front of the HLS.

LNG All Ratings Are Here



We now have 19 more LNG grads to man our ships. They are (front l. to r.) Steve Hoyer, Griffith Hutton, Spurgeon Simpson Jr., Ross Hickenbotam, Bob O'Rourke, Don McKinney, Robert Wood and Roy Brock. Standing (l. to r.) Don Bousson, Willie B. Butts, David LaFrance, John Graham, Charles Kirksey, Harrison Furukawa, Al Grimes, Carl L. Francum, Harvey McClung, Warren Shoun and John Byrd.



Nicholas J. Marrone



Seafarer Nicholas J. Marrone, 21, graduated from the HLS in February 1976. Brother Marrone upgraded to AB there in June 1978. He had such "a good time there," he stayed for the LNG Course which he completed in August 1978. He holds his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. A native of Brooklyn, N.Y., he resides in Long Island, N.Y. and ships out of the port of New York.

Dewey Olds



Seafarer Dewey Olds, 23, graduated from the HLSS in Piney Point, Md. in April 1977. He upgraded to 3rd cook there at the same time. Brother Olds has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He was born in Houston, lives there and ships from that port.

Keef Settino



Seafarer Keef Settino, 24, graduated from the HLSS in 1974. He got his AB endorsement this year. Born in Harrisburg, Pa., he lives there and ships out of the port of New York.

Michael Peck



Seafarer Michael Peck, 26, graduated from Piney Point in 1974. He upgraded to fireman-water-tender there in 1978. Brother Peck has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He was born in Fort Worth, Tex. and resides and ships from the port of Houston.

Alvin Burroughs



Seafarer Alvin Burroughs, 29, graduated from the HLSS Trainee Program in 1969. He upgraded there to fireman-water-tender in 1970 and to QMED in 1978. Brother Burroughs holds firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in Mobile, he lives there and ships out of that port city.

John Vincent Gallagher



Seafarer John Vincent Gallagher, 22, graduated from the HLS Entry Program in January 1973. He received his AB endorsement in 1975. Brother Gallagher has his firefighting and cardio-pulmonary resuscitation tickets from Piney Point. A native of Turtle Creek, Pa., he resides in West Virginia and ships from East Coast ports.

Paul Sbriglio



Seafarer Paul Sbriglio, 28, joined the SIU in 1977 when he graduated from the Piney Point Entry Trainee Program. Brother Sbriglio upgraded to AB there in 1978. He holds his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in East Boston, Mass., he lives and ships out of the port of New York City.

