

DEEP SEA
GREAT LAKES
INLAND WATERS

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Log



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SIU President Paul Hall (center), who is also a vice president of the AFL-CIO, discusses a point during the Federation's Executive Council midwinter meeting. Flanking him on the left is Max Greenberg, president emeritus of the Retail, Wholesale and Department Store Union, and on the right is Peter Bommarito, president of the United Rubber, Cork, Linoleum and Plastic Workers of America. Both Greenberg and Bommarito are also vice presidents of the AFL-CIO.

Obsolete Lifeboats, Drills Hit at Lakes CG Seminar

Obsolete lifesaving equipment, unmanned ordinary household ladders used for boarding ships, and the lack of proper lifeboat drills aboard Great Lakes vessels were recently targeted for criticism by the SIU at a Great Lakes Coast Guard Marine Industry Seminar held in Cleveland, Ohio on Mar. 2.

The SIU also protested a Coast Guard plan to make Cleveland the only



testing center on the Great Lakes where entry rated seamen could apply to upgrade for able seaman, lifeboatman and ratings in the engine department.

"People can now take the upgrading exams in several different Lakes ports,"

Jack Bluitt, SIU Detroit port agent told the *Log*. "Under this new plan, they would have to pay expensive transportation and lodging costs."

Brother Bluitt, Byron Kelley, SIU Great Lakes area director for the inland waters and Dave LeBarron, assistant area director, attended the seminar along with Bob Kalmus, vocational director at the Harry Lundeberg School

of Seamanship.

Lifesaving Equipment

Calling for a new concept in lifesaving equipment aboard Lakes vessels, the SIU pointed out that much of the equipment is 30 to 40 years old. When a ship sinks on the Lakes, it goes down fast,

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Tough Fight Ahead for Bill to Get New Locks & Dam 26

Senator Gaylord Nelson (D-Wisc.) introduced earlier this month a bill to clear the way for construction of a new Locks and Dam 26 two miles down-



stream from the old facility at Alton, Ill. on the Mississippi River.

No specific date has been set for start of Senate hearings on the bill, but they are expected to begin in late March or early April.

Recent events in Congress, however, indicate that the fight for Senator Nelson's bill will be a tough one. For in-

stance, at the end of last year, Congressional supporters of a similar bill were forced to defer action on the measure when a controversial user charge amendment was tacked on at the last minute.

The bill's supporters did not want to okay the imposition of tolls on the new Alton facility since it would set a bad precedent that could spread to the levying of tolls for use of any or all of the 200 traditionally free dams built for navigational purposes on America's inland waters.

In addition, when the current (95th) Congress took office, the House Public Works Committee indicated they did not want to take up legislation regarding Locks and Dam 26 until sometime next fall.

However, Ronald Schrader, executive director of the National Committee on Locks and Dam 26, an ad hoc board of top labor and industry officials, said that despite opposition to the bill, his committee was "mounting an intensive legislative campaign to obtain authorization of a replacement lock at Alton" this year.

The Locks and Dam 26 project, which is badly needed to clear up a serious bottleneck at the old outmoded facility, has been delayed for several years by court action initiated by the railroads and environmental groups.

However, the barge tie-ups at the old facility, a situation that can only get worse as the new project continues to be delayed, mean a lot more than a

simple loss of time.

Towing companies are losing cargoes and income as the delays force shippers to move some cargoes by alternate forms of transportation that cost three times more than water carriage, the most economical of all modes of transportation.

This in turn is costing shippers more money to move their cargoes, and it is ultimately costing the American consumer more money to buy these products.

The delay in the start of the new Locks and Dam 26 project is also costing hundreds of jobs for unemployed construction workers in the St. Louis, Mo. area, who might otherwise be on-the-job at the new site.



Paul Hall

The PRESIDENT'S Report

Three Simple Events Made Big Difference

Throughout the nearly 40-year history of our Union—years in which we made tremendous strides for the betterment of our members through strikes, collective bargaining, organizing and politics—I have to single out three rather simple events that more than any one person or any one thing have made our Union the strong, unified organization it is today.

I'm talking about the merger of the Atlantic district and Gulf district in 1940, just two years after we received our original charter from the International; the merger of the A&G district and the Great Lakes district in 1972, and the merger of the Inland Boatmen's Union and the A&G district just last year.

The initial merger of the Atlantic and Gulf districts I believe to be our most important for a number of reasons, including the fact that this merger broke a tradition of separation among America's maritime labor unions. In addition, this first merger enabled us to avoid unnecessary jurisdictional disputes among ourselves, and most importantly, it enabled us both to prepare for a future of rapid technological, educational and political changes in the maritime industry, as well as to take these changes in stride and benefit from them instead of being hurt by them.

In regard to our more recent mergers with the Great Lakes district and the IBU with the A&G district, it is still much too soon to be able to see the benefits from a historical point of view, but I believe that these mergers are working and will continue to work for this organization in much the same way as our first merger by giving us the strength and foresight to meet the problems and challenges of the future.

When you look at it closely, the only real problem with mergers is timing. In other words, if the merging unions will not benefit equally from the merger, then the time is not right for the move. So far, we have been ex-

remely successful with our mergers because we planned them well and we timed them properly.

With this in mind, I believe that the time is now right to begin the process of merger with our brother unions on the West Coast—the Marine Cooks and Stewards, the Marine Firemen, Oiler and Watertenders Union and the Sailor's Union of the Pacific.

However, because the West Coast unions are completely autonomous organizations, we have offered them the merger proposal individually, which means that their respective memberships would either accept or reject the merger proposal on an individual basis.

By the same token, this membership would have the opportunity to accept or reject the mergers by virtue of a secret ballot.

Now the question, why a merger with the West Coast?

From our own point of view, a merger of any one or all of the West Coast unions with our organization would immediately provide us with greater political, organizational and economic resources to do the increasingly complex job of representing the interests of our membership in all areas of the maritime industry, Congress and the government. More simply, we as an organization for the betterment of American seamen will be in a stronger position to cope with the problems of today, tomorrow and far into the future.

The merger, on the other hand, would give the West Coast unions—organizations with good membership and good contracts but little chance for meaningful growth in their present situation—the opportunity to join with an aggressive, expanding union with the desire and resources to make the U.S. maritime industry a better, more competitive industry on a global basis, and an industry more capable of providing for the needs of its workers.

In other words, the merger of the MCS, SUP and MFOU with the SIU AGLIWD is a fine opportunity for them and a solid proposal for us through which the memberships of all respective unions would benefit.

One more thing, I believe that a merger of the West Coast Unions with our organization is one step forward in a natural progression of mergers among maritime unions that will inevitably lead to the day when there is only one union for unlicensed seamen in this country, and one union for licensed seamen.

For that matter, I believe that between now and the near future, all segments of the American labor movement will experience mergers of similar unions with similar interests for the overall purpose of providing better representation and protection to their memberships.

Seafarers, however, should not get the impression that the merger of maritime unions will take place overnight. In fact, before all the problems are out of the way, it will take some time.

Regardless of the time, and for that matter regardless if any merger takes place at all, the SIU as an organization representing the best interests of American seamen will continue to move ahead as we have always done in the past.

Hall Stresses Need for Cargo Preference Law

At an international forum on "Our Future as an Island Nation," SIU President Paul Hall did not need a crystal ball when he told the audience that this country's future depends on a strong U.S.-flag merchant marine.

The way to insure it, Hall explained to some 500 representatives of the international shipping community gathered at the Mar. 8 forum, is to support the fight for a U.S. cargo preference program.

Galveston USPHS Facility to Move

The SIU has won a major battle in its long fight to preserve the Public Health Service hospitals. As the *Log* went to press, it was learned that the Department of Health Education and Welfare finally agreed to transfer the deteriorated USPHS hospital in Galveston to a modern facility at Nassau Bay, Tex.

Further details on the move will be carried in the next issue of the *Log*.



Hall was a featured speaker at the two-day forum held by *American Shipper* magazine at the New York Hilton. Thomas Gleason, president of the International Longshoremen's Association and like Hall a vice-president of the AFL-CIO, was another strong voice for labor at the forum and for cargo preference legislation.

Hall urged the shipping community not to oppose the oil preference legislation now before Congress by bringing pressure on the U.S. State Department and other Government agencies.

"There is no justification for allowing the American merchant marine to carry only five percent of America's foreign trade," he insisted. He explained that about 95 percent of our foreign trade is carried on foreign vessels—half of that amount on flag-of-convenience ships.

"These fleets rob your people of jobs, deprive your treasuries of taxes and threaten your marine environment as



SIU President Paul Hall was a featured speaker at the *American Shipper* forum on Mar. 8 in New York City.

they do ours."

A U.S. cargo preference program would not only stem the growth of flag-of-convenience ships, but would allow the American maritime industry to enjoy the same guarantees practiced by other nations.

Citing significant shares carried by

other national fleets—the Russian fleet carries about 50 percent of its foreign trade—Hall pointed out that "no other major world power allows the carriage of its trade to be so totally controlled by foreign merchant fleets."

The argument that a U.S. cargo program would destroy free trade is meaningless because of widespread cargo policies already in effect. "To expect the U.S. alone to operate as if free trade and not cargo reservation were the order of the day is to invite and encourage the total destruction of the U.S.-flag maritime industry," Hall countered.

Gleason Supports Cargo Preference

"I have frank and profound anxieties about the decline of the U.S. merchant marine and the sharp rise of the Soviet fleet," ILA President Gleason said. In his informal remarks following Hall's presentation, the 76-year-old labor leader, a veteran of 62 years in the longshoreman industry, left no doubt that the ILA would lend its strength to the fight for cargo preference.

"We have to take a stand and wake up those people in Washington."

AFL-CIO Drive Envisions Overhaul of the NLRB Act

The AFL-CIO launched a major campaign to guarantee workers a "fair chance" to organize and bargain collectively, at their mid-winter Executive Council meeting, late last month.

Part of the campaign will involve overhauling the 42-year-old National Labor Relations Act, commonly known as the Wagner Act, in order to restore "equity to labor-management relations." As a result of the strict Congressional limits on workers' organizing rights, management now holds the upper hand, the Council declared.

The AFL-CIO will also seek full collective bargaining rights for public employees and farm workers, the two largest groups currently excluded from coverage under the National Labor Relations Act.

Employment Proposals

A wide range of programs to eliminate unemployment were also proposed at the Bal Harbour, Fla. meeting.

The labor leaders called on Congress and the President to pass a \$30 billion economic stimulus program that would include public works, public service employment, special youth training and job programs, and countercyclical aid to state and local governments. A

better balance in international trade, increased housing construction, restrictions on imports and a wise energy policy were part of the AFL-CIO's remedies for the nation's worst economic slump since the Depression.

In opening the drive for labor law reform, the Council pointed out that the Taft-Hartley and Landrum-Griffin amendments, which were supposed to correct imbalances in Federal labor legislation, had created a situation where "employers violate the rights of workers with virtual impunity" just as they did before the Wagner Act was passed.

According to the AFL-CIO statement, workers no longer face employer goon squads armed with brass knuckles and billy clubs. Today's union busters "wear business suits and carry attache cases" and know how to use delaying tactics in the National Labor Relations Board so that workers who have been

fired while organizing must wait years for legal restitution.

Similarly, workers who organize a plant may be frustrated for years until their employer is ordered by the courts to negotiate the first contract.

To remedy the situation the AFL-CIO recommends:

1. Expedite NLRB elections and preliminary injunctions for employer discrimination against workers exercising their right to organize and for illegal refusals to bargain after such elections.
2. Repeal Section 14b which allows states to pass so-called "right-to-work" laws that deprive workers of their right to decide whether or not they want a union shop.
3. Streamline NLRB procedures to reduce delays. To help this along, expand the five-member Board to nine members.
4. Give unions the same remedies available to the employer for combating

violations of the law. Employers, but not unions, now have the right to bring damage suits against unions in Federal court and to get preliminary injunctions.

5. Clarify definition provisions of the law that have not given the NLRB and the courts sufficient guidelines as to Congressional intent.

The Executive Council also declared support for President Carter's rejection of wage and price controls. But at a press conference, AFL-CIO President George Meany warned against the Administration's plan for prenotification on wage and price increases as leading toward the same end.

"It would destroy collective bargaining if you are compelled to notify the Federal Government" months in advance and "give them some responsibility for a settlement," he said, explaining that prenotification would destroy labor's flexibility at the bargaining table.

AFL-CIO Council Passes Maritime Resolutions

The AFL-CIO Executive Council passed five resolutions that are of particular importance to all maritime workers.

These five energy and maritime-

related resolutions, along with other items of interest, can be found in the special supplement on the AFL-CIO Executive Council meeting on pages 17-24 of this

Log.

We urge all SIU members to read this supplement since it shows how the other AFL-CIO unions are supporting maritime workers.

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Wilmington Seafarers Await Pipeline Start

THE anticipation of the emergence of Long Beach, Calif. becoming a major shipping port for Seafarers was the main topic of discussion as SIU members from Los Angeles and the L.A. County areas gathered in January for the regular membership meeting in Wilmington, Calif.

The reason for the anticipation, of course, is the soon-to-be opened trans-Alaska oil pipeline which will provide a definite boost to U.S. domestic shipping on the West Coast.

This anticipation was heightened by the added possibility of construction of a trans-Alaska natu-

ral gas pipeline to shadow the oil pipeline.

SIU Representative Pat Marinelli, who chaired the meeting, talked about these issues and outlined the legislative steps the SIU was taking to insure an all-Alaska route for the gas pipeline rather than a proposed alternate route through Canada.

In this regard, at a recent press conference in Washington, D.C., SIU President Paul Hall denounced the proposed Canadian route for the gas pipeline, stating that "the all-Alaska line would provide 750,000 man-years of American jobs without spending a cent of the taxpayers' money . . .

and if there is anything our economy needs more than these jobs, I don't know what it is."

Despite the controversy over the gas pipeline, though, the Wilmington membership expressed confidence in the Union's efforts to help insure the all-Alaska route for the gas pipeline, as well as anxiously noting benefits the new oil pipeline will provide West Coast Seafarers.

Other topics discussed at the meeting were the Steward Department Recertification Program; LNG/LPG training and the necessity for firefighting training for all seamen.

After the meeting, there was a job call at the Wilmington hall to crew up the new 80,000-ton SIU-contracted tanker *Zapata Courier*, the last of four sisterships launched at Todd Shipyards in San Pedro, Calif. in the past year.



Prior to Wilmington membership meeting, Recertified Bosun Ben Mignano, left, squares away his 1977 dues with SIU representative Pat Marinelli.



Recertified Bosun Sal Sbriglio, who later got the bosun's job on the new tanker *Zapata Courier*, listens to proceedings at membership meeting.



Seafarer Mike Gunter, with pen in hand and thoughts of another place filling his mind, writes a letter home to his family.



With a trip to Las Vegas possibly in mind, four Seafarers enjoy a hand of cards while waiting for the membership meeting to begin. They are, from the left, Seafarers Robert Beckwith, Russell Mancin, Walter Lungren and Blewett Davis.



Seafarers listen as SIU Rep. Pat Marinelli (not in photo) talks about the future of the port of Wilmington.



Seafarer Jimmy Ward makes an emphatic point about firefighting during Wilmington meeting.

Hall Protests Undermanned West Coast Tankers

Undermanned oil tankers on the West Coast were sharply attacked by SIU President Paul Hall at a Senate Commerce Committee hearing on tanker accidents earlier this year.

Hall singled out as a hazard the three Standard Oil tankers that operate with a sealed engine room and no unlicensed personnel on engine duty.

He also criticized the Coast Guard for allowing the low manning scales on the tankers.

President Hall warned, "... If something goes wrong with that propulsion plant, as recently happened, and you have no competent personnel in the engine room, you can lose control of that vessel and you are gone. I wouldn't want to be a cook on that kind of ship, because you are all on the same boat, as the saying goes." In giving in to Standard Oil's demands, Hall charged, the Coast Guard is "playing with potential danger."

Saving the cost of employing one, two or three people imperils the whole effort to control tanker safety stan-

dards inside U.S. waters, Hall explained. "The very act on the part of the U.S. Coast Guard in reducing manning on board these ships is used to pressure internationally for worldwide reduction of shipboard manning to the detriment of safe marine operations."

"Taking advantage of USCG policies, Standard Oil of California, Esso of New Jersey and the rest are trying to beat down international standards," Hall continued.

Tremendous Effort Needed

President Hall later said that this elimination of the unlicensed engine department on the three Standard Oil tankers is a threat to the manning scales of all future U.S.-flag ships.

He stated that the situation calls for a tremendous effort by all maritime unions if the manning scale is to be changed. Without a concerted drive by the maritime unions there may soon be no unlicensed engine personnel in the American-flag fleet, Hall noted.

A&G Approves Merger Talk; West Coast Meeting Held

The SIU A&G's proposal to continue discussions of a possible merger with the three SIU Pacific District affiliate unions received unanimous approval by the membership in all A&G ports where a quorum was present for the vote this month.

The vote was taken at the regular March membership meetings in the nine constitutional ports and at special membership meetings held on Mar. 18 in all other ports.

Also, preliminary discussions of the merger were held by the leadership of the four, presently autonomous unions of the SIUNA federation on Mar. 17-21 in Santa Rosa, Calif.

Representing the four unions at the meeting were:

For the SIU A&G District: Paul Hall, president; Frank Drozak, executive vice president; Steve Troy, San Francisco port agent, and Harvey Mesford, Seattle port agent.

For the Sailors Union of the Pacific: Morris Weisberger, president/secretary-treasurer.

For the Marine Cooks and Stewards: Ed Turner, president, and all of the MC&S port agents.

For the Marine Firemen, Oilers and

Watertenders: Henry Disley, president.

In February, the Executive Board of the SIU Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD) presented the merger proposal to the three Pacific District unions. (See story and text of proposal on page 5 of the February 1977 Log.)

In keeping with the autonomous character of the SIUNA district unions, the AGLIWD offered the proposal to each union individually for its consideration. Acceptance or rejection of the proposal will be made individually.

The merger is being considered in order to expand job opportunities and political strength for all of the unions involved. It would also reduce their individual administrative and operating costs.

When and if a joint merger statement is prepared by the leadership the membership of all merging unions will vote on it by secret ballot.

To date the leadership of the MC&S has accepted the merger proposal while the leadership of the SUP and MFOW has rejected it. Discussions on the matter are continuing.

Oil Company Charges on Cargo Preference Refuted

In testimony before a U.S. Senate sub-committee, Transportation Institute President Herbert Brand refuted charges brought by multinational oil companies that cargo preference legislation would considerably raise consumer prices and cause international trade repercussions against the U.S.

TI is a Washington-based educational and research organization representing 130 companies in the maritime industry.

In his Mar. 8 testimony before the Sub-Committee on Merchant Marine, Brand "wholeheartedly endorsed" the S.682 and S.568 bills which would guarantee American-flag ships a significant portion of U.S. oil trade and enact stiff safety standards for tankers in U.S. coastal waters.

He testified a week earlier before the House Merchant Marine and Fisheries Committee in support of similar policies contained in H.R. 1037.

Assisting Pumpman

Due to new environmental standards, many U.S.-flag tankers will soon be installing line blind valves in the pumprooms. The purpose of the valves, which have already been installed on some tankers, is to avoid oil pollution in the event of a leak in the sea suction.

The pumpman, however, may require assistance in shifting the valves when changing from cargo to ballast and vice-versa. When such assistance is provided to the pumpman by the watch on deck, such work shall be considered routine, as defined in Article III, Section 6 (C) of the *Standard Tanker Agreement*, states:

"Men on watch may assist the pumpman in pumprooms when accompanied by the pumpman to make changes for handling cargo and ballast, but not to make repairs."

"The oil companies are leading the attack against a national oil import cargo policy," Brand told the Senate Sub-Committee, "by wrapping themselves in the mantle of consumer protection."

These companies which guard their profits by using dangerous flag-of-convenience tankers are talking about higher consumer oil prices rather than their own share of environmental legislation, he explained.