Leo Larsen



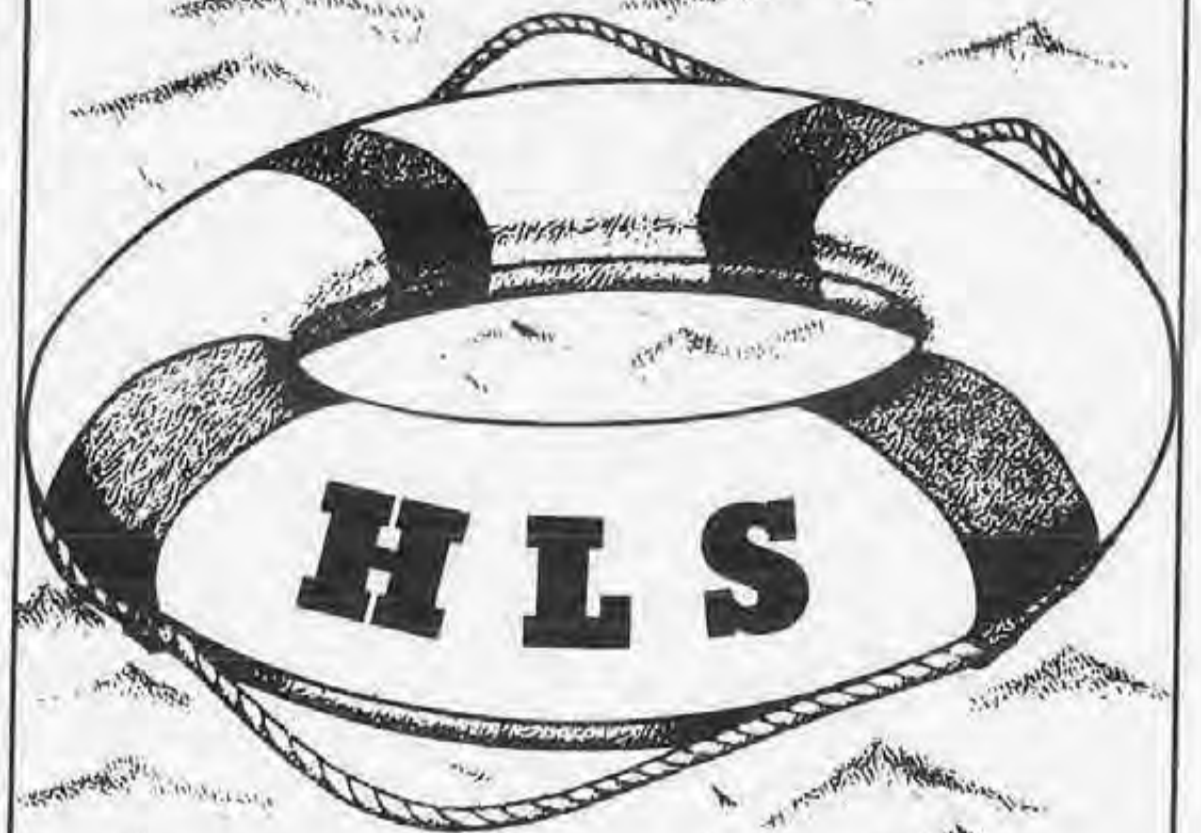
Seafarer Leo Larsen, 25, graduated from Piney Point in 1975. Brother Larsen upgraded to AB in New York in 1978. He has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. A native of San Francisco, he resides there and ships out from that port.

Bernard Scott



Seafarer Bernard Scott, 25, graduated from the Harry Lundberg School of Seamanship in 1972. Brother Scott upgraded to AB there this year. And he attended the Quartermaster Course in Piney Point, too. He has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in Mobile, he lives and ships out of the port of New York.

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! Course starts March 1.

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

54 Due Unclaimed Wages From Maritime Overseas

SIU-contracted Maritime Overseas Corporation has notified the Union that 54 SIU members are due unclaimed wages from the company. To get the unclaimed monies, you should write to Maritime Overseas, Paymaster's Office, 511 Fifth Ave., New York, N.Y. 10017. You should include in your letter the name of the company's vessel or vessels you sailed on; the ratings you sailed; the dates employed and your social security number.

Following are the names of those members who are due unclaimed wages from the company:

J.S. Matthews	R.F. Flournoy
C.J. Cosner	F.J. Howard
J.W. Mullis	A. Maben
O. Gatlin, Jr.	J.L. Burk
J.J. Green	R.L. Opper
H. Chamberlain	B.W. Warren

H. Scott
D.A. Clark
J. Downey
J. Lopez
T.R. Bolger
D.C. Showers
F.J. Howard
B.C. O'Toole
H.E. Horne
N. Battle
E.P. Savickas
J.L. Burk
D. Johnson
E.E. Auger

D.A. Clark
D.L. Smith
D. Murray
D. Gomez, Jr.
S.H. Al-Maklani
F.W. Jewell
G. Matthews
F. X. Wherrity
J. Garrett, Jr.
F.L. Henry
C.E. Hargroves
J.D. Womack
J.M. McCoy
J.D. Kelley, Jr.

Wm. F. McKinnon	S.G. Conner
G. Liakos	H. Chamberlin
W. Dickey	J. Hockman
J. Chesire	R. Oriano
A. Jaster	L.D. Nelson
J.P. Wimmer	R.C. Mobley
F. Reynolds	R.J. Orloff

Deposit in the
SIU

Blood Bank—

It's Your Life



Burial at Sea Service Held for Drowned Seafarer; Rescuers Cited

A memorial burial at sea service was held Nov. 12 for Edward E. "Eddie" Arnold, 30, on the *SS Delta Brasil* 50 miles from the northeast coast of Brazil enroute from Belem to Salvador.

Seafarer Arnold of Mobile, Ala. drowned when he fell from a launch into the Para River, Belem on Nov. 10 while returning to his vessel. Brother Arnold was sailing steward utility on the *Delta Brasil*.

In a moving eulogy to Brother Arnold, the vessel's master, Capt. J. L. Cox, told what happened and singled out an AB and the ship's chief engineer with high praise for their valiant attempts to rescue their shipmate in the Para River's swift currents. He said:

"We join together here this Sunday afternoon to honor the memory of and pay our last respects to our departed shipmate and lost brother who drowned just two days ago in Belem, Brazil. It was approximately 18:00 hours on this last Friday evening Nov. 10 that Edward Eugene Arnold fell into the waters of the Para River near Belem for a launch as he was attempting to return from shore to rejoin his ship, the *SS Delta Brasil*.

"Eddie Arnold was a young man, having lived but 30 years, 10 months and 18 days. He was born in Mobile, Ala. on Dec. 23, 1947 and Mobile remained his home. His family still lives there. Eddie was on his second voyage here on the *Delta Brasil* and was known to be a good man who did his job, was well liked and highly regarded by his shipmates and friends aboard. No higher tribute can we pay to any seaman.

"I want to thank all of you who helped in the attempt to save Eddie's life. To Arthur J. Heroux, able seaman, thank you for your quick thinking and action in throwing two life rings into the water immediately nearest him. Had Eddie Arnold known how to swim at all,

your actions might well have saved him from drowning.

"Our most special praise and thanks goes to our Chief Engineer Hilbert G. Desplas, who—at great personal risk to his own life—quickly jumped into the fast flowing Para River and swam for several minutes in the strong flood tidal current, being carried far beyond the reach of the ship, in his brave efforts to save a fellow shipmate's life. I know that I speak for everyone aboard in saying 'Thank you Mr. Desplas for your courageous rescue attempts to save the life of our lost Eddie Arnold.' Your action, without regard to your own personal safety, in the quick effort to save another seaman's life is in keeping with our highest and best seafaring tradition, which is admired and respected by all who sail the seas.

"We pray that the tragic loss of this good, young man shall not have been in vain. That from this sudden and untimely death we each take a new lease on life and cherish each day that we live. That we live life to the full in all respects; do our duty in our daily works; be kind to one another; to our families and our friends; to be helpful to all with whom we may associate and especially to our shipmates.

"With his passing from our midst, let us be always mindful and take heed of the relentless seas and other dangers that surround us each day. That we never forget the constant need for eternal vigilance to preserve ourselves and our shipmates from harm and possible death. To always be on guard for our own safety and that of our fellow seamen. Let us remember always how dependent we are on one another; how fragile and temporary our lives are on this earth.

"Let us strive to be at peace with ourselves, knowing that each day we



Capt. J. L. Cox (center) of the *SS Delta Brasil* leads memorial burial service at sea with off-duty officers and Seafarers for their late SIU shipmate, Edward E. Arnold on the vessel's afterdeck on Nov. 12. He's "very much missed by all on board."

have done our best and tried somehow to make the world a better place because of our individual effort. How each of us think and what we do, does matter as it affects all others around us, where ever we may be. By striving to improve our own lives through helping others, we

better prepare ourselves for that eventual end, which is sure and certain to take each one of us away some day, as it did to young Eddie Arnold."

The captain finally asked all those present to join in saying the Lord's Prayer.