Higher safety standards and a cargo policy may have some cost impact on the consumer. "But we do not believe that the U.S. public is unwilling to pay a little more to preserve our waters and our national security."

The legislation will also prove its worth by creating jobs where they are most needed, Brand said. Carrying 30 percent of our oil imports on U.S.-flag ships would mean about 134,000 man-years of work in shipyards and allied industries—areas of high unemployment—and 5,000 shipboard jobs. This would be about 12 percent of the total jobs needed to reach President Carter's goal of reducing unemployment to five percent by 1980.

The specter of international retaliation for the destruction of free trade that the oil companies have raised against a national cargo policy is also unfounded, Brand stated. Two-thirds of our oil imports would still be carried by foreign flags.

Moreover, other nations have enacted cargo reservation measures for their own fleets—many above 30 percent.

"The idea that there is currently free trade in oil transportation is an ostrich-like refusal to accept the reality of the current world situation."

The proposed legislation wisely links environmental and cargo policies, Brand pointed out. The Coast Guard can effectively enforce tanker safety standards only on American vessels. The only way to get the full benefit of these laws is to increase the number of American-flag ships in our waters.

Meet About Offshore Jobs



Representatives of the eight international unions that signed the General Presidents' Offshore Agreement for the West Coast met in full committee on Feb. 14 in Bal Harbour, Fla. They reviewed the progress made under the West Coast pact and discussed a course of action for a similar East Coast arrangement. The Presidents' Agreement insures offshore drilling jobs for American union members. The meeting was attended by SIUNA President Paul Hall, who chaired the session, and by SIUNA Vice President Frank Drozak.

SIU Tanker Is Set for Valdez

When the Alaska Oil Pipeline opens sometime this year, one of the new ships waiting



at Valdez, the pipeline's port of discharge, will be the SIU-contracted *ST Overseas Chicago*.

The first of four new tankers built by the Maritime Overseas Corp. to carry oil from the pipeline, the *Overseas Chicago* is expected to be ready for service in July.

The vessel was launched last November from the National Steel Shipbuilding Yards in San Diego, Calif. Her length is 894-feet, breadth is 106-feet, and when fully loaded she will have a 49-foot draft.

The cost of the four tankers, all 89,700 dwt, will be over \$120 million. The *ST Overseas Ohio* and the *Overseas New York* are expected to be ready by the end of this year. The *Overseas Washington* will enter the Alaska trade early in 1978.



Philadelphia

The ice has all melted now, but some SIU members in this port have become celebrities because of last month's severe ice conditions. A local half-hour TV news program called "Eye On" was filmed on the SIU-contracted tug *Neptune* of Independent Towing Company. The program, which showed the difficulties which tugmen experience working in ice, is reported to be aired on the nationwide show "Sixty Minutes."

Detroit

SIU-contracted harbor tugs in all Great Lakes ports have begun fitting out after their annual winter lay-up. Great Lakes Dredge and Dock Co. will be needing SIU Boatmen any day now for the river dredging project in Cleveland, and Construction Aggregates Corporation will be needing men for their Bay City, Mich. job by the middle of April.

Houston

G & H Towing Company expects delivery next month of the new tug *C. R. Hayden*, being built by Todd Shipyards of Galveston. The company has two additional tugs on order with Todd.

St. Louis

The main lock chamber at Locks and Dam 26 at Alton, Ill. was closed 10 hours per day for 19 days to allow for the repair of voids which had developed beneath the lock walls. Although the Upper Mississippi River was still closed for the winter and traffic in the area was light, a large backlog of tows waiting to lock through developed. At one time as many as 35 tows were waiting, with waiting times of three and four days not uncommon. The SIU has long advocated the replacement of this aging facility, and several bills authorizing its replacement are currently before Congress.

Norfolk

Barge traffic on the James River has been slowed down due to the ramming of the Harrison Drawbridge by a ship. It is uncertain how long the removal of the downed bridge, which poses a considerable navigation hazard, will take.

New Orleans

The SIU-contracted *Mississippi Queen*, the 400-passenger overnight riverboat which was launched last year, is underway again after its winter lay-up. The beautiful new steamboat, which carries a crew of over 100, is currently making weekly round-trip runs between New Orleans and Natchez, Miss.

Jeffersonville, Ind.

American Commercial Barge Line Company, an SIU-contracted company located across the Ohio River from Louisville, Ky. will be crewing up a new 1800 hp. towboat, the *Delmar Jaeger*, some time next month. Also under construction for ACBL are two 8400 hp. boats, the first of which is due out this June. The new boats will operate on the Western Rivers and the Gulf Intra-coastal Waterway.



Find Out What Fenwick Is Doing!!

Boatman David Tackett: A Chip Off the Old Block(ette)

David Tackett was born to Lucille Thompson 29 years ago in the fine old river town of Cairo, Ill., where the Ohio River meets the Mississippi. Today they live in another river town, Granite City, Ill., near St. Louis, but their work often takes them past Cairo. Both Lucille and Dave work on SIU-contracted towboats, she as a cook and he as a deckhand and lead man.



In the three years that this mother and son team have worked on the river, only twice have they found themselves on the same boat together. How did this situation work out?

Brother Tackett rolls his eyes humorously and exclaims, "As if I hadn't had enough of her cooking already!" Sister Thompson takes up the ball and responds with a laugh, "Do you think I wasn't already tired of doing his laundry and sewing on his buttons?"

Although not part of her duties as a towboat cook, Sister Thomson likes to perform certain motherly tasks for her crewmembers, whom she calls "my boys." But don't all you boatmen try to flock to Lucille's boat—she's a relief cook for Orgulf Transport Company of Cincinnati, and she's liable to turn up on any one of their four lineboats.

Sister Thompson's work for Orgulf has taken her over most stretches of the Ohio, Mississippi, and Illinois Rivers. Brother Tackett, who has worked for both Orgulf and American Commercial Barge Line Company of Jeffersonville, Ind., boasts a longer list of rivers, including the above three plus the White River in Arkansas and the beautiful Cumberland which flows through Tennessee and Kentucky.

Both mother and son were working on different boats and different rivers this January when severe ice conditions

halted navigation in many areas. "I was on the *Dan J. Hogan*, breaking ice in St. Louis Harbor," reports Dave. "A TV station photographed us from a helicopter and we were on the news."

"We were tied up on the Ohio River for 15 days," says Lucille. "The men were busy breaking ice so we wouldn't get frozen in, but it wasn't all that different for me. My work goes on as usual no matter what happens."

Brother Tackett and Sister Thompson both hope to continue working on the river. Tackett is planning to upgrade himself through the Tankerman Training Program at the Lundeberg School. "I've heard a lot of good things about that place, and I'm anxious to get there," he says. "I'm looking forward to that bigger paycheck, too," he adds.

Lucille Thompson has no upgrading plans, but she is quite content in her present situation. "I like working on the river," she says with a big smile. "The pay is good and there's always something happening out there."

In Emergency Notify USPHS By Telegram

Any Seafarer or Boatman who is taken to a hospital other than a USPHS facility for emergency treatment, must notify the nearest USPHS hospital of his situation within 48 hours, and it is suggested that the notification be made by telegram.

In the past, many of our members have made it a practice to notify USPHS by phone. Unfortunately, when it comes time to pay the bill, there have been cases

when USPHS has refused to pick up the tab claiming they have no record of the telephone call. However, by using telegrams you will have permanent proof that you actually notified USPHS within the prescribed period and at the same time you will eliminate any confusion dealing with phone calls.

If you have no recourse, though, but to use the phone, you should make it a point to get the name, title and department of the person who handled your call.

Editor, SEAFARERS LOG Change of Address Or New Subscriber
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Headquarters

Notes

by SIU Executive Vice President
Frank Drozak



For SIU members, especially those who are shipping in the entry ratings, the key to higher pay, wider job opportunities and increased job security is upgrading through the wide range of educational programs available to all SIU members at the Harry Lundeberg School in Piney Point, Md.

I single out our entry rated members in particular when talking about upgrading, because it is they who have both the most to gain by increasing their skills, as well as the farthest to go before reaching the top rated jobs of their respective shipboard departments.

I also single out our entry rated members because the opportunity for them quickly getting a job in a higher rating after they complete a specific program at the Lundeberg School is greater now than it has been for a number of years.

In fact, because of the SIU's aggressive organizing programs to increase job opportunities for this membership, there is a definite need today for more able-seamen, oilers, and rated men in general in the steward department.

When you look at it closely, the SIU's upgrading programs are of mutual benefit to both the Union and the members themselves. As noted before, the member benefits from upgrading in the way of better pay, better job opportunities and increased job and financial security for the future.

The Union, on the other hand, benefits from these programs because the more SIU members who upgrade their skills, the easier it is for the Union to meet its manpower commitments to its contracted operators. In addition, as each SIU member upgrades his skills and moves out of the entry-rated cate-

gory, the Union can begin bringing in new members, which in turn will enable the SIU to maintain a good, cyclical balance of young, middle-aged and older members. This is an essential formula for any strong organization to maintain.

However, the SIU cannot and will not force its members to upgrade if they don't want to. The only thing we can do is to continuously provide you with the opportunity to upgrade at the Lundeberg School, and encourage you to take advantage of the programs by actually going to the School and participating.

There is no good excuse for not upgrading because the School provides comprehensive programs for all ratings in both the deep sea and inland water areas.

For SIU Boatmen, the School has upgrading courses leading to ratings as able-seaman, tankerman, mate, radar observer, first class pilot, original tow-boat operator, master, and assistant or chief diesel engineer.

In the deep sea area for deck department members, the School provides upgrading courses for able-seaman, deck maintenance, quartermaster, lifeboatman and LNG/LPG training. For engine department members, there are courses for FOWT, QMED-any rating, welding, pumpman and advanced pumpman, automation, diesel engine, refrigerated container mechanic and LNP/LPG training.

For the steward department, of course, the School is revamping the entire steward department curriculum. Our entry rated members who still have not decided which department they will make their permanent domain, should take a very close look at the steward department. There are many fine career opportunities to be found in the steward department, which I consider as important, and sometimes even more important, than any other on board ship.

The bottom line here is simply that the opportunities to upgrade are available to all SIU members of all ages sailing in all capacities on the Great Lakes, inland waters or oceans.

The courses are all provided free-of-charge to the membership, including free room and board at the School. The only tab you have to pick up is transportation to and from the School.

There are great benefits to be derived from participating in the SIU's programs for all concerned. As the old saying goes, though, you can lead a horse to water, but you can't make him drink. In other words, the opportunities are there for you, Brothers, but it's up to you to take advantage of them.

Drozak Asks for 'Rational' Tuna Industry Regulation

Frank Drozak, executive vice-president of the SIU, has warned Congress that unless the Marine Mammal Protection Act is amended to provide for rational regulation of the tuna industry, "U.S. tuna vessels and canneries may be forced out of the U.S. causing the nation to lose an important food industry and the thousands of jobs it produces at sea and on shore."

Drozak, accompanied by Steve Edney, president of the SIUNA-affiliated United Cannery Workers Union, leveled the warning during testimony Mar. 2 at hearings before the House Subcommittee on Fisheries, Wildlife Conservation and Environment in Washington, D.C.

His testimony came just a few days after the National Marine and Fisheries

Service established a porpoise mortality quota of 59,050 for the U.S. tuna fleet for 1977, which is nearly 20,000 less than last year's quota and 37,000 less than the expected quota for this year.

With the announcement of what U.S. tunamen call an "unrealistically low" porpoise quota for 1977, the U.S. yellowfin tuna fleet of 130 purse seiners headed home to San Diego and San Pedro, Calif. with their American flags at half mast.

Referring to the predicament of the now idle U.S. tuna fleet, Drozak charged that "it should be clear that by forcing the U.S. tuna fleet into port, the Marine Mammal Act has attained exactly the opposite goal it was designed to achieve by causing a virtual absence of regula-

tion to tuna fishing operations, as the only vessels left at sea are outside the control of the Act."

Vice-President Drozak also pointed out that while the Marine Mammal Act, which was enacted to protect porpoise and other marine mammals, has succeeded in driving U.S. tuna boats from the seas, "the entire foreign fleet is at sea taking tuna by methods which the U.S. fleet is prohibited from using."

Want to Go Foreign

Ironically, while Drozak was testifying at the Subcommittee hearings, a group of management representatives from the American tunamen's association were petitioning Secretary of Com-

merce Juanita Kreps to authorize transfer of their vessels to foreign registry.

A spokesman for the group said that "the whole fleet wants to go foreign; that's its only chance of survival unless Congress acts quickly in liberalizing the 1972 Marine Mammal Act."

He added, "the fleet has little to show for three months of trying to cooperate and reach a reasonable agreement with the Government, except some \$40 million in losses, including about 20,000 tons of tuna since Jan. 1."

So far, 17 vessels have actually applied for authorization to go foreign under flags of Panama, Mexico, Dutch Curaco and several other South American countries.

Obsolete Lifeboats

Continued from Page 2

and in few cases have any lifesaving devices been launched.

The age of the lifeboat equipment is a factor as well as the design, the SIU representatives said. Capsule type lifeboats that are self-launching and weatherproof were discussed during the safety workshop.

During the meeting and later in a letter to the chief of the Lakes Coast Guard Marine Safety Division, the SIU asked that gangways and safety nets similar to those used aboard deep sea vessels be required on Great Lakes ships. Three of our members were killed in 1976 in ladder-boarding accidents. Part of the problem, according to the Union, is that ladders are left unattended because of the reduction in unlicensed manning.

In a statement submitted to the Coast Guard after the meeting, the SIU noted that vessels built pursuant to provisions of the Merchant Marine Act of 1970 do

not carry deck watches although these vessels are bigger than the older vessels, and require as much if not more maintenance work to be performed. Reinstating the deck watch was recommended.

Protested Manning Scale

The Union also protested the Coast Guard manning certificates for newer vessels that call for only one watchstanding engineer.

Fire and lifeboat drills on the Lakes are often lax, the Union charged, and often ships' logs may reflect that a drill was performed when in fact it wasn't. Strict verification procedures were requested and strict penalties for operators who fail to require fire and lifeboat drills.

Most of the day-long seminar was spent discussing LORAN-C, civil penalty assessment procedures on oil spills, and documentation procedures. The safety workshop was held because it was specifically requested by the SIU.



SIU Executive Vice-President Frank Drozak, left, and Steve Edney, president of the SIUNA-affiliated United Cannery Workers Union, sit side-by-side during hearings conducted by the House Subcommittee on Fisheries, Wildlife Conservation and Environment. Drozak told the committee that unless the Marine Mammal Act was amended, the U.S. tuna industry, including canneries, would be lost to foreign countries.



The Lakes Picture

Frankfort

The car ferry *M/V Viking* was laid up Feb. 19 due to severe weather conditions. When she arrived in Frankfort, an inspection showed that the bearings in the reduction gear were burned out. Repairs were slated for completion by the end of March when the ship will sail again.

Buffalo

Business is slow in the port of Buffalo because the ice is still solid in the harbor. However the SIU office there reports that the heavy snow accumulation from January and February has almost melted without any flooding.

Only one vessel laid up in Buffalo this winter, the *S.S. Consumers Power* (Boland and Cornelius).

Six of the elderly seamen in the area recently put in for their pensions.

Duluth

The Coast Guard Station North Superior in Grand Marais, Minn. will soon reopen on a full-time basis. The station is a search and rescue and boating safety facility on Lake Superior, 40 miles from the Canadian border. It was closed in 1973 as part of federal cost cutting measures, but was reopened for the 1974 boating season because of local public interest. It had been operated on weekends and holidays since that time by the Coast Guard Auxiliary.

St. Lawrence Seaway

Heavy ice conditions will delay the opening of the St. Lawrence Seaway, possibly until Apr. 13. Canadian and U.S. Seaway officials announced in March that they could not predict when the ice would break up and therefore could not establish a firm opening date. Special ice bulletins will be issued to user associations on a weekly basis until the Seaway is reopened.

A new book that might be of interest to some of our members is Jacques LesStrang's *Seaway*. Billed as "the untold story of North America's Fourth Seacoast," the book tells the story of the St. Lawrence Seaway, from the political battles that were fought in order to build it to the problems of winter navigation. Also included are discussions of the port facilities along the Seaway and the technology used to move ships through the system, as well as a selection of over three hundred photographs. It was published by the Superior Publishing Company's Salisbury Press and costs \$19.95.

Detroit

Engine crews have been called for the end of March to fit out several of the American Steamship Co. vessels: *S.S. Sharon*, *S.S. John J. Boland*, *M/V Buffalo*, *M/V Roger Kyes*, *S.S. John T. Hutchinson*, *S.S. Joseph Young*, *S.S. Detroit Edison*, and *S.S. Adam E. Cornelius*. Galley and deck crews will soon follow the black gang on board. The *M/V Richard Reiss* is already running.

The Cement Transit Co.'s *M/V Medusa Challenger* and five ships from the Huron Cement Co. are also fitting out at the end of March. They are the *S.S. E.M. Ford*, the *J.B. Ford*, the *S.S. Iglehart*, the *M/V Townsend* and the *S.T. Crapo*.

When the *M/V Belle River* crews up in August, the SIU will be manning it with a chief electrician—a first in SIU Lakes history. The new 1000-ft. self-unloading ore-carrier is the latest addition to the American Steamship Co.'s Great Lakes fleet.

At a Feb. 28 executive committee meeting in Detroit, the Great Lakes Task Force noted that the number of U.S.-flag ships serving the Great Lakes foreign trade and the U.S./Canada trade was continuously declining. Although there was enough foreign trade out of the Great Lakes to support 813 foreign vessel calls in 1977, there were only two U.S.-flag companies who made 10 sailings.

The Federal operating subsidy is not sufficient, they said, and recommended an increased operating and construction subsidy for U.S.-flag operators in the Great Lakes foreign trade. The executive committee also decided to study the present cargo preference laws to see if they discourage the routing of traffic through the Great Lakes. Freight rate discrimination against Great Lakes ports added to the problem, they noted.

At the meeting, the committee recommended that the Federal Maritime Commission establish a Great Lakes District Office so that the "fourth seacoast" could achieve parity with the other three coastal regions of the U.S.

Labor unions and port authorities in Canada and the U.S. belong to the Great Lakes Task Force whose goal is to stimulate the economic and environmental development of the region through suggesting legislative and other solutions to the area's problems.

Sault Ste. Marie

Giant 1,100-ft. carriers may soon be sailing on the Great Lakes. In February the Army Corps of Engineers announced it would allow 1,100 ft. vessels to use the Poe Lock at Sault Ste. Marie, Mich. At least two of the 1,000-footers now under construction were designed to be lengthened to 1,100 feet if the regulations concerning the Poe Lock were changed, but it is not yet known whether these vessels will be built to the longer specifications. The Poe Lock—1,200 ft. long, 110 ft. wide and 32 ft. deep—was built to accommodate 1,000 ft. long vessels.



Seafarers were among the hundreds of union members who demonstrated outside J. P. Stevens headquarters in New York City recently.

Labor Launches Nationwide Boycott of J.P. Stevens

The Amalgamated Clothing and Textile Workers Union (ACTWU), backed by the pledge of AFL-CIO chief George Meany's "complete, total all-out support," launched a massive drive to ask U.S. consumers not to buy J. P. Stevens Co. textile products.

As a sidelight on Mar. 1, while Stevens stockholders were at their annual meeting inside, hundreds of union, religious and civil rights picketers mounted a boycott demonstration outside the company's New York corporate headquarters protesting the firm's union busting, civil rights violations and lack of social justice for their minority employees.

Since 34 percent of the company's \$1-billion plus in sales came from the American buying public in 1975, the trade union movement requests consumers not to purchase, among other things, Utica, Mohawk, Fruit of the Loom and Tastemaker sheets, pillowcases, blankets, shower curtains and towels; Simitex table linen, and Tastemaker and Gulistan carpets.

Other sheets, pillowcases and towels on the don't buy list have a Fine Arts label and brand names such as Beauti-

cale, Peanuts, Yves St. Laurent and Angelo Donghia.