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



KNOW YOUR RIGHTS

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of Union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Frank Drozak, Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N.Y. 11215

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU

KNOW YOUR RIGHTS



patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY — THE LOG. The Log has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for Log policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to Union headquarters.

KNOW YOUR RIGHTS

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify Union headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, and American trade union concepts.

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.

630 Have Donated \$100 or More To SPAD Since Beginning of 1978

The following SIU members and other concerned individuals, 630 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.) Thirty-one who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, eight have contributed \$300, two have 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

Abrams, R.	Balaga, C.	Burgo, C.	Corder, J.	Fletcher, B.	Hager, B.
Acevedo, M.	Barnes, D.	Butch, R.	Cortez, J.	Flores, J.	Hall, C.
Adams, E.	Barry, J.	Butler, H.	Costa, F.	Florous, C.	Hall, E.
Adams, P.	Batchelor, A.	Butts, B.	Costango, F.	Foley, P.	Hall, J.
Adams, W.	Bartlett, J.	Byrd, J.	Costango, G.	Franco, P.	Hall, L.
Adamson, R.	Bauer, C.	Cafefato, W.	Costango, J.	Francum, C.	Hall, W.
Adcock, J.	Baum, N.	Caffey, J.	Costello, A.	Frank, S.	Hamblet, A.
Agugussa, A.	Beeching, M.	Cahill, C.	Cotto, J.	Frazier, J.	Hampton, G.
Aguiar, J.	Beeman, D.	Cain, R.	Cousins, W.	Frey, C.	Hampton, D.
Air, R.	Bellinger, W.	Calogeros, D.	Cox, E.	Fuller, E.	Haney, L.
Alcarin, G.	Benedict, J.	Campbell, A.	Craig, J.	Fuller, G.	Hansen, H.
Alcorn, R.	Berglund, B.	Campbell, J.	Cross, M.	Furukawa, H.	Harris, N.
Aldgin, A.	Bjornsson, A.	Carbone, V.	Cruz, A.	Gallagher, L.	Harris, W.
Alexakis, A.	Blackburn, R.	Carey, W.	Curtis, T.	Gallier, M.	Hart, K.
Algina, J.	Blackwell, J.	Carr, J.	Czerwinski, J.	Gann, T.	Hauf, M.
Ali, D.	Bluitt, J.	Carter, R.	Dale, M.	Gard, C.	Haykes, F.
Allen, E.	Bluitt, T.	Castagna, C.	Dallas, C.	Gavin, J.	Heacox, E.
Allen, J.	Bobalek, W.	Castel, B.	Dalman, G.	Gentile, C.	Helfer, J.
Alvarez, P.	Boehm, B.	Caswell, J.	Darley, B.	George, J.	Helfrich, G.
Amat, K.	Bolin, R.	Carroll, J.	Davidson, W.	Gilliam, R.	Hemming, R.
Ammann, W.	Bonser, L.	Cavalcanti, R.	Davis, J.	Gilliam, R.	Hemming, E.
Andersson, A.	Bourgeois, J. L.	Cherup, N.	Davis, J.	Givens, D.	Hernandez, J.
Anderson, D.	Boyne, D.	Cheshire, J.	Davis, J.	Givens, J.	Higgins, J.
Anderson, E.	Bradley, E.	Chick, E.	Davis, S.	Glenn, J.	Horn, F.
Anderson, R.	Brady, J.	Chilinski, T.	Debarrios, M.	Glenn, J., Jr.	Horne, H.
Antici, M.	Braggs, W.	Cinquemano, A.	DeChamp, A.	Glidewell, T.	Houlihan, M.
Antone, F.	Bronnlee, R.	Cirignano, L.	Deldaeh, T.	Gobrukouich, S.	Houston, H.
Appleby, D.	Brooker, A.	Clark, J.	Delea, G.	Goeltz, W.	Hunter, W.
Apuzzo, W.	Brown, G.	Cline, L.	Dell, R.	Golder, J.	Hurley, M.
Aquino, G.	Brown, I.	Cofone, W.	Del Moral, A.	Gooding, H.	Hush, C.
Arampazis, T.	Brown, S.	Colier III, J.	Demetrios, J.	Goren, J.	Huss, P.
Arias, F.	Bruce, C.	Colon, E.	Dengate, H.	Gosse, F.	Hussain, A.
Arland, W.	Bryant, B.	Comstock, P.	Der, D.	Graham, E.	Hussain, T.
Aronica, A.	Bryant, N.	Conklin, K.	Di Domenico, J.	Grant, W.	Hutton, G.
Aruz, A.	Bucci, P.	Connolly, W.	Diaz, R.	Green, A.	Iovino, L.
Atkinson, D.	Buchanan, R.	Conolly, R.	Diercks, J.	Greene, M.	Ipsen, L.
Aumiller, R.	Bullock, R.	Cook, H.	DiGiorgio, J.	Grepo, P.	Irizarri, V.
Avery, R.	Buffinton, O.	Cooper, J.	Dillings, L.	Guevara, D.	Jacobs, R.
Babkowski, T.				Guillen, A.	Japper, J.
				Gutierrez, C.	Jenkins, J.