Hiding under other brand names are such J. P. Stevens non-union made products as Contender and Merryweather carpets, Forstmann blankets and draperies and Fruit of the Loom, Big Mama, Finesse, Hip-Lets and Spirit hosiery.

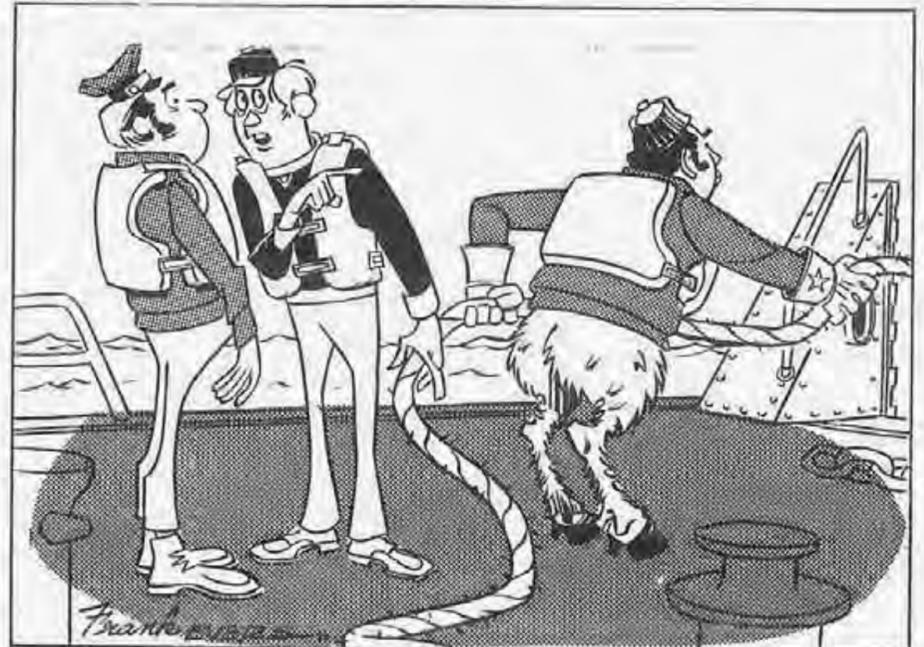
The purpose of the nationwide boycott is to put collective bargaining pressure on the non-union firm which the AFL-CIO considers to be the No. 1 violator of the Taft-Hartley Act.

Since 1963, the Textile Workers Union has been trying to organize the J. P. Stevens mills. (The Textile Workers Union and the Amalgamated Clothing Workers Union recently merged.)

Only 10 percent of the 700,000 Southern textile workers are organized. Their wages are 31 percent (a more than \$63 a week wage gap) below the U.S. factory worker pay average.

The NLRB has charged J. P. Stevens with a "massive, multi-state campaign" to deny its employees the right to organize.

In 94 NLRB cases, Stevens has been fined \$1.5-million for 289 illegal firings.



Skipper, . . . About That New Guy . . .

Washington Activities



By B. Rucker

CARGO PREFERENCE—TOP PRIORITY

Chairman John Murphy (D-N.Y.) opened hearings in the Merchant Marine and Fisheries Committee on cargo preference bills Mar. 1 with a strong statement of commitment. [See related stories on pages 3 and 5 of this Log.] Although the bills are new, testimony has been given in earlier sessions of Congress on cargo preference. Murphy made the point that President Carter is on record as favoring a strong U.S. cargo policy.

A similar bill passed both houses of Congress, but was vetoed by President Ford in December 1974.

Two bills have been introduced in the Senate, one by Senator Ernest Hollings (D-S.C.) and another by Senator Warren Magnuson (D-Wash.), whose Commerce Committee (renamed Commerce, Science and Transportation under reorganization) are holding hearings on the Senate side.

In recent hearings on oil spills in the Senate Commerce Committee, SIU President Paul Hall linked the spills with use of runaway flags and foreign seamen, and urged that Congress take action to establish new policy.

COMMERCE COMMITTEE GAINS IN SENATE REORGANIZATION

In the realignment of committee jurisdiction, passed overwhelmingly by the Senate, the Commerce Committee has been renamed Committee on Commerce, Science and Transportation and given an expanded role.

Senate Resolution 4, prepared by the Select Committee (chaired by Sen. Adlai Stevenson (D-Ill.) proposed restructuring the committee system so that work and responsibility can be distributed equally among all committees and all members.

The Aeronautical and Space Sciences Committee was merged into the new Commerce Committee, which also gets referral of all bills relating to interstate commerce, transportation, regulation of interstate common carriers, merchant marine and navigation, marine and ocean transportation (including deepwater ports), Coast Guard, inland waterways, communications, regulation of consumer products and services, Panama Canal, fisheries, outer continental shelf, coastal zone management, ocean weather and atmosphere, and sports.

Energy and minerals legislation will be consolidated into a new Energy and Natural Resources Committee, and environmental matters will be given to the Environment and Public Works Committee. The number of committees was reduced from 31 to 25.

Unanimous endorsement of S. Res. 4 by the Rules Committee provided an important boost for the measure on the floor. It is the first time since 1947 that the Senate has been reorganized.

CONGRESSIONAL BUDGET

House and Senate committees and subcommittees are preparing their reports to the Budget Committee and estimating the effect each committee's legislation will have on the Fiscal Year 1978 Federal budget. Estimates were due Mar. 15.

House and Senate Budget Committee conferees have recently agreed on a revised budget for Fiscal Year 1977 (which ends Sept. 30) which includes \$1.4 billion more than President Carter proposed to create jobs.

The unemployment rate in January was 7.3 percent and is expected to rise sharply and temporarily for February because of the large number of layoffs caused by natural gas shortages and cold weather.

Congress had to revise the 1977 budget adopted last September to provide for spending increases and tax cuts designed to boost economic growth and lower unemployment.

ETHICS CODE FOR THE HOUSE

The House of Representatives has passed a resolution for a new strict code of ethics for congressmen which would clamp down on the use of slush funds, outside sources of income, and franking privileges. The Commission on Administrative Review, chaired by Rep. David R. Obey (D-Wisc.) recommended the plan last month. It includes jail terms and fines for willful violations.

The new code will:

1. Require full disclosure of income, gifts, holdings, etc.
2. Limit the amount of gifts from any individual or organization to \$100 per year
3. Limit outside sources of earned income, including honoraria for speeches, to \$8,625 per year
4. Prohibit lame duck travel
5. Outlaw the use of leftover campaign funds to run offices, and instead, increase office expense accounts by \$5,000 per member
6. Limit franking to six mass mailings per year and prohibit mailings 60 days before an election

OUTER CONTINENTAL SHELF

The OCS Ad Hoc Committee is continuing hearings on oil and gas management policy for the outer continental shelf.

Rep. John Murphy, speaking at the Maritime Trades Department Executive Board meeting, stated that his amendment to the Outer Continental Shelf Act will require that any vessel, rig or platform used in exploration, development or production of oil or gas on the shelf be manned by Americans.

DEEP SEABED MINING

The Subcommittee on Oceanography of the Merchant Marine and Fisheries Committee will hear testimony in March on a bill to promote development of hard minerals in the deep seabed.

Support SPAD

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.

Seafarers are urged to contribute to SPAD. It is the way to have your voice heard and to keep your union effective in the fight for legislation to protect the security of every Seafarer and his family.

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.

February Unemployment Rate Climbs to 7.5% From 7.3%

WASHINGTON, D.C.—The nation's unemployment rate in February climbed to 7.5 percent of the labor force from 7.3 percent in January, reported the U.S. Labor Department, as high joblessness continued to beset America's economy.

However, AFL-CIO President George Meany reiterated that these latest U.S. Bureau of Labor jobless statistics show that "the economy remains in the same sad shape it was a year ago this time."

Meany again observed that the AFL-CIO's realistic appraisal of unemployment put February's jobless rate at a true 10.3 percent of the country's workforce. That number counts in workers on involuntary part-time schedules (1.3-million) and "discouraged" workers who have stopped looking for employment. The Federal bureau doesn't count them in their figures.

Last month 225,000 workers (210,000 laid off due to energy shortages) lost their jobs bringing the total number of unemployed in the United States to 7,183,000. Under Meany's "true" count it would be nearer 10-million unemployed.

Jobless rates for fulltime adult workers rose from 6.7 percent to 6.9 percent during the month of February while the unemployed rate for blacks increased from 12.5 percent to 13.1 percent. The jobless rate for black teenagers jumped from 36.1 percent to 37.2 percent.

"America must have an immediate stimulus program that will put the nation on the road to full employment and full production," Meany declared. "America needs 50,000 new jobs a week just to stand still and an additional 25,000 new jobs a week to make a dent in the unemployment rate."

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

In addition, when assigning a job the dispatcher will comply with the following Section 5, Sub-

section 7 of the SIU Shipping Rules:

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

Undercover Norfolk D.A. Guides Cops Fence Front

Ex-SIU Scholarship Winner Makes the Headlines

In late January, former SIU scholarship winner Tommy Miller made the headlines in his hometown of Norfolk, Va. He had been working for a year as an undercover legal adviser to a police phony fence operation set up to catch local thieves in the act of selling their stolen goods.

On Jan. 15, when the "front" operation closed down, Miller was presenting the cases to a Virginia grand jury while the police were busy rounding up the suspects.

Among the goods recovered at the police "Action Auction" storefront were tow trucks and Lincoln sedans, not to mention \$15-million in counterfeit cashier's checks.

As a result of the operation, crimes are being solved up and down the East Coast.

Miller's job as an assistant Norfolk Commonwealth attorney (state prosecutor) was to make sure the fence operation was run within the guidelines of the law so that the criminal indictments would stick. In particular, he spent weeks studying the legal problem of entrapment. Entrapment means a defendant was tricked into committing a crime by the police and it is grounds for an acquittal.

He also visited the "fence" site to advise the undercover officers and help identify "customers". So that former defendants wouldn't recognize him from court, he grew a beard.

The *Log* first heard of Miller's achievements as a lawyer from SIU member Dave "Scrap Iron" Jones (AB from Norfolk) who works with Miller's father, Capt. Elmer Miller, on the tugs. Young Miller also spent one summer on



Tommy Miller

the hawser and harbor tugs in Norfolk.

Although he was glad to be written up in the *Log*, Miller said nothing about his undercover job. He stalled for months before sending us a picture, since he was afraid it would blow his cover. Finally the clippings from the Norfolk paper and the picture of Tommy Miller with his beard-disguise arrived.

Miller won the four-year SIU scholarship in 1966 and attended the University of Virginia at Charlottesville, which was founded by Thomas Jefferson. "I



enjoyed the historic atmosphere," he said. "In the tradition of Jefferson, there was freedom of thought there and we were treated like gentlemen."

He added, "I always intended to go to college, but as the oldest of four children, the scholarship made it easier."

At first, Miller thought he wanted to be a chemist, but he soon discovered that law seemed more interesting. After college, he enrolled in the College of William and Mary Law School and graduated in June 1973.

Miller had discovered his interest in law enforcement while working as police officer in Virginia Beach, Va. during the summers of 1971 and 1972. He took all the criminal and law procedures courses offered at William and Mary and then landed his job with the state.

"Working as a prosecutor is fascinating," he said, "because of what you can do for society and because you are a trial lawyer. Being in the courtroom is the most interesting and difficult aspect of being a lawyer."

Former scholarships winners—

Seafarers, Boatmen and their dependents who are former SIU scholarship winners—let us know what you are doing. Write *The Log*, Seafarers International Union, 675 Fourth Ave., Brooklyn, N.Y. 11232. Make sure to include an address, and phone number if possible, so that we can contact you for an interview.



ATU: We keep you moving

Business, pleasure, across the country or across town. Getting you from here to there safely and conveniently by commercial bus or subway is the job of the 150,000 members of the Amalgamated Transit Union (ATU).

The ATU represents virtually all employees of Greyhound Lines in the U.S. and Canada, as well as many Trailways employees. Most major urban bus systems in both countries are staffed by members of the ATU.

If you ride San Francisco's ultra-modern Bay Area Rapid Transit (BART), Washington, D.C.'s sleek Metro rail system, Toronto's famous subway system, or even Chicago's venerable

El, ATU members will be whisking you from station to station.

The functioning of any transit system involves a myriad of duties in addition to operating the vehicles, and Amalgamated members do them all: from selling you your ticket to loading your bags, from maintaining the vehicle in safe operating order to keeping it clean, from handling clerical duties to acting as hostess, from conducting tours to ensuring on-time service, we work to make sure you have a safe, pleasant trip.

These ATU members are in fact the chief "public relations" and "sales" people for the transit industry. They are the people the public meets on a day-to-day basis, and the extra effort of a ticket seller, the courtesy of a baggage handler or the friendly hello of a bus driver make impressions the public does not forget.

Job responsibility is important to ATU workers—they are entrusted with your safety each time you board a bus or subway, as well as with your children's safety, since many ATU members drive the "big yellow buses" that carry kids to school. Safety is the pride of ATU members, and their records prove it.

The ATU was originally chartered as the Amalgamated Association of Street Railway Employees of America, which held its first convention September 15, 1892. Those were the days when the horses that pulled the trolleys worked four hour days and the men who drove them worked 18 hours. "After all," management argued, "Horses cost money."

The tasks before the union were formidable, but years of dedication and perseverance have meant substantial progress for ATU members in fair working conditions, collective bargaining and legislation.

Since the union's inception, it has espoused arbitration as a means of settling employee-

employer disputes when all other means, including strikes, have failed. The ATU adopted this policy—the first international union to do so—when it drafted its first constitution at its first convention in 1892.

The union has been responsible for dramatic accomplishments in transit-related legislation, such as the Vestibule Acts which mandated that companies enclose the vestibules of their vehicles to shield the drivers from the elements. The ATU has supported "exact fare" programs on most major transit systems to cut down on incidents of robbery and injury, and it has backed inclusion in current mass urban transit law of guarantees to employees' collective bargaining rights.

Recently, the ATU has been lobbying for "no fare" urban transit systems, arguing that transportation be considered a public service for all citizens and be financed much as police and fire departments are. The idea, tried experimentally in several U.S. and Canadian cities, is aimed at increasing transit ridership, cutting automobile traffic and thus saving energy, reducing congestion, and in other ways rejuvenating our cities and making them more livable.

Why does the ATU stand up for programs like these that benefit everyone? Because, after all, we're not only union members, we're citizens too!



feature

Boatman Confab Proposes Contract Standardization



Representing Port Arthur, Tex. at the conference were, seated (l. to r.): Lowell Broxson; Cleo Benoit; W. W. Potts; Clifford Bodin; Charles Chisolm; and Pat Thomas, Jr. Standing (l. to r.) are: Gerry Knapp; Andy Clingan; Anthony Primeaux; Don Anderson, who is an SIU representative, and Pat Thomas, Sr. Broxson, Benoit, Potts, Bodin and Knapp are holding SPAD receipts.



From the Port of Houston came, (l. to r.): Andy Johnson; SIU Representative Joe Sacco; Edward Touchette, and Alven Russ.

Twenty-one SIU Boatmen from seven towing companies attended an historic educational conference at the Harry Lundeberg School from Mar. 11 through Mar. 19.

These members, as well as their Union representatives from each port, SIU Vice President Paul Drozak and Inland Coordinator Chuck Mollard, met to discuss the educational benefits offered at HLS, the benefits and responsibilities of the membership in the SIU and the economics of the domestic shipping industry.

The delegates also made proposals for bargaining goals in the upcoming contract negotiations with Gulf Canal Lines, Dixie Carriers, Inland Tugs—Canal Division, Sabine Canal and Sabine Harbor, Marine Fueling, Slade Towing, and National Marine. The contract, which will be based on these proposed goals, will become the foundation for industry-wide standardization of collective bargaining agreements between the SIU and its contracted companies.

The conference opened with an official welcome to the delegates from HLS President Hazel Brown and Vice President Mike Sacco. During the conference, the delegates toured the HLS facilities and observed the training and educational programs which are available for Boatmen. They also visited the HLS Valley Lee farm and the Seafarers Alcoholic Rehabilitation Center.

Much of the Boatmen's time at the school was spent in educational seminars which covered SIU history, the Constitution, pension and welfare, vacations, the SIU hiring hall and shipping rules, and the economics of the towing industry.

These seminars were conducted by industry experts and the Union officials, who held discussion sessions and answered the delegates' questions.

Among the SIU officials who conducted



Boatman Bob Willis (left) and SIU Representative Mike Worley came from the Port of St. Louis.



Boatmen and Union representatives from New Orleans were, (l. to r.) James Wilson; Gerald Rhoades; Roldin Dinet; Pat Wilkinson; Stanley Zeagler, SIU representative; Roy Diehl; Fred Nation, and John Butcher.

seminars were Stan Zeagler of the port of New Orleans, Mike Sacco, Gerry Brown of the port of Mobile, Don Anderson from Port Arthur, Joe Sacco of Houston, and Mike Worley from St. Louis.

The delegates also spent a full day in Washington, D.C., where they visited the Transportation Institute, the Maritime Trades Department of the AFL-CIO, and the U.S. Congress. During this visit, the conference participants learned how legislation can affect job security and how the SIU and the industry work to protect domestic shipping.

At the conclusion of this educational program, the delegates divided themselves into committees to study the current contracts between their Union and the towing companies. They evaluated these contracts according to what they had learned about the SIU and the towing industry and according to the needs and concerns of their fellow SIU members. They also studied the recommendations of the SIU Contract Committee.

The final proposals for contract goals were presented by the delegates themselves and they reflected the hours the participants had spent working to meet the needs of the membership and learning about the SIU and the industry. These proposals were adopted unanimously by the delegates.

There was complete accord among the Boatmen that standardized main agreements for licensed and unlicensed personnel were essential to protect the members' job security and negotiated conditions of employment. They recommended the adoption of the proposed provisions in these agreements.

The delegates also endorsed resolutions which covered the specific needs of Boatmen in various segments of the industry such as harbor personnel, shoreside bunkermen and tankermen, and offshore Boatmen. Among the areas these proposals covered were overtime, penalty time, hours of work, and work responsibilities.

The delegates also agreed on the need

for improved hospitalization and welfare and pension benefits.

In addition, they unanimously urged, "Our Contract Department to negotiate, as soon as possible, the necessary contribution [from the companies] to provide a vacation plan for our brothers employed in our contracted companies."

The conference participants expressed their complete approval of the educational programs at HLS and they adopted a resolution which encouraged their brothers in the towing industry to upgrade their skills at the school and to take an even more active role in promoting it. This resolution also strongly endorsed the Vessel Operator Management and Safety Program. It states that all wheelhouse men in the Gulf should be encouraged to attend this program.

More Educational Conferences

The delegates completed their work with a recommendation that stated their appreciation for the opportunity to learn about their Union and industry and noted that, "We recommend that the Union and the Harry Lundeberg School review and study the possibility of establishing further educational conferences so that more of our brothers from all areas have this same opportunity to learn more about the conditions which so greatly affect their lives."

As the Boatmen left the conference, many of them expressed the conviction that their work on the contract and the conference itself would not have been possible without the increased strength and unity which resulted from the merger of the IBU and the SIU. Paul Drozak also noted that, "What we have accomplished here is not only for ourselves but also for those who come after us."

Boatman Pat Thomas, Sr., of Marine Fueling added, "We have really done our best for the rest of the membership at home." And Boatman Andy Clingan stated, "Our Contract Department has our full confidence and 100 percent support in the upcoming negotiations. We have learned what unity means at this conference."

New Tug, Philip K Joins G & H Fleet

The SIU-contracted G & H Towing Company of Houston is the largest harbor tug company on the U.S. Gulf Coast, and it is still growing.

Counting the recently launched *Philip K*, G & H operates 26 tugs in the Texas ports of Houston, Galveston, Texas City, Freeport, and Corpus Christi. The principal business of these boats is ship-docking, but all have the capacity to operate offshore. They sometimes tow offshore oil rigs or assist



in the offshore lightering of large tankers.