Continued on next page

A MESSAGE FROM YOUR UNION



BE HEADS-UP, STICKOUTS CAUSE LUMPS PLAY IT SAFE AT ALL TIMES

- | | | | | | |
|-----------------|---------------|----------------|-----------------|-----------------|-----------------|
| Johnson, C. | Malesskey, G. | Nihem, W. | Rondo, C. | Stankiewicz, A. | Velez, R. |
| Johnson, R. | Mallory, A. | Nobles, E. | Rosenthal, M. | Stearns, B. | Vukmir, G. |
| Johnson, S. | Manafe, D. | Novak, A. | Rosete, R. | Steinberg, J. | Wagner, C. |
| Johnston, C. | Mandene, S. | Nuckols, B. | Royal, F. | Stephens, C. | Walker, T. |
| Johnston, R. | Mann, C. | O'Brien, E. | Rung, J. | Stevens, W. | Wallace, R. |
| Jolley, R. | Mann, J. | O'Hara, M. | Ruzski, S. | Stockman, B. | Wallace, S. |
| Jones, C. | Marchaj, R. | Oldakowski, E. | Ryan, T. | Stover, M. | Ward, M. |
| Jones, R. | Martin, T. | Olds, T. | Sacco, J. | Stravers, L. | Weaver, A. |
| Jordan, A. | Martinez, Q. | Olivera, W. | Sacco, M. | Sulentic, S. | Webb, J. |
| Joseph, E. | Mason, R. | Olson, F. | Salazar, H. | Surrick, R. | Weidie, J. |
| Karlak, W. | Mathil, M. | Orn, L. | Saleh, M. | Swain, C. | Welch, R. |
| Kastina, T. | Mattson, R. | Orsini, D. | Salis, R. | Swanson, R. | Whererlunce, C. |
| Kauffman, R. | McBean, N. | Ortiz, F. | Sanchez, M. | Sweeney J. | Whitmer, A. |
| Kelley, E. | McCarthy, J. | Ortiz, F. | Sanders, D. | Szupp, B. | Whitsitt, M. |
| Kelly, W. | McCarthy, L. | Paczkowski, S. | SanFillippo, J. | Tanner, C. | Wierschem, D. |
| Kenny, L. | McCartney, G. | Pagano, J. | Santiago, A. | Tanner, R. | Wilhelmsen, B. |
| Kerr, R. | McCorvey, D. | Papuchis, S. | Sapp, C. | Taylor, F. | Wilkinson, P. |
| Kilford | McCoy, D. | Paradise, L. | Sapp, G. | Taylor, G. | Williams, A. |
| Kirby, J. | McDuffie, J. | Parnell, J. | Schabland, J. | Terpe, K. | Williams L. |
| Kirby, M. | McElroy, E. | Passapera, F. | Schatz, G. | Terry, D. | Williams, R. |
| Kirk, J. | McFarland, J. | Patton, S. | Scheard, H. | Thaxton, A. | Wilson, B. |
| Kizzire, C. | McGinnis, A. | Paulovich, J. | Schwartz, A. | Thayer, D., Jr. | Wilson, C. |
| Knoff, J. | McGregor, K. | Payne, D. | Schwarz, R. | Theiss, R. | Wingfield, P. |
| Koflowich, W. | McIearney, B. | Pecquex, F. | Schwabland, J. | Thomas, F. | Wipmer, R. |
| Kool, L. | McKay, M. | Pelfrey, M. | Scott, C. | Thomas, J. | Wolf, P. |
| Kowalski, A. | McKay, R. | Pence, F. | Scott, J., II | Thomas, T. | Wood, C. |
| Kramer, M. | McKay, R. | Perez, J. | Scully, J. | Thorbjorsen, S. | Worley, M. |
| Krittiansen, J. | McNeely, J. | Petak, P. | Seager, T. | Tiley J. | Wright, A. |
| Lamb, D. | Meacham, H. | Phillips, R. | Seagord, E. | Tillman, W. | Wright, F. |
| Lamb, J. | Meeder, H. | Pillsworth, P. | Selzer, R. | Todd, R. | Wright, N. |
| Lambert, H. | Meffert, R. | Pivik, F. | Selzer, S. | Trotman, R. | Wydra, R. |
| Lance, W. | Meglio, A. | Poer, G. | Serrano, A. | Troy, S. | Yarmola, J. |
| Lanczy, W. | Merritt, R. | Pollack, A. | Shappo, M. | Turner, B. | Yates, J. |
| Lankford, J. | Mesford, H. | Powell, B. | Sharp, W. | Ulrich, H. | Yelland, B. |
| Las, R. | Miller, D. | Powell, S. | Shan, A. | Usciato, J. | Yoichi, S. |
| Lay, M. | Miller, R. | Prentice, R. | Shaw, L. | Vahey, R. | Young, E. |
| Lee, E. | Mintz, L. | Pretare, G. | Shelley, S. | Van Horn, D. | Zai, C. |
| Lee, K. | Mize, C. | Prevas, P. | Shopatt, H. | Vanvoorhees, C. | Zeloy, J. |
| Lee, W. | Mobley, R. | Priess, E. | Sierra, M. | Velandra, D. | Zimmerman, J. |
| Legg, J. | Mollard, C. | Prims, J. | Sickels, R. | Velasquez, W. | |
| Lelonek, L. | Mongelli, F. | Pulliam, J. | Sigler, M. | | |
| Leonard, W. | Mooney, E. | Quinter, J. | Sigley, R. | | |
| Lescouich, W. | Moore, G. | Raines, R. | Silva, M. | | |
| Lesnansky, A. | Moore, J. | Ramage, R. | Sims, E. | | |
| Lewin, A. | Moore, J. | Randall, L. | Skala, T. | | |
| Lewis, J. | Moritz, J. | Randazza, L. | Smith, B. | | |
| Liakos, G. | Moroski, R. | Ratcliffe, C. | Smith, E. | | |
| Libby, H. | Morris, A. | Reardon, J. | Smith, J. | | |
| Lindsey, H. | Morris, W. | Reading, T. | Smith, L. | | |
| Lively, H. | Morrison, J. | Regan, F. | Smith, R. | | |
| Logue, J. | Mull, C. | Reinosa, J. | Smith, R. T. | | |
| Loleas, P. | Murray, C. | Reza, O. | Smith, S. | | |
| Long, L. | Murray, R. | Richardson, J. | Smith, W. | | |
| Lorman, S. | Musciato, M. | Riddle, D. | Snellgrove, L. | | |
| Loveland, C. | Myers, H. | Ries, J. | Sorenson, W. | | |
| Lusk, J. | Myrex, L. | Rings, E. | Soresi, T. | | |
| Macmberg, D. | Nash, W. | Ripoll, G. | South, R. | | |
| Madajewski, M. | Neff, J. | Rivera, L. | Spady, J. | | |
| Magbanua, C. | Nelson, D. | Roades, O. | Speller, J. | | |
| Mainers, T. | Nelson, J. | Roberts, J. | Spencer, G. | | |
| Maldonado, B. | Newberry, H. | Rodriguez, R. | Stalgy, R. | | |
| | Nezaro, S. | | | | |