In addition to 26 harbor tugs, G & H operates one full-time deep sea tug, the *Manta*. The *Manta* makes very long runs to such places as Israel and Venezuela, towing either cargo or tank barges.

The new 3,200 hp. *Philip K* will be joined next month by an identical new tug to be called the *C. R. Hayden*. Two more tugs in the same category are currently under construction at Todd Shipyards in Galveston.

Like many other SIU-contracted inland companies, G & H Towing plans to continue expanding and upgrading its fleet. This is good news to SIU inland boatmen, because it means more jobs and greater job security.

Lessen Oil Spills—Enact Cargo Preference Law

The best way to protect America's marine environment from catastrophic oil spills is to use American-flag ships "that operate under stringent U.S. standards for vessel design, construction, operation and crew training," O. William Moody, Jr. administrator of the AFL-CIO Maritime Trades Department told the Senate in March. And the best way to guarantee the use of American-flag ships is through cargo preference legislation, according to Moody and other witnesses.

They spoke at hearings on legislation linking environmental protection to cargo preference measures which began Mar. 8 and were held by the Subcommittee on Merchant Marine of the Senate Committee on Commerce, Science and Transportation.

Moody noted that 40 percent of American oil imports carried aboard flag-of-convenience vessels such as the *Argo Merchant*, *Sansinena*, *Oswego Peace* and *Olympic Games*—Liberian registry ships that spilled millions of gallons of oil into U.S. waters during the past few months. Only four percent of our oil imports are transported

aboard American-flag ships.

Liberian vessels do not have to comply with U.S. Coast Guard safety or maintenance standards, he said in explaining the high accident rate. The MTD administrator added that approximately 85 percent of all maritime accidents are caused by human error and that crews on flag-of-convenience ships are often incompetent since the owners pay low wages and can only attract sailors who are poorly educated and poorly trained.

In contrast Moody pointed out that "the crews on American vessels have undergone rigorous training and must meet U.S. Government licensing requirements."

"We support legislation that would extend American standards and requirements to all vessels entering United States waters," Moody declared but added that experience has shown this is not enough. He agreed with the solution proposed by Senator Warren G. Magnuson (D-Wash). "By increasing the share of oil cargoes carried by U.S. vessels, we can be assured that oil tankers are manned and operated in a

manner which best protects the marine environment."

Both Moody and Herbert Brand, president of the Transportation Institute, a Washington-based maritime industry research organization, spoke to the claims of the multinational oil companies that cargo preference and strict transportation safety standards would lead to higher consumer prices. "In 1973, the cost of oil transportation plunged, yet the consumer price of oil rose substantially," Brand recalled. "Pricing decisions in an integrated, multi-layered, multi-national oil company . . . are basically a mysterious bookkeeping process. Transportation has been used to shelter earnings from petroleum production, refining and distribution."

Finally, Brand stated, "the major influence on market price is the price set by the OPEC countries."

Provide Employment

Ship construction and employment aboard the vessels would provide employment for thousands of Americans

as well as tax dollars for the Treasury, both men said. And shipping American would save money because of the reduction in costly oil spills.

Brand and Moody both denounced the "myth" of free trade that prevents the U.S. from imposing cargo preference legislation although other nations such as Japan and the Arab countries reserve percentages of cargo for their national flag fleets. "I can only answer that if we are setting the example, everybody else seems to be laughing while they go merrily along imposing cargo preferences of their own," Brand said.

In a letter to Congressman Mario Biaggi, chairman of the House Subcommittee on Coast Guard and Navigation of the Committee on Merchant Marine and Fisheries, SIU President Paul Hall outlined similar arguments in support of parallel legislation in the House. He also asked the Subcommittee to examine ways to protect the marine environment from foreign-flag lightering operations. Hall suggested that the smaller vessels used to carry the oil into U.S. ports should be under the American flag.

Latest Request for Jones Act Waiver Denied; Others Were Given

Treasury Secretary Michael Blumenthal told 10 gas distributing companies, at the end of February, that they could not use foreign-flag vessels to bring liquified petroleum gas (LPG) from Houston, Tex. to the Northeast. The companies had sought a waiver of the Jones Act which requires that U.S. ships be used to transport cargo between U.S. ports.

The utilities wanted to use three Norwegian carriers, for one trip each, to supply their gas customers in New York, Pennsylvania, Rhode Island, Maine, New Hampshire, Massachusetts and Connecticut. In denying the Jones Act waiver, Blumenthal explained that a

U.S. tanker barge might be available to transport the propane and that the waiver was not necessary to the nation's defense.

Earlier in February, the Treasury Department granted four different Jones Act waivers to companies shipping liquid natural gas (LNG) and LPG to Eastern ports. In the four cases the Defense Department said that the fuel shortage caused by the severe winter would curtail production in many industries supporting the Department of Defense mobilization base.

Also, the Government said no American ships were available to carry the cargo. At present, there are no U.S.-

flag LNG tankers. However, 16 are being built.

When the first waiver was granted to the Columbia Gas System, Inc. to ship LNG from Alaska to Massachusetts on a Liberian-registry vessel, SIU President Paul Hall announced that although the Union opposed all waivers of the Jones Act, it realized that there was a real emergency need for fuel in the Northeast. He added that the SIU would watch for possible moves by energy companies to get around the ban on foreign ships under the guise of energy emergencies.

Rep. John J. Murphy (D-N.Y.), the new chairman of the House Merchant

Marine Committee, also protested the waivers. In a letter to Blumenthal he said that although the Treasury Department had notified his congressional committee of the Columbia Gas waiver application, three more waivers were granted after that "without any prior notification to the committee or discussion." He objected to any possible moves that undermine the Jones Act.

As a result of the waivers, Murphy has proposed a bill (HR 1063) that would require public comment at least 60 days before the planned effective date of a waiver. As of mid-March, there were no further waiver applications pending.

Proposed California Tanker Regulations Could Hurt the State

Stiff regulations and penalties under consideration by the California State Legislature for oil and gas tankers would backfire against the State's best interests, a spokesman for the Transportation Institute (TI) warned.

William Lawrence, Pacific Coast manager for TI, a Washington-based educational and research organization, told a California Senate committee on Feb. 1 that its proposed safety standards and pollution liability law for tankers entering State waters should be left to the Federal Government.

"A proliferation of state laws would cause confusion and only American vessels could be forced to comply with the law," he said.

Controlling American tankers alone would not solve the pollution problem, Lawrence explained. Large penalties proposed against shipowners who cause oil spills would "only drive out responsible U.S. operators and leave the field to foreign companies such as the operator of the *Argo Merchant*," the flag-of-convenience ship that broke up off Massachusetts in December. "In case of a

spill, you probably couldn't find anyone to penalize," he predicted.

Lightering Requirements

Lawrence, who testified along with about 20 shipping and oil industry representatives, said that the California Legislature should demand Federal re-

quirements that all oil lightered in U.S. waters be put into U.S. ships. He also stressed that the Coast Guard must enforce safe lightering procedures.

Lightering in nearby offshore waters now goes on between foreign ships and is "virtually uncontrolled," he complained.

Lawrence also urged support for cargo preference legislation now before Congress to increase the number of U.S.-flag oil tankers. "This is the most effective step the nation can take to cut down on the number of foreign flag-of-convenience vessels in our coastal waters."

Shipping Report for Inland Waters

FOR THE MONTH OF FEBRUARY 1977

	TOTAL JOBS SHIPPED						TOTAL MEN REGISTERED ON BEACH	
	Permanent Jobs			Relief Jobs			Class A	Class B
	Class A	Class B	Class C	Class A	Class B	Class C		
BALTIMORE	0	0	0	1	0	0	1	3
BOSTON	0	0	0	0	0	0	0	0
HOUSTON	0	3	15	0	0	0	5	0
JACKSONVILLE	0	0	0	0	0	0	2	0
NEW YORK	0	0	0	0	0	0	0	0
MOBILE	0	0	0	23	0	0	0	1
NORFOLK	0	0	0	2	0	0	58	0
NEW ORLEANS	0	6	0	0	0	0	38	48
PADUCAH	3	1	10	0	0	21	0	1
PHILADELPHIA	0	0	0	50	9	0	85	55
PINEY POINT	0	0	0	0	0	0	0	0
PORT ARTHUR	1	5	13	0	0	0	10	7
PUERTO RICO	0	0	16	0	0	0	1	0
RIVER ROUGE	2	0	0	0	0	0	13	0
ST. LOUIS	8	4	4	0	0	0	18	2
TAMPA	0	0	0	0	0	0	0	0
TOTAL ALL PORTS	19	19	58	149	10	21	231	117



**SIU Atlantic, Gulf, Lakes
& Inland Waters
United Industrial Worker**

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YOKOHAMA, Japan P.O. Box 429
Yokohama Port P.O. 5-6 Nihon Ohdori
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201-7935

Shipping at SIU A&G deep sea ports dropped off slightly from the previous month's figures by about 100 jobs. Overall, though, shipping remained good at most ports last month as 1,162 Seafarers—807 of them full book members—shipped from SIU halls around the country. In addition, there remained a need for men to ship in certain rated capacities such as able-seaman.



Dispatchers Report for Deep Sea

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	6	2	0	11	13	0	3	2	0
New York	73	7	8	77	30	6	136	12	7
Philadelphia	9	2	0	4	6	0	24	3	0
Baltimore	22	1	1	9	2	0	53	5	2
Norfolk	14	5	0	18	4	0	21	5	2
Tampa	10	1	0	11	3	0	15	1	0
Mobile	18	2	0	10	2	0	46	5	0
New Orleans	66	10	0	35	10	0	136	17	0
Jacksonville	32	0	4	41	8	4	47	0	0
San Francisco	31	0	0	22	8	0	65	2	1
Wilmington	9	2	0	9	2	0	17	5	0
Seattle	27	3	0	23	2	0	75	3	0
Puerto Rico	6	2	0	2	3	0	18	5	0
Houston	84	5	7	84	12	10	129	6	2
Piney Point	0	0	0	0	6	0	0	0	0
Yokohama	1	0	0	0	1	0	2	0	0
Totals	408	42	20	356	112	20	787	71	14
ENGINE DEPARTMENT									
Boston	4	2	0	3	4	0	1	1	0
New York	54	6	3	64	13	1	110	21	6
Philadelphia	11	1	0	5	6	0	16	4	0
Baltimore	17	3	1	9	1	0	39	6	1
Norfolk	18	3	0	14	8	0	23	4	0
Tampa	8	0	0	4	3	0	13	1	0
Mobile	16	3	0	11	2	0	36	5	0
New Orleans	58	9	0	25	11	0	132	14	0
Jacksonville	15	3	0	26	7	0	39	2	0
San Francisco	30	5	1	13	7	0	70	10	1
Wilmington	13	3	0	7	0	0	24	6	0
Seattle	16	8	0	17	7	1	37	13	0
Puerto Rico	7	0	0	4	2	0	16	2	0
Houston	61	9	3	44	23	5	89	7	4
Piney Point	0	0	0	0	2	0	0	0	0
Yokohama	1	1	0	2	1	0	2	1	0
Totals	329	56	8	248	97	7	647	97	12
STEWARD DEPARTMENT									
Boston	5	0	0	6	3	0	1	1	0
New York	27	3	1	39	32	0	53	5	1
Philadelphia	5	0	0	3	1	0	11	0	0
Baltimore	8	1	0	6	2	0	18	2	0
Norfolk	9	1	0	11	5	0	18	1	0
Tampa	1	0	0	5	1	1	5	0	0
Mobile	12	0	0	7	1	0	26	1	0
New Orleans	35	0	0	32	9	0	67	3	0
Jacksonville	18	0	0	18	10	1	27	0	0
San Francisco	24	1	0	17	13	1	41	1	0
Wilmington	5	1	0	3	0	0	14	1	0
Seattle	12	2	0	19	6	1	19	6	0
Puerto Rico	2	0	0	6	2	0	10	1	0
Houston	28	0	1	30	10	5	53	1	3
Piney Point	0	2	0	0	15	0	0	0	0
Yokohama	0	0	0	1	0	0	0	0	0
Totals	191	11	2	203	110	9	363	23	4
ENTRY DEPARTMENT									
Boston	3	10	1				3	4	7
New York	26	47	28				47	81	87
Philadelphia	5	16	0				12	26	0
Baltimore	10	17	3				33	45	10
Norfolk	13	18	0				16	22	2
Tampa	3	8	1				4	7	1
Mobile	5	13	1				18	27	1
New Orleans	36	31	1				65	65	1
Jacksonville	8	20	2				16	21	2
San Francisco	19	26	2				40	36	2
Wilmington	2	5	1				6	12	3
Seattle	11	17	6				21	26	7
Puerto Rico	8	5	1				14	12	1
Houston	23	43	17				38	52	39
Piney Point	0	21	0				0	0	0
Yokohama	1	2	0				1	2	0
Totals	173	299	64	0	0	0	334	438	163
Totals All Departments	1,101	408	94	807	319	36	2,131	629	193

*"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.



Aricebo Committee

Recertified Bosun Herminio Pacheco (seated left) ship's chairman of the SS *Aricebo* (Puerto Rico Marine) is with the Ship's Committee of (seated right) Steward Delegate E. Albarra, and (standing l. to r.): Deck Delegate R. Molina, and Engine Delegate R. Scotti. The ship paid off at Erie Basin, Brooklyn, N.Y.



Zapata Ranger Committee

SIU patrolman Teddy Babkowski (right) talks over Union business with the Ship's Committee of the SS *Zapata Ranger* (Zapata Bulk) of (seated l. to r.): Deck Delegate Elvin Hermanson; Engine Delegate Raleigh G. Minix, and Steward Delegate L. Vidal. Standing (l. to r.) are: QMED Robert Benson, and Recertified Bosun Clarence E. Owens, ship's chairman. The vessel paid off at Stapleton Anchorage, S.I., N.Y.

Transindiana Committee



Looking over the SIU Surgical, Pension and Welfare Digest (left) is Chief Steward W. J. Fitch, secretary-reporter of the SS *Transindiana* (Seatrain) with the rest of the Ship's Committee of (l. to r.): Recertified Bosun Lancelot Rodrigues, ship's chairman, holding the Log; Deck Delegate N. B. Osman; Educational Director Blanton Jackson, and Steward Delegate Jose Cubano. The ship paid off on Mar. 4 at Weehawken, N.J.

Long Lines Committee



At a San Diego, Calif. payoff is the Ship's Committee of the CS *Long Lines* (Transoceanic Cable) of (l. to r.): Chief Steward Ira Brown, secretary-reporter; Steward Delegate Ralph Trotman; Recertified Bosun Herb Libby, ship's chairman; Engine Delegate Pat Fox, and Deck Delegate Steve Sloneski.

John Penn Committee



The Ship's Committee and another member of the crew of the SS *John Penn* (Waterman) take time out from a payoff at Pier 7, Brooklyn, N.Y. to pose for the Log photographer. They are (l. to r.): Messman Ed Fisher; Chief Steward Art Rudnicki, secretary-reporter; Steward Delegate Ernie Hoitt; Deck Delegate Calvin Stevens, and Recertified Bosun Don Chestnut, ship's chairman.

Mount Navigator Committee



Early last month the SS *Mount Navigator* (Mount Shipping) paid off at Stapleton Anchorage, S.I., N.Y. where her Ship's Committee had their photos taken before the shipboard meeting. They are (l. to r.): Recertified Bosun Maurice Olson, ship's chairman; Steward Delegate Joseph Gross; Engine Delegate A. Gega, and Deck Delegate John Kelley.



La Marque, Tex.

Celebrating their golden 50th wedding anniversary last month were Mr. and Mrs. George Black at a party given for them by their son, Henry C. Thomas, daughter, Mary T. Keith and their nephew, Harold V. Hudson, and seven grandchildren at Texas City, Tex.

Inland Boatman Black is a retiree of the G & H Towing Co. of the port of Galveston. He and the missus got a congratulatory surprise telegram from Alabama Gov. George Wallace as they once were Mobile residents. For 38 years they have lived here and in Galveston.

SS Merrimac

The crew and officers of the *SS Merrimac* (Ogden Marine) were cited by the Coast Guard last month for their part in rescuing two men and a woman from death off a sinking 52-foot fishing smack near midnight in rough seas in the dead of winter 450 miles off the coast of Florida.

In a telegram to the ship, USCG Capt. C. F. Juechter, action commander Atlantic, said:

"I wish to express my appreciation for the assistance rendered to the fishing vessel *Rampant* on 24 Jan. '77. In diverting from your course to evacuate the three people aboard the *Rampant* and aiding in their transfer to the *USCGC Evergreen*, your vessel exemplified the time-honored tradition of professional mariners."

Describing the rescue at sea, Chief Steward A. R. "Tutti" Raio reports that "At 22:30 (Jan. 23) AB Stephen J. Argar, while on watch, saw a light, then a red flare and told the mate. Off our starboard beam we kept a bearing on the light, then we steered to the sinking vessel *Rampant*—a 52-footer.

"They were 450 miles from Fort Lauderdale, Fla., out of fuel and drifting for 24 hours in rough seas. They thought they were goners, until they saw us. They were heading for Portugal and Spain. But the crew got them aboard safely and gave them food and care.

"We dropped them off on the Coast Guard cutter *Evergreen* at 8:15 a.m. in Bermuda."

SS Delta Brasil

Two men, a woman and a 5-year-old girl drifting out to sea in a small, disabled boat were saved from watery graves last month when the crew and officers of the *SS Delta Brasil* (Delta Line) spotted them more than two miles southeast of the Vridi Canal entrance to the West African port of Abidjan on the Ivory Coast.

At this location marked on the charts as the "bottomless pit" depths range over 200 fathoms—too deep for big or small vessels to drop the hook. And visibility was poor because of a haze from dust-laden winds blowing from the northeast off the African desert obscuring the stricken pleasure craft from shore. With her motor out, the small boat had been drifting seaward for two hours before the rescue ship enroute to the pilot station dropped them a line.

The skipper of the *Delta Brasil*, Capt. J. L. Cox said: "As we neared the boat I could see the occupants, two men, a woman and a 5 or 6-year-old girl, waving constantly and this was followed by their firing red rockets. I stopped the ship and had a line holding them safely alongside in 20 minutes.

"One of the men climbed the pilot ladder to our deck and gave me their

names. We passed cold drinks as refreshments down to the boat and kept them in slow tow until the pilot boat came alongside with our pilot. Because of having to enter the Vridi Canal at full speed we turned the pleasure craft over to the pilot's launch which towed the boat inside the lagoon."

SS Sam Houston

Reported to have gone aground in the Suez Canal in the middle of this month, was the 32,269 gross ton LASH *SS Sam Houston* (Waterman). Aided by Canal tugs, she was refloated and sailed to Port Said the same day.

Washington, D.C.

Seafarers and any Americans traveling abroad can buy bargains overseas and bring them home by using the U.S. Generalized System of Preferences (GSP), according to the U.S. Bureau of Customs. It lets U.S. residents bring in duty free many common household items from over 130 countries in most of Central and South America, Caribbean, Africa, India, Southeast Asia, Hong Kong, Taiwan and Israel.

On the list are 2,700 items such as appliances, chinaware, furs, furniture, jewelry, leather goods, perfume, silverware, skis, wood carvings and gold coins, medals and bullion.

For purchases over \$250, you'll need a certificate of origin.

SS Delta Paraguay

In a letter to the *Log* last month, Chief Mate E. E. Jordan of the *SS Delta Paraguay* (Delta Line) wrote:

"It is my pleasure to commend the steward department of the *SS Delta Paraguay* for an excellent performance of duty. The steward, Wilbert J. Miles has shown conscientious foresight in ordering food, planning menus and overseeing preparation and service. The cooks, Floyd Peavy, chief cook; Joseph C. Bush, cook and baker and Juan Melendez, 3rd cook, are showing each day they know how to cook. (My thanks to Delta Steamship Lines for the ingredients.) The food and service is the best I have seen in many a year.

"Indeed the friendly cooperation from the master through all the departments is insuring that Voyage No. 42 will be among my pleasant memories.

"She's a feeder."

SS Erna Elizabeth, Transeastern, Achilles, Overseas Joyce, Ulla, Aleutian, Vivian, Zapata Patriot, Ranger and Bradford Island

These 10 SIU-contracted tankers will carry grain in April to the Soviet Union's Black Sea ports from Gulf ports. They, plus four other ships, will haul 479,000 long tons of heavy grains during the month, the largest amount carried by U.S. vessels since November 1975. The rest of the year, U.S. ships will carry almost 3.4-million tons of American grain to Russia. During the first four months of 1977, the total amount of grain carried to the U.S.S.R. by U.S. flag-ships will exceed the amount carried in the same period of 1976 by 200,000 tons.

Contributes to SPAD



Seafarer William Trice, right, gets a SPAD receipt from SIU Representative Pete Loleas at Union Headquarters this month. Brother Trice, who took a baker's job on the *SS Manhattan*, is helping to make the entire U.S. merchant marine stronger by donating to SPAD. His money will assist in passing favorable maritime legislation in Congress.

SEAFARERS POLITICAL ACTIVITY DONATION
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675 FOURTH AVENUE BROOKLYN, N.Y. 11222

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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.

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

Cargo Preference, Not Free Trade, Is the Answer

Using the rallying cry — "free trade," the United States is working its way down to the bottom of the heap as a zero-rate shipping power. By the mid 1980's, the U.S. merchant fleet may have almost no cargo to carry at all.

Many of our trading partners are encouraging or imposing cargo preference requirements to insure that their imports and exports are carried on their own national-flag ships. Japan, France, Saudi Arabia, other Arab nations, and Russia are among them. Meanwhile, anyone and everyone can carry American cargo, including the worst Liberian and Panamanian rust buckets which thanked us by spilling millions of gallons of oil in our waters this past winter.

In terms of national security, the "free trade" concept is dangerous. Just wait until the next Arab oil boycott when the Arabs or other nations who depend on Arab oil, control the tanker trade. Even if we manage to find an oil shipment somewhere, we will have no tanker to carry it on unless we preserve and strengthen the U.S. tanker fleet by requiring that 30 percent of our oil imports arrive

on U.S.-flag ships. American-owned runaway-flag ships will be no help, because with their foreign registry and foreign crews, they are unreliable.

If we take a close look at the concept of "free trade" we find that the only thing "free" about it is the tax-free profits made by the giant oil companies who operate these flag-of-convenience ships and who are the main opponents of cargo preference legislation. By registering their vessels in Liberia, Panama or Honduras, these companies can escape U.S. taxes, U.S. wages, and U.S. safety standards for crew training and vessel construction — standards that are among the world's highest.

That is why runaway-flag ships can so easily undercut the legitimate U.S. fleet. And that is why these run-down vessels with their underpaid and therefore underqualified crews are costing Americans so much in terms of polluted waters.

The only way to keep our shorelines from becoming wastelands covered with oil is to require that 30 percent of our oil imports be carried on American-flag ships. Sure, you

can tell other countries to upgrade their merchant marine and we support legislation enacting strict standards for all vessels entering American waters. But policing these standards would cost millions.

In contrast, cargo preference legislation would cost little while it would benefit the U.S. economy by generating jobs, tax dollars, and by improving America's balance of pay-

ments. Shipyards which are located in areas of chronic high unemployment would be busy again. There would be jobs for American merchant seamen.

To sum it up, cargo preference makes good sense whether you look at the economic impact, the effect on U.S. international relations and national security, or the environmental results.



HISTORIC PRESERVATION

Letters to the Editor

Glad He's a Captain Again

(Brother Leslie Collier, originally promoted to Captain under provisions of the SIU contract in 1974, was demoted without cause on Sept. 6, 1976 by the company, Interocean Transport Co. (Mariner Towing), and was transferred from the company's Gulf to Atlantic fleet. The SIU took the case to arbitration and won. As a result, Brother Collier was reinstated as senior captain of the tug Voyager with full back pay and seniority. See page 2 February 1977 Log).

My family and I wish to express our heartfelt gratitude to our union for the excellent support, cooperation, representation and faith that was extended in the recent grievance filed in my behalf, which resulted in an arbitration award that was completely favorable in our behalf.

We would particularly like to thank Philadelphia Port Agent John Fay for his many untiring efforts in my behalf which added to his already heavy workload. We also would like to thank Union Attorney Dennis Cole for his excellent preparation and presentation.

We greatly appreciate the many affidavits presented in my behalf by our Brothers. These were very important in my defense. Throughout this traumatic experience, it has been a constant comfort to receive the continued support and good wishes of our union Brothers.

The grievance procedure is one of the many beneficial articles of our contract negotiated in behalf of the membership by the union. All members should be thankful of the foresight shown by a strong union that truly has the welfare of its members in mind at all times.

My faith and confidence in our union has been justified beyond mere words. Hopefully all unorganized seamen will soon see the need to be represented by the Seafarers International Union of North America as the job protection we enjoy under a strong and unified union is without parallel.

Fraternally,
Leslie Collier, III
Coinjock, N.C.

A Note of Thanks

As a new pensioner, I wish to thank the SIU and all my SIU Brothers for all the benefits and for such a fine organization as the Seafarers International Union. I am also grateful for being able to get an engineer's license through the SIU-MEBA School of Marine Engineering. I'll miss the seafaring life and all my Union Brothers. Good sailing to all.

Fraternally,
James Stewart, retired
Mobile, Ala.



March, 1977

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The SIU needs your latest address so that we can maintain an up-to-date mailing list and can be sure that important correspondence gets to you at your home. So please fill out the address form below and mail it to SIU Welfare Plan, 275 - 20th St., Brooklyn, N.Y. 11215.

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At Midwinter Meeting**AFL-CIO Executive Council Passes Vital Maritime and Energy Resolutions**

The way the AFL-CIO sees it, the health of the American merchant marine is one of the nation's critical needs.

At its annual midwinter meeting held in Bal Harbour, Fla. late last month and early this month, the AFL-CIO Executive Council passed five maritime-related statements as part of its broad program designed to insure the vitality of the American economy.

[All five are reprinted in full inside this special supplement on the six-day meeting.]

The statements tackle maritime problems ranging from increasing Soviet-fleet competition to a dangerous proposal to export Alaskan oil. The Council urged Government action to stop these trends and asked strong support for three other proposals that would boost the American merchant marine and the national economy. They are:

- An all-Alaska gas pipeline route
- A comprehensive national energy policy that would reduce America's dependence on foreign oil, and
- Passage of the Energy Transportation Security Act that

would guarantee U.S.-flag ships a certain percentage of the nation's oil trade.

American-flag ships are "losing ground," the Council warned, in comparison with Soviet competition. "Congressional indifference" over

the past ten years has allowed our merchant fleet to deteriorate and private commercial shipowners cannot hope to keep up with Russian maritime advances promoted by a state monopoly.

The U.S. Government must act,

the Council maintained, to stimulate a resurgence of our maritime strength.

Oppose Alaskan Oil Export

The oil companies are currently working against essential maritime
Continued on Page 24



Gathering together for the needs of American labor are the 35 members of the AFL-CIO Executive Council. Led by President George Meany, the group gathered for their six-day midwinter meeting in Bal Harbour, Fla. at the end of February.

Executive Council Members of the AFL-CIO

Below is a list of the 35 members of the AFL-CIO Executive Council.

1. George Meany, President, AFL-CIO
2. Lane Kirkland, Secretary-Treasurer, AFL-CIO
3. Paul Hall, President, Seafarers International Union of North America
4. I. W. Abel, President, United Steelworkers of America
5. Hunter P. Wharton, President Emeritus, International Union of Operating Engineers
6. Paul Jennings, President, International Union of Electrical, Radio and Machine Workers
7. Max Greenberg, President Emeritus, Retail, Wholesale and Department Store Union
8. John H. Lyons, President, International Association of Bridge, Structural and Ornamental Iron Workers
9. A. F. Grospron, President, Oil, Chemical and Atomic Workers International Union
10. Matthew Guinan, President, Transport Workers Union of America
11. C. L. Dennis, Former President, Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
12. Peter Bommarito, President, United Rubber, Cork, Linoleum and Plastic Workers of America
13. Thomas W. Gleason, President, International Longshoremen's Association, AFL-CIO
14. Frederick O'Neal, President, Associated Actors and Artists of America
15. Floyd E. Smith, President, International Association of Machinists and Aerospace Workers
16. Jerry Wurf, President, American Federation of State, County and Municipal Employees
17. S. Frank Raftery, President, International Brotherhood of Painters and Allied Trades
18. James T. Housewright, President, Retail Clerks International Association
19. George Hardy, President, Service Employees International Union AFL-CIO
20. Al H. Chesser, President, United Transportation Union
21. Martin J. Ward, President, United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada
22. William Sidell, President, United Brotherhood of Carpenters and Joiners of America
23. Murray H. Finley, President, Amalgamated Clothing and Textile Workers Union
24. Joseph P. Tonelli, President, United Paperworkers International Union
25. Albert Shanker, President, American Federation of Teachers
26. Sol Stetin, Executive Vice President, Amalgamated Clothing and Textile Workers Union
27. C. L. Dellums, President, Brotherhood of Sleeping Car Porters
28. Francis S. Filbey, President, American Postal Workers Union, AFL-CIO
29. Glenn E. Watts, President, Communications Workers of America
30. Sol C. Chaikin, President and Secretary-Treasurer, International Ladies' Garment Workers Union
31. Hal C. Davis, President, American Federation of Musicians
32. Edward T. Hanley, General President, Hotel and Restaurant Employees' and Bartenders' International Union
33. Angelo Fosco, President, Laborers' International Union of North America
34. Charles H. Pillard, President, International Brotherhood of Electrical Workers
35. William H. McClennan, President, International Association of Fire Fighters

Healthy American Merchant Marine Supported

Statement by the
AFL-CIO Executive Council

on

The American Merchant Marine

February 23, 1977
Bal Harbour, Fla.

The Soviet drive for dominance of the seas at the expense of the commercial health and military posture of all the nations of the free world is a matter of grave concern.

A healthy U.S. flag merchant fleet is crucial to the vitality of our national economy. Yet, we have seen a decline of American-flag participation in U.S. ocean-borne foreign trade to the alarming extent of 30% since 1960.¹ These were the years when advancing technology in the maritime industry, marked by the growth of containerization and other forms of automation took their toll on U.S. participation in the fierce East-West competition for cargo. The proliferation of foreign-flag vessels and congressional indifference

permitted our merchant fleet to deteriorate, worn-out vessels were not replaced, while the cross-trading nations, particularly within the Eastern-bloc countries, took advantage of the situation to wrest a greater portion of the maritime market and to launch larger and more efficient vessels.

The Soviet government controlled merchant fleet, openly employed to further national as well as economic goals, also provides direct support for Soviet military activities. While there is no denying the Soviet Merchant Fleet access to commercial sea lanes, we cannot acquiesce in their use of a merchant fleet to crowd out American flag shipping from the American market. At present, the Soviet Merchant Marine has garnered 7% of all U.S. ocean-borne foreign commerce. Within the next three years, the Federal Maritime Commission predicts that the Soviets will double their share of the trade, reaching 15% or better. In addition, the Soviets now operate 52 ships in the U.S. trade and have 47 larger ships under construction that are ex-

pected to be brought into service by 1980.²

Today, in comparison with our Soviet competition, we are losing ground. In the past decade, the Soviet merchant marine has doubled in size to 17.8 million deadweight tons, while the U.S. fleet declined slightly to 14.9 million.³ By 1980, the Soviets project increasing their fleet to 22-23 million deadweight tons.⁴ Unless our maritime strength is rebuilt and reconditioned through modernization and new construction, it will no longer be able to serve as a major force in our international trade and to support our naval forces in time of need.

The Soviet Union requires access to the seas in order to protect and further her interests, many of which are in direct conflict with the West. She will continue to seek advantage from Western decline around the world through two of her most useful instruments of policy: Her merchant and fishing fleets. The build-up of the Soviet Merchant Marine directly follows the fast and massive expansion of the Soviet Navy which already

outstrips the forces of the United States in numbers of craft.

The American Merchant Marine is confronted with a situation in which Western shipping interests face a competitor which is unique in size, power and political strength, based on a state monopoly with regard to its own trade and dominance in bi-lateral trades. It is futile to assume that commercially operating private shipowners are in a position to cope with such an opponent.

The Executive Council calls for the leadership of this nation to take action to guarantee an ocean transportation capability sufficient to serve this nation's defense needs in time of a national emergency; adequate to serve U.S. ocean transportation needs in the interest of the national economy and equal to the task of maintaining the U.S.-flag presence in the oceans of the world as an instrument of United States international political policy.

¹Business Week, October 4, 1976

²Business Week, October 4, 1976

³Forbes, May 1, 1976

⁴Soviet Naval Developments: Capability and Context, page 101

Urge Administration to Approve Trans-Alaska Gas Pipeline

Statement by the
AFL-CIO Executive Council

on

Alaska Pipeline Route

February 25, 1977
Bal Harbour, Fla.

The nation's need for new energy supplies has been compounded by the effects of the harsh weather conditions which have raised the demand for fuel supplies to unprecedented levels. The dual effects of the cold winter in the U.S. east and mid-west, coupled with the drought on the West Coast, have produced economic chaos that has affected the nation's vital industries and many homes.

In the early months of this year hundreds of thousands of American workers have been temporarily and in many cases permanently thrown out of work because of the lack of adequate energy supplies, particularly natural gas. In the West the continuing drought has not only caused economic problems but threatens the supply of cheap hydroelectric power which is the basis for the operation of many industries in the West.

These problems have heightened and dramatized the immediate need for additional energy sources, of which natural gas is in the shortest supply. One of the most immediately available new sources of energy for the U.S. are the huge reserves of natural gas available on the North Slope of Alaska. The production of this gas would make a major contribution towards the nation's efforts to become more self-reliant in its energy supplies.

There are three proposals now being considered by the Administration for moving Alaska gas to consumers

in the lower 48 states. Of the three only one would be entirely under U.S. control. This is the Trans-Alaska gas route. The line would largely parallel the Alaska oil line across Alaska and would involve the construction of a complex of gasifi-

cation and liquefaction facilities as well as a fleet of liquid natural gas vessels to carry the gas to the U.S. West Coast. The other two lines both involve gas pipelines across Canada.

The decision on which of these three lines the Administration will

support will be made by the President later this year. The President's decision will then be forwarded to Congress for it to approve or disapprove.

Of the three proposed routes, the Trans-Alaska line will provide the maximum job benefits in Alaska as well as in the lower 48 states, particularly during the construction in U.S. yards of the fleet of LNG vessels needed to carry the gas. The line would employ over 44,000 construction, trade and shipyard workers during the peak construction phase. In addition the Alaska gas line, because it would use many of the facilities built for the Alaska oil pipeline, could be constructed sooner than the two competing routes across Canada.

As important as the employment benefits are, however, the need to obtain secure supplies of gas for the lower 48 states as soon as possible to meet the present shortage clearly transcends all other considerations. On this basis also the Trans-Alaska line is clearly superior.

Therefore, the AFL-CIO urges the Administration to approve the Trans-Alaska gas route in order to assure the expedited availability of the secure new gas supplies that will increase U.S. energy self-reliance.



Participating in the AFL-CIO Committee on Political Education meeting during the six-day Executive Council confab are President George Meany, left, and COPE Director Al Barkan.



Council Backs Energy Transportation Security Act

In the statement reprinted below, item No. 3 is of particular importance to maritime workers.

Statement by the
AFL-CIO Executive Council

on

Unfinished Legislative Business

February 22, 1977
Bal Harbour, Fla.

During the last two years, the Congress passed four major bills of extreme importance to the labor movement. All were vetoed by President Ford.

Each of these measures has been introduced in the new Congress. Since extensive hearings were held on each measure, with complete dis-

cussion and debate already a matter of public record, we believe it should be possible for the Congress to act expeditiously on each matter, pass the necessary legislation and move on to new business.

The measures of particular concern to workers are:

1. *Situs Picketing*. This measure would grant building trades workers equal picketing rights with all other organized workers. The 94th Congress passed this bill after being assured that President Ford would sign it. But, for political reasons, Mr. Ford broke his word and vetoed the bill. Simple justice calls for enactment of the Equal Treatment of Craft and Industrial Workers Bill.

2. *Hatch Act Reform*. Government workers are now denied political rights accorded all other citizens. The Congress passed a measure con-

siderably strengthening protection for all federal workers against coercion, intimidation and other abuses. Nevertheless Mr. Ford vetoed the bill. Now the Congress should re-adopt the bill without delay.

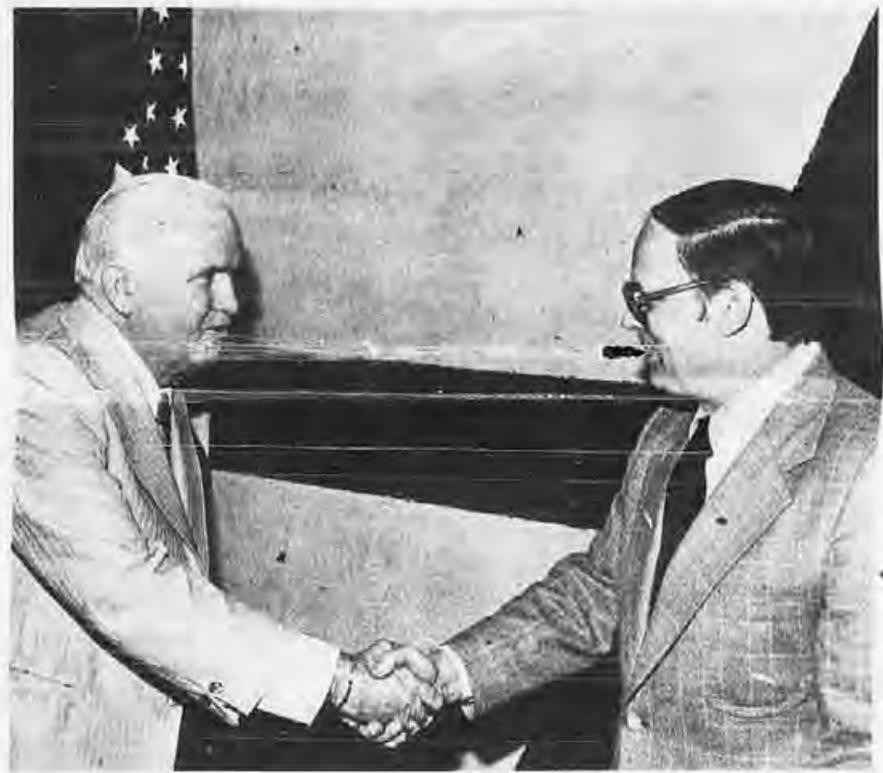
3. *The Energy Transportation Security Act*. This job-creating maritime bill required that a percentage of imported oil be transported in American vessels. This measure, vital to America's energy independence program, would decrease domestic reliance on foreign vessels, provide new environmental standards to help avoid pollution disasters such as those recently caused by "runaway" flag ships operated by the energy cartel. This measure would encourage private investment in the construction of vessels built in American shipyards by American workers to be operated by American merchant sea-

men. Despite these facts, the bill was the victim of another Ford veto. We urge the Congress to pass this legislation without delay.

4. *Strip Mining Protection*. This measure was passed by the 93rd and 94th Congresses and was vetoed twice by President Ford because of business and utility company opposition. It sets necessary minimum federal standards for state strip mining reclamation statutes to protect against environmental devastation caused by the strip mining of coal, badly needed to meet the nation's energy needs. It deserves prompt passage.

These measures are the unfinished legislative business of the past, need immediate attention and prompt enactment. We urge President Carter to sign each as soon as they reach the White House.