\$600 Honor Roll

Pomerlane, R.

\$500 Honor Roll

Antich, J.

\$400 Honor Roll

Lilledahl, H.
Curtis, T.

\$300 Honor Roll

Andersen, R.	Hall, P.
Brooks, T.	Harcrow, C.
Chartier, W.	Larkin, J.
Forshee, R.	Nasser, A.

\$200 Honor Roll

Ahmed, F.	Grima, V.
Bernstein, A.	Hagerty, C.
Bowker, A.	Kerngood, M.
Brand, H.	Kingsley, J.
Cahill, J.	Kitchens, B.
Camacho, R.	Lombardo, J.
Cookmans, R.	Lunsford, J.
Crocco, G.	McCullough, L.
Dockwiller, L.	McFarland, D.
Drozak, F.	Pow, J.
Dryden, J.	Reck, L.
Ellis, P.	Redgate, J.
Firth, R.	Richoux, J.
Frounfelter, D.	Somerville, G.
Gilbo, T.	Turner, E.
	Turner, T.

SEAFARERS POLITICAL ACTIVITY DONATION

(SPAD)

675 FOURTH AVENUE BROOKLYN, N.Y. 11232

Date _____ S.S. No. _____

Contributor's Name _____ Book No. _____

Address _____

City _____ State _____ Zip Code _____

I acknowledge 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 contribution without fear of reprisal. I may contribute such amount as I may voluntarily determine and I herewith contribute the sum of \$ _____. This contribution constitutes my voluntary act and I am to receive a copy of this receipt showing the amount of my contribution. 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.

Signature of Solicitor _____

Solicitor's No. _____

1978

Port _____

\$ _____

Ring Up Job Security: Sign 30 Cent SPAD Checkoff

The best way for SIU members to cash in on economic security and job security is to make sure the Union's voice is heard in Washington when Congress debates bills that impact on maritime and on labor as a whole.

The best way for the Union to ring up support for the legislative battles fought on Capitol Hill is through contributions to SPAD. And now, through our new, voluntary program, Seafarers can increase the Union's role in political decision-making for the cutrate price of 30 cents a day.

SIU members can sign a form like the one printed below authorizing the Seafarers Vacation Plan to deduct 30 cents a day from their vacation benefits.

The 30 cents check-off will be channeled into the Union's separate political fund where it will be used, like any other voluntary SPAD contribution, to finance the Union's work on behalf of the membership in Washington.

Letting Congress know now and throughout the year that the

SIU is determined to fight for the survival of the maritime industry and the security of its membership is critically important. And if every SIU member opts to donate that 30 cents a day to SPAD, the strength we have to keep fighting for those goals could double.

When you think about it, 30 cents today won't even get you a slice of pie in a restaurant. But 30 cents a day from SIU members can get the Union a piece of the political pie. There aren't many bargains like that around these days.



Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO VOL. 45 DECEMBER 1978



ASSIGNMENT FOR SEAFARERS POLITICAL ACTIVITY DONATION (SPAD)

TO: _____ DATE: _____

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.

Member's name (Print) _____

Member's Signature _____

Social Security Number _____

Members Home Address _____

City _____ State _____ Zip _____

Book Number _____

Port _____

OFFICE COPY