Marshall Presents Administration's Goals to AFL-CIO Leaders



In photo at left, Labor Secretary Ray Marshall, standing, outlines the Administration's goals before the AFL-CIO Executive Council at the opening session of their midwinter conference. Listening, left to right are: AFL-CIO Secretary Treasurer Lane Kirkland, and Federation President George Meany. After the session, Marshall received greetings from SIU President Paul Hall who is also an AFL-CIO Vice-President.

Nation Needs Comprehensive Energy Program

Statement by the
AFL-CIO Executive Council

on

Energy

February 25, 1977
Bal Harbour, Fla.

The AFL-CIO endorses the Administration's plan to consolidate energy activities into a single department that would absorb the Energy Research and Development Administration and the Federal Energy Administration and also the energy functions now a part of the Interior and other departments. Such a restructuring is badly needed and would provide a better and more efficient mechanism for creating and implementing energy policy.

Clearly, this would not solve the

energy problem. It is not a substitute for a comprehensive energy policy, and if this is all that would be done, this nation still would not have an energy policy worthy of the name.

In the more than three years since the Arab oil embargo little has been done to resolve the energy problem.

While the natural gas crisis of this winter dramatized the issue, it was not unexpected. Yet, the Congress and the Nixon-Ford Administration did little to meet a situation that could readily have been foreseen.

America is much more vulnerable today to an oil embargo than it was in 1973. The nation's dependence on foreign oil has increased. In addition, imports from the Arab countries are three times more than they were prior to the embargo. Meanwhile, domestic production of oil, despite higher prices for new oil, has been declin-

ing steadily in recent years.

Such steps as the 94th Congress and the past Administration took were timid and hesitant. They treated the energy matter gingerly as if it were a fragile thing that would shatter if directly confronted. The time is long past for complacency and inaction.

Development of energy sufficient to meet the country's needs is one of the most serious domestic problems facing America in the years ahead. How America copes with the situation will have an overwhelming effect on the nation's economic well-being.

The AFL-CIO has long urged the government to take decisive action. This is not a time for muddling through. We urge the President to set in motion a comprehensive energy program that will move the nation on the road to energy security. With

that in mind, we have noted below some of the elements that we feel are essential to the development of a sound program.

CONSERVATION

Conservation is the cornerstone upon which this nation must build its energy policy.

Per capita consumption of energy in this country is twice as much as in such countries as Switzerland, Sweden, West Germany — all of whom have a standard of living and quality of life comparable to that enjoyed by Americans.

Conservation does not mean a diminishing in the quality of life. It does not mean less automobile driving. It does not mean cold, drafty, uncomfortable homes. It does not

Continued on Page 22



Striking a characteristic pose (left) is Federation president George Meany listening to James T. Housewright, head of the Retail Clerks International Association.



Stressing a point (right) Glenn E. Watts, president of the Communication Workers of America, talks with S. Frank Raftery, chief of the International Brotherhood of Painters and Allied Trades.



SIUNA President Paul Hall (left) and ILA President Thomas Gleason, are both AFL-CIO vice presidents.

Annual AFL-CIO's Executive Council Meeting in Bal Harbour, Fla. Mapped



In a jovial mood are Joseph P. Tonelli (left), leader of the United Paperworkers International Union and Martin J. Ward, president of the United Association of Journeymen and Apprentices of the Plumbing and Pipefitting Industry of the U.S. and Canada.



At a break, Federation vice presidents Sol Stelin (left), Exec-vice president of the Clothing and Textile Workers, and the union's president, Murray H. Finley (center), talk it over with Ladies Garment Workers President Sol C. Chaikin.

New Policies on Unemployment, Energy, Welfare, Health, Crime for U.S.



George Meany gets a chuckle from the press at a news conference after a session of the AFL-CIO Executive Council.



William Sidell (right), head of the United Brotherhood of Carpenters and Joiners of America talks shop with S. Frank Raftery, president of the International Brotherhood of Painters and Allied Trades.



Reds catcher Johnny Bench (right) thanks labor for its support of the No Greater Love organization drive which he leads to help children of servicemen killed or missing in Southeast Asia. At left are Lane Kirkland, Raftery, Meany, NGL's chairwoman Carmella LaSpada and AFL-CIO Vice-President John H. Lyons.

Nation Needs Comprehensive Energy Program

Continued from Page 19

mean less usage of home appliances.

It does mean using energy efficiently. It means the manufacture of automobiles that get more mileage per gallon of gasoline, the retrofitting of existing homes and buildings that drastically reduce energy consumption, the designing and building of home appliances that use only small quantities of energy.

As an example, if all of the cars on the road were to get twice as much mileage as the current average of 14 miles per gallon of gas, the nation would save more than three million barrels of oil per day. This exceeds the nation's oil imports from the Arab countries.

Nor does conservation mean no growth. We hold no brief for those pushing conservation as part of a no-growth philosophy. Growth in the economy and conservation of energy can, and must, go hand-in-hand.

Adoption of tough and stringent conservation measures could reduce the nation's energy consumption growth rate from 4 percent to well under 2 percent.

While conservation is essential it will not, by itself, solve the energy problem.

NEW SUPPLIES

The nation needs new and additional supplies of energy. Oil and natural gas are declining resources. While no single source of energy represents the ultimate fuel, it is clear that coal and nuclear power are the ones upon which this nation must rely in the immediate future.

The United States holds about 450 billion tons of coal reserves—estimated at about one-fifth to one-half of the world's coal deposits. This is more than 700 times the nation's annual usage of about 600 million tons. As reported by Forbes Magazine this reserve is "ten times as much energy as is contained in Saudi Arabia's oil and 2.6 times as much as is available from the entire world's supply of oil."

Nuclear power, by the end of this century, is expected to grow from 2% of current total energy supply to over 20%. In terms of today's energy picture, this is the equivalent of about 7 million barrels of oil per day—about the same as imports in 1976.

Coal has been under attack by environmentalists and nuclear energy is the target of a well-organized drive to ban its use. The basis of that campaign is that nuclear energy is not safe. We do not agree with that assessment. The record of safety in the nuclear industry is among the best in all industry.

Every effort must be made to accelerate the development of coal and nuclear power while protecting the environment and maintaining stringent safety and health standards. Meanwhile, facilities to provide enriched uranium should be expanded and the procedures for licensing of nuclear facilities should be expedited to eliminate costly and unnecessary delays.

Continued development of the liquid metal fast breeder reactor program must be pursued. This is essential to the nation's long-term energy needs.

Development of oil and gas reserves on the U.S. outer continental shelf provides an excellent opportunity for the United States to increase domestic oil and gas production. Development of new offshore areas could reduce U.S. oil imports by 10-15 percent in 1980 and 10-30 percent in 1985-1990.

At the same time, America must direct its efforts toward developing such other sources of energy as solar, geothermal, biomass, shale oil, coal liquefaction and gasification. These energy sources will be neither cheap nor be developed overnight.

It is clear that private industry, by itself, cannot develop the energy sources required by this country. It is for that reason that the AFL-CIO urges the establishment of a massive 5 year \$100 billion program to help achieve energy security for the United States through direct loans, loan guarantees and other financial assistance to private industry and public bodies unable to secure private capital.

As we envision it, that program would concern itself with projects for conserving energy as well as projects for developing new and additional supplies of energy. Under that program, the government would also be empowered to launch projects of its own patterned after the TVA concept.

IMPORTS

The increasing dependence of the



AFL-CIO President George Meany makes a point at an Executive Council session.

United States on imported oil raises economic as well as national security problems. Prior to the Arab oil embargo of 1973, the nation was importing less than six million barrels of oil per day. In 1976 imports generally averaged more than seven million barrels per day and in January, 1977, averaged over eight million barrels per day. Of those imports, the Arab countries furnished less than a million barrels daily, prior to the embargo. Today they export close to three million barrels per day to the United States.

As a result, the nation is now more vulnerable to an oil embargo than in 1973. It is more vulnerable to the price that OPEC sets for its oil. That price may well determine America's level of economic activity and the rate of inflation. Early in this decade, oil imports that cost the nation \$3.5 billion, now cost the nation more than \$35 billion annually.

Much rhetoric has flowed; but little action has followed.

To cope with this issue, oil imports should be taken out of private hands and placed in the hands of the government. The government should determine the amount of oil to be imported, negotiate its price with the individual oil producing countries and provide for its allocation. Private companies have no power to deal with the oil producing countries. They accept whatever terms are made by these countries and pass on the additional costs to the consumers and, in the process, probably make more money than they ever did before.

On the other hand, the United States has bargaining power with the OPEC nations that no private company could ever hope to achieve.

At the same time, the nation must accelerate the establishment of an oil stockpile that will give America a measure of protection against any future oil embargo and enhance its bargaining power.

PRICES

Continued regulation of oil and natural gas prices is essential to the economic well-being of this nation.

A Library of Congress study estimated deregulation of natural gas prices would increase consumer costs by \$5.4 billion annually in the first year and by \$17.7 billion annually in the fifth to seventh year. Decontrol of oil prices would have an even greater impact in the first year. Together, the effect would be as devastating as the four-fold increase in oil prices imposed by OPEC following the oil embargo.

There is no free-market price for oil. It is an arbitrary price imposed by the OPEC cartel—about \$13 per barrel—which bears no relation to the 18 cents a barrel production cost in the Arab countries. All other energy prices relate to the price of oil.

The argument that uncontrolled prices provide incentives for greater production is groundless. Domestic production of oil, despite skyrocketing prices for newly discovered oil,

has been declining steadily. The same would be true for natural gas unless the producers, as initial government studies indicate, are sitting on their wells waiting for natural gas prices to be deregulated. If this is so, it constitutes the same kind of blackmail indulged in by the Arab oil producers.

We urge a complete and thorough investigation of the natural gas producers to determine whether the natural gas shortage is real or contrived by the producers to benefit themselves at the expense of the national interest.

It is intolerable that a nation so dependent on energy is ignorant of the basic facts needed to make intelligent analyses and critical decisions. Such data as is available is incomplete and unreliable because in the past the natural gas companies have been unwilling to provide complete and detailed information with regard to their reserves and other facets of their operations. The investigative body should be empowered with the right to subpoena such records as are needed to get to the bottom of this question.

In any case, decontrol of oil and gas prices would place an intolerable burden on the American consumer and we are unalterably opposed.

DIVESTURE

The American public is at the mercy of the giant oil monopolies whose complete control of petroleum, from well-head to marketing, represents an incredible influence over the nation's well being.

Clearly the oil companies are pursuing only their self-interest. They have not suffered from the energy crisis. In fact, they have prospered while the country suffered.

We urge Congress to enact legislation to break-up the oil monopolies so that the companies may no longer produce as well as refine, transport and market petroleum.

Not satisfied with their monopolistic control of oil, these companies are stretching their tentacles into competing sources of energy. Already, they have secured a major position in the coal industry and are reaching into other energy fields. Clearly, this is not in the national interest and will hamper the development of alternative sources of energy.

The AFL-CIO urges the Congress to enact legislation to prohibit a company from owning competing sources of energy.



Export of Alaskan Oil Opposed by Executive Council

Statement by the
AFL-CIO Executive Council

on

Export of Alaskan Oil

February 25, 1977
Bal Harbour, Fla.

Congress passed the Alaska pipeline legislation just over three years ago because construction of the pipeline would enable Alaskan oil to reduce America's dangerously in-

creasing vulnerability to Arab oil embargoes. Now the oil companies that were aided by this legislation have proposed that the Alaskan oil be exported to Japan.

That proposal would reverse this country's policy of increasing its security by reducing dependence on imported oil.

The argument that refinery, pipeline and tanker capacity are not adequate to deliver the oil to U.S. markets is no excuse. It has been clear for some time that an expansion of

these facilities was needed. The oil companies have failed to respond to that need. They have not begun an adequate expansion of these facilities nor have they made plans to do so.

The oil companies have failed to respond to the need for refining, pipeline and tanker construction because of their desire to add an additional profit on each barrel by selling the oil to Japan, even though they will receive very large and assured profits if they sell the oil inside the U.S.

The oil companies will drop their proposal to export Alaskan oil and will begin the needed refinery, pipeline and tanker construction when—and until—it is clear to them that Americans will not allow this sacrifice of national interest for oil company profits.

We urge the Administration and the Congress to stand firmly against any proposal to export Alaskan oil. That oil is needed by the United States to reduce the nation's dependence on foreign oil.

Support Boycotts of Ringling Bros. Circus, Bancroft Co.

Among the 48 resolutions passed by the AFL-CIO Executive Council at its mid-winter meeting were two supporting recent boycotts by member unions. Because the AFL-CIO has asked that all trade union members support these boycotts, we have reprinted the two statements below.

Statement by the
AFL-CIO Executive Council

on

Support of
Ringling Brothers-Barnum and
Bailey Circus Boycott

February 28, 1977
Bal Harbour, Fla.

Over the years union musicians represented by the American Federation of Musicians and its locals have provided the music at performances of the Ringling Brothers-Barnum and Bailey Circus. Some of these musicians traveled with the circus, others were engaged locally.

In 1976 Ringling Brothers proposed to the AFM that a nationwide contract be negotiated. The stated reason was to replace the differing local arrangements at each stop with a standard contract. The AFM secured the necessary authority to enter into such negotiation and exercised that authority in good faith. Ringling Brothers, however, used the new

forum to make a series of unconscionable demands. To avoid a deadlock the AFM offered a short term contract to cover this season that would have met many of the circus' concerns. Ringling Brothers turned down that eminently reasonable proposal.

Then, on the ground that no contract had been signed, Ringling Brothers, following a classic union-busting technique, entered into an arrangement with a group known as Cas-Pet, an avowed bitter enemy of the AFM, to provide music at circus performances.

To protect its members the AFM has called a consumer boycott of all circus performances at which music is provided by Cas-Pet. The AFL-CIO supports this boycott, urges all members of AFL-CIO unions to refuse to buy tickets to circus performances at which music is provided by Cas-Pet and calls upon the labor press and the Union Label and Service Trades Department, AFL-CIO, to publicize the boycott.

Statement by the
AFL-CIO Executive Council

on

Support of Boycott of
Bancroft Manufacturing
Company

February 23, 1977
Bal Harbour, Fla.

On July 1, 1971, employees of the Bancroft Manufacturing Company of McComb and Magnolia, Mississippi, voted in a National Labor Relations Board election to be represented by the United Brotherhood of Carpenters and Joiners.

After waiting for 5½ years for Bancroft to obey the law and negotiate a just and fair agreement or for the NLRB to enforce the law, 500 production and maintenance workers at the company's Magnolia plant went out on strike on January 16, 1977.

Bancroft's mistreatment of its employees and its disregard of their basic rights were amply documented last April before the House Subcommittee on Labor-Management Rela-

tions. Since 1971 Bancroft has flagrantly and repeatedly violated the law with the result that only a third of those who voted in 1971 remained on the payroll when the strike began. The company refused even to go to the bargaining table until 1976, when the NLRB General Counsel threatened contempt proceedings.

Since Bancroft has spurned every effort by the union to negotiate a fair contract and continues to threaten to replace striking employees, the United Brotherhood of Carpenters has begun a nationwide boycott of aluminum doors, sashes and other extruded aluminum home-building products manufactured by Bancroft Manufacturing Company.

The AFL-CIO Executive Council wholeheartedly endorses the efforts of the Carpenters Union to achieve justice for the workers involved. We support the boycott, urge all members of AFL-CIO unions to refuse to buy the products of Bancroft Manufacturing and call upon the labor press and the Union Label and Service Trades Department, AFL-CIO, to publicize the strike and boycott against the Bancroft Manufacturing Company.

Hails Labor's Fight for Rights



During the midwinter meeting of the AFL-CIO Executive Council held late last month and early this month in Bal Harbour, Fla., two vice presidents of the Federation get a chance to discuss some matters of mutual concern. On the left is George Hardy, president of the Service Employees International Union. On the right is I. W. Abel, president of the United Steelworkers of America.



"In my country a working man has no right to protest," Vladimir Bukovsky, the exiled Soviet dissident, told the AFL-CIO Executive Council at its mid-winter conference in Bal Harbour, Fla. Bukovsky, flanked by AFL-CIO Secretary-Treasurer Lane Kirkland, left, and President George Meany, urged the American labor movement to continue its long-standing fight for international human rights.

Council Serves Notice: Safe and Healthful Workplace a Must

Because the Occupational Safety and Health Act is so important for maritime workers as well as all American workers, we are reprinting in full the resolution passed by the AFL-CIO Executive Council on this issue.

**Statement by the
AFL-CIO Executive Council**

on

Occupational Safety and Health

**February 28, 1977
Bal Harbour, Fla.**

The trade union movement fought long and hard for passage of a strong occupational safety and health law to stop the suffering and death in America's workplaces. We will not permit destruction of the Occupational Safety and Health Act by right-wing zealots and employers who place profits ahead of human lives.

We find repugnant the contention that an employer has a constitutional right to kill or maim workers. Placing property rights ahead of human rights is contrary to the spirit of America.

Since its enactment in 1970, the Occupational Safety and Health Act has been the target of some in Congress who seek to curry political favor with reactionary business and right wing groups. These political opportunities have repeatedly tried to emasculate or destroy OSHA through distortion, propaganda and lies.

The failure of the past two administrations to properly administer and enforce the law has added fuel to the fire. Inadequate budgets, short staffing, misordered priorities, sloppy

procedures, poorly-drafted regulations, unnecessary delays and attempts to politicize OSHA have undermined the law's effectiveness.

There has been no more persistent and consistent critic of the administration and enforcement of OSHA than the labor movement. Our aim, however, is to make a good law work through proper administration.

We are encouraged by President Carter's many statements of support for this law, and commend his recommendations that OSHA regulations be drafted in clear, understandable language. Nothing is more essential to public support of this

law than understanding of what it is designed to do.

We urge President Carter to rescind Executive Order 11821, renewed by former President Ford in a secretive, eleventh-hour attempt to repay his business supporters in the election. This order, which requires so-called "inflationary impact" statements on OSHA standards, places a dollar value on the lives of workers and has blocked development of occupational health standards.

We also urge him to require the Secretary of Labor to enforce the occupational safety and health guidelines in Section 19 of the law for all

federal government agencies. The government can and must set the example for private employers in the area of job safety and health.

The labor movement will continue its efforts in Congress for adequate funding and staffing for OSHA and the Toxic Substances Control Act of 1976, which is administered by the Environmental Protection Agency and will provide additional safeguards for workers exposed to toxic chemicals.

And we serve notice: The labor movement shall not rest until every American worker enjoys a safe and healthful workplace.



Two AFL-CIO Veeps confer during the meeting: C. L. Dennis, left, of the Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees and Floyd E. Smith of the International Association of Machinists and Aerospace Workers.

AFL-CIO Executive Council Passes Vital Maritime and Energy Resolutions

Continued from Page 17

expansion through a proposal to export Alaskan oil to Japan. Their argument—that refinery, pipeline and tanker capacity are inadequate to deliver the oil to U.S. markets—ignores the "nation's increasingly dangerous vulnerability to Arab oil embargoes," the Council pointed out.

"The Administration and Congress must stand firm against this proposal which would sacrifice the national interest for oil company profits."

All-Alaska Gas Line

America's energy self-reliance is also dependent upon quick delivery of Alaskan gas, which the Council explained could be achieved by an all-Alaska pipeline route.

Two other routes across Canada have been proposed, but could not be built as soon as the trans-Alaska gas pipeline which would use many of the existing oil pipeline facilities there. This route is the best solution for America's dangerous natural gas shortage, the Council stated.

The natural gas crisis last winter and the Arab oil embargo of 1973-74 were dramatic indications of America's need for an effective energy program.

An Energy Policy

The AFL-CIO endorsed the Administration's plan to consolidate all Government energy agencies and activities, but stressed that this effort would be meaningless without "an energy policy worthy of the name."

America now imports three times

the amount of oil from Arab countries that it did prior to the embargo. To prevent increasing politically dangerous dependence on foreign oil the Council recommended a comprehensive national energy policy, including: conservation, development of new supplies, government control of imports and prices, and break-up of oil monopolies.

Pass Cargo Preference

Passage of the Energy Transportation Security Act would be another major step toward America's energy independence. Under this Act, one of four supported by the Council as "extremely important to the labor movement," a guaranteed percentage of imported oil would be carried in U.S.-flag ships.

It would decrease our reliance on

foreign vessels, such as the runaway flag ships that caused so much pollution disaster in our coastal waters over the past months. Moreover, it would be a shot in the arm for American shipbuilding and maritime labor.

The other three Acts endorsed by the Council were: Situs Picketing, which would grant building trades workers equal picketing rights with all other organized workers; Reform of the Hatch Act to grant Government workers their full political rights; and Strip Mining Protection, which would protect against environmental devastation caused by the strip mining of coal.

All four acts were vetoed by President Ford. The Council called them "unfinished legislative business of the past" and urged quick approval by the new Administration.

Digest of SW Ships' Meetings



ERNA ELIZABETH (Hudson Waterways Corp.), January 16—Chairman, Recertified Bosun B. Browning; Secretary Rothschild; Deck Delegate Burton Owen. Some disputed OT in deck department. Chairman reports that there are four new crewmembers from Piney Point aboard and they are shaping up very well. Held a discussion on the alcoholic program and agreed that it is a very good program. A vote of thanks to the steward department for a job well done.

CHARLESTON (Sea-Land Service Inc.), January 2—Chairman, Recertified Bosun J. Beye; Secretary W. Seltzer; Educational Director C. W. Welsh. \$7 in ship's fund. No disputed OT. Chairman held a discussion on the Steward Department Recertification program and urged all members who are eligible to apply. Observed one minute of silence in memory of our departed brothers. Next port Elizabeth.

TRANSINDIANA (Hudson Waterways Corp.), January 23—Chairman Recertified Bosun H. B. Walters; Secretary W. J. Fitch. \$14.83 in ship's fund. No disputed OT. The ship's chairman will take up the possibility of having a telephone put right aboard ship when in port so the crew can call direct to the gangway watch in regards to the sailing time as it is changed so often and you can never get the right answer from the outside forces. Report to the *Seafarers Log*: "Thanks to the *Log* for its efforts in keeping us posted in all maritime news." Observed one minute of silence in memory of our departed brothers. Next port Gitmo.

OVERSEAS ULLA (Maritime Overseas Corp.), January 9—Chairman, Recertified Bosun L. R. Smith; Secretary W. H. Deskins. No disputed OT. Chairman held a talk on the alcoholic center at Piney Point. Also distributed application blanks for upgrading in the steward department and help was given in explaining the requirements of entry to the upgrading and recertification program. Observed one minute of silence in memory of our departed brothers.

OGDEN WABASII (Ogden Marine Inc.), January 9—Chairman, Recertified Bosun J. Delgado; Secretary H. Hastings; Educational Director A. Ratkovick; Deck Delegate R. Flores; Engine Delegate J. Graydon; Steward Delegate O. Rios. No disputed OT. Chairman discussed the importance of donating to SPAD. Secretary's Report: "I had the honor of being on the steward department recertification committee. In my 32 years of going to sea, I think this is the most needed of all our programs to come forth from our training school. We have to make the steward department more rewarding and attractive. As you will note in the last *Seafarers Log* there were 17 upgraders all in the deck and engine departments. The program was discussed at length."

MERRIMAC (Ogden Marine Inc.), January 30—Chairman, Recertified Bosun John Pierce; Secretary A. R. Raio; Educational Director G. W. Haller. No disputed OT. Report to the *Seafarers Log*: "We picked up three people from the sinking vessel *Rampant*. They are all doing well. We picked them up 450 miles from Fort Lauderdale, Fla. and dropped them off at Bermuda." Next port Philadelphia, Pa.

INGER (Reynolds Metals Co.)—January 30—Chairman, Recertified Bosun Hans S. Lee; Secretary Duke Hall; Educational Director Theodore Martinez; Engine Delegate Barney Hireen. \$9 in ship's fund. No disputed OT. Chairman received and passed out the new steward department applications for recertification. Urged all members to take advantage of this program. Advised that a member who has a recertification, a firefighting certificate and a lifeboat ticket has far better job opportunities. Discussed the importance of donating to SPAD. To really know what is going on in the Union read the *Seafarers Log* from front to back. A vote of thanks to the steward department for a job well done.

ULTRASEA (Apex Marine Corp.), January 2—Chairman, Recertified Bosun W. E. Showers; Secretary T. Kirby; Educational Director E. Colby; Deck Delegate H. Frierson; Engine Delegate R. Makarewicz; Steward Delegate R. Long. \$16 in ship's fund. No disputed OT. Chairman discussed the importance of donating to SPAD. A vote of thanks to the steward department. Report to the *Seafarers Log*: "Best wishes to the entire staff and a Happy New Year. Keep up the good work in '77."

MASSACHUSETTS (Interocean Mgt. Corp.), January 16—Chairman, Recertified Bosun J. L. Bourgeois; Secretary W. Lovett; Educational Director D. Orsini; Deck Delegate Thomas Reading; Steward Delegate William A. Daly. Chairman reported that baker Henry N. Milton passed away during layover in Kharg Island, Iran. A telegram was sent to the Union to notify them about Brother Milton and a collection was made for flowers to be sent to his funeral. A vote of thanks to the steward on handling holiday meals alone in the galley. It was a job well done. Observed one minute of silence in memory of our departed brothers.

JEFFERSON DAVIS (Waterman Steamship Corp.), January 23—Chairman, Recertified Bosun George Annis; Secretary F. Hagger; Educational Director R. Tyler; Deck Delegate Richard J. Maley; Steward Delegate Leonardo Munca. Some disputed OT in steward department. Received *Seafarers Log*s and forms for upgrading in steward department while in Djibouti. Chairman held a discussion on the importance of donating to SPAD. Next port New Orleans.

OAKLAND (Sea-Land Service Inc.), January 22—Chairman, Recertified Bosun J. San Filippo; Secretary C. Johnson; Educational Director L. Kartunen; Engine Delegate R. Bracamont; Steward Delegate John Kavanagh. Some disputed OT in deck and steward department. \$2.30 in ship's fund. Chairman passed out forms for the steward upgrading school to everyone in the steward department and advised all members to take advantage of this program. A vote of thanks to the steward department for a job well done.

ELIZABETHPORT (Sea-Land Service Inc.), January 9—Chairman, Recertified Bosun Orla K. E. Ipsen; Secretary George W. Gibbons; Educational Director Peter K. Shaughnessy. \$136 in ship's fund. \$210 in movie fund. No disputed OT. Chairman held a safety meeting and the repairs that are needed are being worked on. Discussed the importance of donating to SPAD. Secretary reported that the ship came in on Christmas morning and the men were very happy to be home with their families. A vote of thanks to the steward department. Next port Panama Canal.

OVERSEAS VALDEZ (Maritime Overseas Corp.), January 30—Chairman, Recertified Bosun William Smith; Secretary J. Mojica; Educational Director D. White. No disputed OT. Report to the *Seafarers Log*: "A vote of thanks was given to the crew for the cooperation to all three departments. A vote of thanks to the steward department." Observed one minute of silence in memory of our departed brothers.

BORINQUEN (Puerto Rico Marine Mgt. Inc.), January 16—Chairman, Recertified Bosun Calixto L. Gonzales; Secretary Kaznowsky; Educational Director Pantoia; Engine Delegate Francisco Sarmiento; Steward Delegate Peter Siems. \$46 in ship's fund. No disputed OT. Chairman held a discussion on the alcoholic rehabilitation program. A vote of thanks to the steward department for a job well done.

SEA-LAND ECONOMY (Sea-Land Service Inc.), January 30—Chairman, Recertified Bosun L. V. Myrex; Secretary L. Nicholas; Educational Director H. DuHadaway; Deck Delegate D. J. Yannuzzi; Engine Delegate R. L. Thompkin; Steward Delegate H. Jones, Jr. Chairman reports that the trip so far has been a smooth operation with no beefs reported. He called for safety suggestions and repairs and would appreciate cooperation from all members to keep this ship under continuous smooth sailing conditions. Chief Steward introduced the new upgrading application forms with emphasis on taking advantage of this opportunity for a higher rating. Offered congratulations on the choice of Brother Don Collins and Brother H. Hasting to serve on this committee. Presented to the meeting pamphlets received from headquarters and explained the highlights and educational value that will benefit all members. All material was posted on the bulletin board. Next port Rotterdam.

MOBILE (Sea-Land Service Inc.), January 4—Chairman, Recertified Bosun A. Waters; Secretary Taylor. Chairman reported that New Year's Eve was spent in Inchon, Korea and a good time was had by those who wanted if you could stand the cold. Everyone is ready for a good year ahead. Report to the *Seafarers Log*: "Hope all of you in New York office have a Happy and Prosperous New Year."

OVERSEAS TRAVELER (Maritime Overseas Corp.), January 2—Chairman, Recertified Bosun A. Hovde; Secretary J. Hoggie. Secretary reports: "Lost chief mate on December 22 around 9:15. He was washed over the side. Everyone felt very bad about it. Stayed all day long trying to see if he could be found. It was due to all the rough weather we had that day. One great wave was all that it took. It was lucky the Captain was not washed over as well because both of them were standing together one second and the next second the chief mate was gone."

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

BAYAMON
SEA-LAND COMMERCE
NECHES
ARECIBO
MOUNT NAVIGATOR
VIRGO
SEA-LAND PRODUCER
THOMAS JEFFERSON
OGDEN CHAMPION
DELTA PARAGUAY
COVE COMMUNICATOR
GALLOWAY
AMERICAN EXPLORER
SAN FRANCISCO
BRADFORD ISLAND
WALTER RICE
POINT JULIE
AFOUNDIRA
OVERSEAS ARCTIC
FORT HOSKINS
RESOURCE
SAM HOUSTON
TAMPA
PITTSBURGH
ANCHORAGE
OVERSEAS VIVIAN
ROSE CITY
ROBERT TOOMBS
OVERSEAS JOYCE
JACKSONVILLE
PONCE DE LEON
MOUNT WASHINGTON
MONTICELLO VICTORY
GOLDEN DOLPHIN
JAMES
OVERSEAS VALDEZ
PISCES
BEAVER STATE
WACOSTA
OGDEN CHALLENGER
PENN
ARTHUR MIDDLETON
OVERSEAS ALICE
COLUMBIA
SEA-LAND VENTURE
PANAMA
AMERICAN HERITAGE
COUNCIL GROVE
SEA-LAND MC LEAN
GUAYAMA
BOSTON
LONG BEACH
BALTIMORE
ROBERT E. LEE
ULTRASEA
LOS ANGELES
SUSQUEHANNA
DEL SOL
CAROLINA
WACOSTA
ZAPATA RANGER
EXCHANGE
PUERTO RICO
CARTER BRAXTON
SAN PEDRO
SAN JUAN
COASTAL CALIFORNIA
MOHAWK
EAGLE VOYAGER
MOUNT EXPLORER
VANTAGE DEFENDER
OVERSEAS ALEUTIAN
SEA-LAND MARKET

NOTICE TO ALL PARTICIPANTS OF THE SEAFARERS VACATION PLAN

Beginning in 1977 and continuing in future years, all Participants in the Plan will be provided a Summary Annual Report, together with other materials in order to keep you informed about the financial status of the Plan.

This Summary Annual Report covers the year ended December 31, 1975. (See statements of assets and liabilities attached.)

SEAFARERS VACATION PLAN SUMMARY ANNUAL REPORT

DECEMBER 31, 1975

	BEGINNING OF YEAR	END OF YEAR
ASSETS		
Cash	\$2,659,625.48	\$4,348,935.00
Receivables	2,335,369.71	2,308,037.62
General Investments	243,729.57	231,549.07
Buildings and Other		
Depreciable Properties	19,060.61	18,581.16
TOTAL ASSETS		
CURRENT VALUE	\$5,257,785.37	\$6,907,102.85
Total Assets Book Value	\$5,260,785.37	\$6,909,952.85
LIABILITIES		
Payables (Includes Accrued		
Vacation Benefits)	\$2,612,133.12	\$3,493,090.09
Other Liabilities	688,228.19	1,010,890.86
TOTAL LIABILITIES	\$3,300,361.31	\$4,503,980.95
NET ASSETS	\$1,957,424.06	\$2,403,121.90

STATEMENT OF CHANGES IN NET ASSETS FOR PLAN YEAR ENDED DECEMBER 31, 1975

INCOME

Cash Contributions	\$8,077,915.46
Earnings From Investments	198,149.57
Other Income	17,556.57
TOTAL INCOME	\$8,293,621.60

EXPENSES

Benefit Payments	\$6,773,300.03
Payroll Taxes on Vacation Benefits	509,752.06
Other Administrative Expenses	529,203.04
TOTAL EXPENSES	\$7,812,255.13
NET INCOME	481,366.47
Unrealized Appreciation of Assets	
and Adjustment of Prior Years Expenses	(35,668.63)
Net Increase In Assets	445,697.84
Net Assets At Beginning of Year	1,957,424.06
Net Assets At End Of Year	\$2,403,121.90

SEAFARERS VACATION FUND NOTES TO FINANCIAL STATEMENTS YEAR ENDED DECEMBER 31, 1975

Vacation Pay

The Trustees have established a vacation benefit program payable according to category of employment. Based on 365 days of covered employment, the program provides for vacation benefits to be paid as follows, effective with the increased contribution rates:

\$2,200.00 to eligibles in Group I	(Formerly \$1,400.00)
1,800.00 to eligibles in Group II	(Formerly \$1,200.00)
1,400.00 to eligibles in Group III	(Formerly \$1,000.00)

Effective October 1, 1975, employees whose employers are obligated to make contributions to the Plan at the required rate on the date application for benefits is made, and who have at least 90 days of covered employment subsequent to October 1, 1975, shall receive an additional benefit of \$350.00 for 365 days of employment.

Boatswain's who have successfully completed the Recertification Program conducted at the Harry Lundeberg School of Seamanship receive an additional vacation benefit of \$50.00 per quarter, for a total of \$200.00 per annum.

In addition to the foregoing, the Trustees provide a bonus to be paid only to those employees aboard Great Lakes vessels who complete the lay-up of their vessels and who complete at least 90 days of covered employment, including such lay-up time as follows:

\$175.00 for Group I employees	
150.00 for Group II employees	
50.00 for Group III employees	

Reserve for Anticipated Obligations

In accordance with previously established practice, the Trustees have restricted the use of the Plan's surplus funds to meet ensuing years' anticipated obligations under the Plan.

NOTICE TO ALL PARTICIPANTS OF THE SEAFARERS VACATION PLAN

Plan participants may obtain copies of the more detailed annual report for a reasonable charge, or may inspect it at the Plan Office without charge. The latest full annual report includes a list of the assets held for investment and all other relevant financial information. To obtain a copy of the annual report, write to the Administrator asking for what you want. The Administrator will state the charge for specific documents so that you can find out the cost before ordering. The full report can be examined at the Plan Office during normal business hours.

If you seek additional information write to:

**Administrator
Seafarers Vacation Plan
275 20th Street
Brooklyn, New York 11215**

ITF Reps Meet in Bal Harbour



Representatives of some of the U.S. affiliates of the International Transport Workers Federation, a worldwide organization of transportation workers' labor unions, discuss some of the issues the U.S. delegation will bring up at the next general meeting to be held in Dublin, Ireland in July. SIUNA officials at the meeting, which took place in Bal Harbour, Fla. last month, included SIU President Paul Hall and Vice-President Bull Shepard (seated at head of table). One of the main issues discussed was the problems created on the high seas by Liberian, Panamanian and other flag-of-convenience vessels.

MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Apr. 4	2:30 p.m.	7:00 p.m.
Philadelphia	Apr. 5	2:30 p.m.	7:00 p.m.
Baltimore	Apr. 6	2:30 p.m.	7:00 p.m.
Norfolk	Apr. 7	9:30 a.m.	7:00 p.m.
Jacksonville	Apr. 7	2:00 p.m.	—
Detroit	Apr. 8	2:30 p.m.	—
Houston	Apr. 11	2:30 p.m.	7:00 p.m.
New Orleans	Apr. 12	2:30 p.m.	—
Mobile	Apr. 13	2:30 p.m.	—
San Francisco	Apr. 14	2:30 p.m.	—
Wilmington	Apr. 18	2:30 p.m.	—
Seattle	Apr. 22	2:30 p.m.	—
Piney Point	Apr. 9	10:30 a.m.	—
San Juan	Apr. 7	2:30 p.m.	—
Columbus	Apr. 16	—	1:00 p.m.
Chicago	Apr. 12	—	—
Port Arthur	Apr. 12	—	—
Buffalo	Apr. 13	—	—
St. Louis	Apr. 15	2:30 p.m.	—
Cleveland	Apr. 14	—	—
Jersey City	Apr. 11	—	—

Pages from the History of the American Seamen's Labor Movement

The turbulent early days of the seamen's labor movement is chronicled in stories gathered from old newspaper files by the Seafarers Historical Research Department. This story is from the San Francisco Call of Oct. 17, 1894.

WEDNESDAY, OCTOBER 17, 1894.

SAILOR'S WAGES

They Cause Trouble on the Water Front.

HOT WORDS AND HARD BLOWS

The Police Are Called Upon to Interfere

MRS. WILSON AND HER PISTOL

Sea Captains Willing to Take Cheap Men—Busy Times at the British Consul's Office.

"When Greek meets Greek, then comes the tug of war," said a certain reputable poet once upon a time, and ever since then it has been popularly supposed that dire indeed is the struggle which follows the coming together of two natives of Hellas.

But in the light of the developments of the past few days on the water front, the tug of war would pale into insignificance in comparison with the desperate melees which follow the meeting of non-union and union sailors and rival boarding-house masters.

Broken heads, rainbow lined eyes and battered countenances are more numerous now along the bilgy byways of the docks than ever before. In fact one of the fraternity who does not sport a countenance that bears some sign of a melee or an arm supported in a sling is looked upon as one who takes but little interest in his business.

The trouble is all about sailors' wages, not only those of the deep-water men, but those of the seamen who sail in the coasting vessels.

Among the coasters the union men want \$30 a month, and the Ship-owners' Association will not give more than \$25. During the past six or eight days several vessels have gone out with non-union crews on board, notwithstanding the union men have tried their very best to prevent them from being shipped.

The harbor police force has had its hands full to prevent bloody riots at the sailing of these vessels, so high did feeling run between the men. The union men felt that they were getting the worst of the deal in the shipments, and were naturally indignant at seeing their places supplied by outside men.

One of these rows occurred yesterday morning in front of 42 Steuart Street, where the Ship-owners' Association was trying to put a crew on board the steamer Elwell at the reduced rate.

Every effort was being made by the union men to induce the non-union men to remain on shore. Hot words and some blows were exchanged, and then a detachment of officers arrived from the North Harbor station and affairs became more quiet. At the request of Captain Ryder of the Elwell, which is lying at the seawall, Captain Dunleavy sent a couple of officers to guard the vessel until she sailed. At other points along the front rows are of everyday occurrence.



There are some hard characters seen around the water front now, engaged, according to the police, in shipping men at low rates on deep-water vessels whenever they can. As some of the outgoing vessels are chartered very low it is quite an object with the captains to get men as cheaply as possible. It is on this account that the boarding-masters engaged in that line meet with considerable success. Among others who are seen around is "Tommy" Lyons, an old-time character, who has just completed a term in San Quentin. Three years ago Lyons with three other men was caught on the Barbary Coast endeavoring to force their way into a lodging-house room, where a sailor who had money was known to be sleeping off the effect of a debauch. Lyons' companion was "sent up" for ten years and Tommy got three years. He is now around trying to ship men at the old rate, and it was reported yesterday that he had secured the contract for supplying the large British ship Somali with a crew.

The enterprising Lyons is supposed to be the man who caused a row in Wilson's boarding-house at Sansome

and Pacific street on Saturday night. At this place many sailors who are shipped at the consulate office are found. About forty drunken seamen presumably led by Lyons visited the place last Saturday night, and vowed all manner of threats against the place. Mrs. Wilson, who was in charge, is not a woman to be easily intimidated though, and drawing out a pistol she faced the men, and threatened the first one that entered the place. Cowed by the sight of the weapon and the flash of the desperate woman's eyes the crowd withdrew.

Mrs. Wilson recognized several of the men in the crowd and yesterday swore out warrants for their arrest. Three were taken into custody.

At the office of the British Consul the excitement over the shipment of men continues. Throngs of boarding-masters and deep-water sailors are around the place from morning until late in the afternoon.

A crew for the British ship McMillan was secured yesterday from the Ship-owners' Association. Several more ships are expecting to get crews from the association.

Meanwhile the merry war goes on, and brawls and fights are numerous. It is to the credit of the harbor police that the toughest of the masters are suppressed summarily whenever they are found using bulldozing methods.

Water-Front Notes.

On account of the fog on the bay yesterday morning the steamer Oregon, sailing for Portland, came to anchor off Goat Island in order to wait until the fog should lift. When it did and an attempt was made to raise the anchor it was found that it had fouled with the telegraph cable. It was 12:30 o'clock before the anchor was finally got loose and the steamer could proceed on her way.

Captain Luttrell of the bark Helen W. Almy is ill and will not return with his vessel. He intends to spend five months in Southern California.

The steamer St. Paul arrived from Guaymas, Mexico, yesterday with an unusually heavy cargo of merchandise and tropical productions.

News was received here yesterday to the effect that the French bark Duchesse, bound from Dunkirk for Oregon, had arrived at Buenos Ayres partially disabled, the result of a struggle with an Atlantic storm.

At a meeting of the Harbor Commissioners yesterday bills amounting to \$6,756.50 were audited and ordered paid.

The steamer Gaelic sailed for the Orient yesterday. Among the passengers were the six Baptist missionaries who arrived here last Sunday morning. The party consists of Dr. Thompson and wife of Viobe, Miss Clagget, Miss Roman, Miss Wilson and Miss Barlow. The last named goes out for the first time. The others have labored in Tokyo, to which city they now return.

Dispatchers Report for Great Lakes

FEB. 1-28, 1977

	*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									
Alpena	4	1	0	3	0	0	5	1	0
Buffalo	0	0	0	0	0	0	0	0	0
Cleveland	1	0	1	0	0	0	3	0	1
Detroit	12	1	1	4	0	0	21	3	2
Duluth	0	0	0	0	0	0	1	0	0
Frankfort	0	0	0	0	0	1	0	0	0
Chicago	2	0	0	13	0	0	1	0	0
Totals	19	2	2	20	0	1	31	4	3
ENGINE DEPARTMENT									
Alpena	9	1	0	6	3	0	6	1	0
Buffalo	0	0	0	0	0	0	0	0	0
Cleveland	2	0	0	1	0	0	3	1	0
Detroit	9	0	0	1	0	1	22	4	0
Duluth	0	0	0	0	0	0	0	0	0
Frankfort	0	0	0	0	0	0	1	0	0
Chicago	1	0	0	0	0	0	3	0	0
Totals	21	1	0	8	3	1	35	6	0
STEWARD DEPARTMENT									
Alpena	1	0	0	1	0	0	3	0	0
Buffalo	0	0	0	0	0	0	0	0	0
Cleveland	2	1	0	0	0	0	2	1	0
Detroit	3	0	0	4	0	0	5	0	0
Duluth	0	0	0	0	0	0	0	0	0
Frankfort	0	0	0	0	1	1	0	0	0
Chicago	0	0	0	0	0	0	0	1	0
Totals	6	1	0	5	1	1	10	2	0
ENTRY DEPARTMENT									
Alpena	4	7	1				2	9	2
Buffalo	1	0	1				3	0	1
Cleveland	4	4	3				5	6	6
Detroit	19	6	9				38	20	19
Duluth	0	0	0				0	0	0
Frankfort	0	1	1				2	2	2
Chicago	6	0	1				3	0	0
Totals	34	18	16				53	37	30
Totals All Departments	80	22	18	33	4	3	129	49	33

*"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.

Propeller Club and Navy League:

They Help Foster Strong U.S. Merchant Marine

This is the ninth in a series of articles which the Seafarers Log is publishing to explain how various organizations affect the jobs and job security of Seafarers.

A lot of people still harbor the romantic impression of an American merchant fleet dominated by tramp steamers visiting exotic ports, and U.S. seamen, donned in peacoats and stocking caps, drinking in smoke-filled bars and honky tonks reminiscent of a scene from a Humphrey Bogart flick.

Well, movie producers and advertising people for Old Spice might think it criminal to topple such wonderful fantasies, but there are two influential maritime organizations trying their best to deal with the real merchant marine world.

These organizations are the Propeller Club of the United States and the Navy League of the United States, both of which have extensive and diverse memberships as well as a network of port committees and councils throughout the U.S., Puerto Rico, Europe and the Far East.

Although the two organizations have different memberships, different methods of operation and often times different priorities, they both strive to achieve the same basic goal of a stronger America at sea.

For instance, the Propeller Club is made up primarily of management people of U.S. maritime companies from shipbuilding outfits to ship owners and ship operators. Many SIU-contracted deep sea, inland water and Great Lakes companies are Propeller Club members.

By its own definition, the main objective of the Propeller Club is "to promote, further and support an American merchant marine, including shipyards and other allied industries, adequate to meet the requirements of national security and economic welfare of the United States," as well as to "aid the development of river, Great Lakes and harbor improvements."

The Propeller Club goes about trying to achieve these goals through some lobbying efforts in Congress, but more often than not, by trying to bring the message of the maritime industry's problems and needs to the media and general public through sponsoring luncheons and other affairs in port-cities around the country.

The SIU cooperates with the Propeller Club in its efforts, and participates fully at the organizations affairs. SIU President Paul Hall, Executive Vice-President Frank Drozak and other Union Officials are frequent speakers at Propeller Club luncheons and dinners.

In addition, the Propeller Club conducts an annual conference at which policy and legislative goals are outlined for the coming year. For in-



After receiving an award from the Navy League on Apr. 23, 1975, SIU President Paul Hall, left, shakes hands with Secretary of the Navy William Midden-dorf.



SIU President Paul Hall speaks at Seapower symposium jointly sponsored by the Navy League and the National Maritime Council.

stance, one issue receiving the Propeller Club's support at their 1975 conference in Fort Lauderdale, Fla. was cargo preference for U.S. ships.

Navy League

The Navy League, on the other hand, considers itself totally an educational organization. The Navy League is non-profit, and despite its military sounding name, its membership is limited to civilians and retired members of the Armed services. A number of SIU officials are members of, and participate in this organization's activities.

By their own definition, the Navy League is an "educational organization dedicated to the support of the services which contribute to the nation's seapower . . . and committed to developing public understanding of the importance of the seas to the well being of the nation and to providing assistance to the maritime forces which will enhance their efficiency."

One of the Navy League's most ambitious activities is its Seminar Program, which most recently has dealt with the growth of Soviet maritime strength.

Whereas the Propeller Club concentrates mainly on the problems of the private merchant sector, the Navy League is more oriented toward the problems of the Coast Guard, the Marine Corps and the U.S. Navy itself. However, the Navy League makes it clear in all its literature, including its monthly magazine, *Sea Power*, that the League realizes "our country's need for a modern fleet of merchant ships that can compete efficiently and profitably with those of any other country of the world."

It's difficult to gauge the impact of these organizations on the general public and in Congress. But with respective memberships of 12,000 for the Propeller Club, and 37,000 for the Navy League, and still growing, it would be safe to say that they are having a measure of success at getting the word out on the importance of the U.S. merchant marine to the economy and security of the U.S.

The most important thing, though, is that these organizations do have extensive and aggressive programs aimed at fostering a better U.S. maritime industry, and for that reason, the SIU partici-

pates in their activities whenever possible.

The activities of these organizations also proves that the SIU is not alone in its fight for a better life for its members and the goal of a better, more competitive U.S. merchant fleet.

The Propeller Club and the Navy League may not sound as romantic as smoke-filled honky tonks and Boggie movies, but they're a whole lot more practical.



Participating in a Propeller Club function in October of 1974 is SIU New York Port Agent George McCartney, left, and Chuck Connors of the ILA.



During a Propeller Club dinner in New York City, some labor officials get together. From the left are: SIU New York Port Agent George McCartney; Morris Weisberger, president/secretary-treasurer of the Sailors Union of the Pacific; AFL-CIO Secretary-Treasurer Lane Kirkland, and ILA President Ted Gleason.



John H. Roskamp, 65, joined the Union in the port of Seattle in 1957 sailing as a cook. Brother Roskamp sailed 27 years. He was born in Victoria, British Columbia, Canada and is a naturalized U.S. citizen. Seafarer Roskamp is a resident of Seattle.



Evald Kamm, 65, joined the SIU in the port of New York in 1950 sailing as a bosun. Brother Kamm sailed 42 years, was on the picket line in the 1961 N.Y. Harbor strike and the 1965 District Council 37 beef and upgraded to AB and quartermaster at the HLSS, Piney Point, Md. in 1972. He was born in Estonia, and is a naturalized U.S. citizen. Seafarer Kamm is a resident of Astoria, Queens, N.Y.



Samuel F. Rusk, 63, joined the Union in the port of Philadelphia in 1961 sailing as a cook. Brother Rusk was born in Gloucester, N.J. and is a resident there.



Restituto G. Gimpaya, 66, joined the SIU in 1938 in the port of New York and sailed as a chief cook. Brother Gimpaya sailed 47 years and was on the picket line in the Robin Line strike in 1962. He was born in the Philippine Islands and is a resident of New York City.



Joseph "Frankie" Keelan, 65, joined the SIU in 1949 in the port of Mobile sailing as a bosun. Brother Keelan sailed 29 years, received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the SS *Raphael Semmes* and picked up a second mate's license when he attended the Deck Officers Training Program in 1968. He was born in Philadelphia and is a resident of Tampa.



James W. Sanders, 67, joined the Union in 1938 in the port of New York sailing as a chief steward. Brother Sanders sailed 46 years with the Isthmian Line. He walked the picketline in the 1961 N.Y. Harbor strike. Born in Charleston, S.C., he is a resident of St. Albans, Queens, N.Y.



Benjamin F. Gordy, 61, joined the SIU in 1940 in the port of Norfolk sailing as a bosun. Brother Gordy was born in North Carolina and is a resident of Baltimore.



Casey Jones Lang, 65, joined the SIU in the port of Philadelphia in 1962 sailing as an oiler. Brother Lang was born in Florida and is a resident of Jacksonville.



Jeff M. Skinner, 61, joined the Union in 1938 in the port of Mobile sailing as a bosun. Brother Skinner sailed 37 years. He was born in Tillman, S.C. and is a resident of Theodore, Ala.



Sago C. Hanks, 61, joined the SIU in 1948 in the port of Mobile sailing as a chief electrician. Brother Hanks sailed 31 years. He was born in Frisco City, Ala. and is a resident of Gainestown, Ala.



Harry W. Lapham, 65, joined the SIU in the port of Frankfort, Mich. in 1953 sailing as a fireman-water-tender. Brother Lapham was born in Detroit and is a resident of Elberta, Mich.



James Stuart, 68, joined the Union in 1949 in the port of New York sailing as an AB. Brother Stuart sailed 43 years and rode an American Coal Co. vessel in the 1957 beef. He was born in Massachusetts and is a resident of New Orleans.



Charles A. Herban, 65, joined the SIU in the port of Elberta, Mich. in 1953 sailing as a cook. Brother Herban sailed 38 years. He was born in Frankfort, Mich. and is a resident of Beulah, Mich.



Joseph C. Lewallen, 59, joined the SIU in 1947 in the port of New York sailing as a bosun. Brother Lewallen graduated from the Union's Deck Officers Training Program at the HLSS in 1968 with a third mate's license. He is a veteran of the U.S. Army in World War II. Born in North Carolina, he is a resident of Asheboro, N.C.



Wilbert Wentling, 58, joined the Union in 1943 in the port of Baltimore sailing as a chief cook. Brother Wentling sailed 33 years. He was born in Palmyra, Pa. and is a resident there.



Brown Huszar, 63, joined the SIU in 1944 in the port of New Orleans sailing as a chief steward. Brother Huszar sailed 39 years. He was born in Hungary and is a resident of Holden, La.



Joseph R. Hubert, 69, joined the SIU in the port of New York in 1964 sailing as a chief electrician. Brother Hubert is a veteran of the U.S. Navy in World War II. He was born in Savannah, Ga. and is a resident of Port Orchard, Wash.

Arthur B. Little, 61, joined the SIU in the port of Elberta, Mich. sailing as an AB. Brother Little was born in Michigan and is a resident of Frankfort, Mich.



Edward G. Morales, 63, joined the Union in the port of New York in 1952 sailing as a fireman-water-tender. Brother Morales sailed 27 years and is a veteran of the U.S. Army in World War II. He was born in Havi, Kohala, Hawaii and is a resident of Brooklyn, N.Y.



Recertified Bosun Raymond J. Knoles, 51, joined the SIU in the port of New York in 1951. Brother Knoles sailed 32 years. He is a World War II veteran of the U.S. Navy. Born in California, he is a resident of Hement, Calif.



Robert G. Long, 57, joined the SIU in 1944 in the port of Norfolk sailing as a chief steward for the Mississippi Shipping Co. Brother Long was born in North Carolina and is a resident of Gretna, La.



Sam E. Dyer, 66, joined the Union in the port of Detroit in 1957 sailing as an oiler for the Great Lakes Dredge and Dock Co. from 1975 to 1976 and for Dunbar and Sullivan from 1955 to 1960. Brother Dyer is a veteran of the U.S. Army in World War II. Born in Binghamton, N.Y., he is a resident of Essexville, Mich.



Eustaquio Kuilan, 67, joined the SIU in the port of San Juan, P.R. in 1959 sailing as a wiper. Brother Kuilan was born in Toa Baja, P.R. and is a resident of Catano, P.R.



Genaro A. Lopez, 65, joined the SIU in 1940 in the port of New Orleans sailing as a fireman-water-tender. Brother Lopez was born in Puerto Rico and is a resident of Vega Alta, P.R.



Edmond J. Gagne, 65, joined the Union in 1949 in the port of Alpena, Mich. sailing as a bosun. Brother Gagne sailed 38 years. He was born in Canada, is a U.S. naturalized citizen and is a resident of Englewood, Fla.



Philip F. Korol, 53, joined the SIU in the port of Baltimore in 1959 sailing as a chief electrician. Brother Korol sailed 33 years. He is a veteran of the post-World War II U.S. Army. A native of New York City, he is a resident of Brooklyn, N.Y.



Robert E. McCluskey, 68, joined the SIU in the port of New Orleans in 1955 sailing as a fireman-water-tender. Brother McCluskey sailed 29 years. He is a veteran of the U.S. Army Cavalry before World War II. A Michigan native, he is a resident of Bay St. Louis, Miss.



William Autry, Jr., 45, joined the SIU in the port of Mobile in 1958 and sailed as a chief steward. Brother Autry attended the Andrew Furuseth Training School in Mobile that year. He is a veteran of the post-World War II U.S. Army. Born in Alabama, he is a resident of Baton Rouge, La.



Waldo H. Banks, 60, joined the SIU in 1946 in the port of Baltimore and sailed as a bosun. Brother Banks sailed 33 years. He was born in Grand Cayman, British West Indies and is a resident of Miami, Fla.



Edwin W. Bartol, Jr., 59, joined the SIU in the port of Baltimore in 1958 sailing as a carpenter and QMED. Brother Bartol sailed 25 years and upgraded at the Harry Lundberg School of Seamanship in 1968. He is a veteran of the U.S. Army in World War II. A native of Baltimore, he is a resident of New York City.



Alonzo Bettis, 65, joined the SIU in 1946 in the port of Philadelphia sailing as a chief steward. Brother Bettis sailed 33 years and also rode on the Bull Line. He was born in Alabama and is a resident of Mobile.



Henry J. Benton, 61, joined the SIU in the port of Chicago in 1950 sailing as a fireman-watertender for 10 years on the *SS Milwaukee Clipper* (Wisconsin-Michigan Steamship Co.). Brother Benton sailed 33 years on the Great Lakes. His wife, Grace, an SIU member, also sailed on the *SS Milwaukee Clipper* as a cabin maid. Born in Ferry, Mich., he is a resident of North Muskegon, Mich.



Alton R. Booth, 54, joined the SIU in 1942 in the port of New Orleans sailing as a chief steward. Brother Booth sailed 36 years and during the Vietnam War in 1969. He was born in Doyle, La. and is a resident of Tickfaw, La.



Liberto B. Caga, 72, joined the SIU in the port of Seattle in 1966 sailing as a cook. Brother Caga is a veteran of the U.S. Navy in World War II. He was born in the Philippines and is a resident of Seattle.



Vincent Capitano, 65, joined the SIU in 1941 in the port of New York sailing as an AB. Brother Capitano was on the picket line in the Greater N.Y. Harbor strike in 1961. He was born in Italy and is a resident of Bayonne, N.J.



Peter Choplinski joined the SIU in the port of Boston in 1951 sailing as an OS. Brother Choplinski rode the Robin Line and walked the picket line in the 1961 N.Y. Harbor strike. He is a veteran of the pre-World War II U.S. Army. Seafarer Choplinski is a resident of Lynn, Mass.



John P. Cox, 57, joined the SIU in the port of New York in 1952 sailing as a cook. Brother Cox sailed 33 years. He is a veteran of the U.S. Army in World War II. Born in Florida, he is a resident of Seattle.



Octavius Coleman, 67, joined the SIU in the port of New York in 1955 sailing as a chief cook. Brother Coleman sailed 30 years and was on the picket line in the 1962 Robin Line strike. He is a veteran of the U.S. Navy in World War II. A native of Baydon, Va., he is a resident of Orange, N.J.



Moses Crosby, 77, joined the SIU in the port of New York in 1964 sailing as a cook. Brother Crosby was born in Mississippi and is a resident of Seattle.



Ronald J. Garrecht, 67, joined the SIU in the port of Wilmington in 1965 and sailed as a chief electrician. Brother Garrecht sailed 14 years. He was born in Yakima, Wash. and is a resident of Bandon, Ore.



Pedro J. Garcia, 65, joined the SIU in 1943 in the port of New York sailing as a bosun. Brother Garcia walked the picket line in the 1965 District Council 37 beef. He was born in Puerto Rico and is a resident of Brooklyn, N.Y.



Orlando R. Frezza, 66, joined the SIU in the port of New York in 1959 and sailed as a chief steward. Brother Frezza was born in Southbridge, Mass. and is a resident of New Bedford, Mass.



Andrew Foris, 63, joined the SIU in the port of Detroit in 1960 sailing as a conveyorman for 37 years. Brother Foris was born in Ashland, Wis. where he is a resident.



Jack Gardner, 66, joined the SIU in the port of New York in 1955 sailing as a chief cook. Brother Gardner sailed 30 years. He was born in Greenville, N.C. and is a resident of Baltimore.



Clyde Fields, 71, joined the SIU in the port of Norfolk in 1956 sailing as a fireman-watertender. Brother Fields sailed 25 years. He was born in Illinois and is a resident of New Orleans.



Harold J. McDonnell, 69, joined the SIU in the port of Duluth, Minn. in 1966 sailing as a fireman-watertender. Brother McDonnell was born in Aitkin, Minn. and is a resident of Duluth.



Edward R. Mastrianni, 55, joined the SIU in the port of New York in 1960 sailing as a fireman-watertender. Brother Mastrianni sailed 26 years. He is a veteran of the post-World War II U.S. Air Force. Born in Brooklyn, N.Y., he is a resident there.



Ross F. Lyle, 62, joined the SIU in the port of New York in 1953 and sailed as a chief electrician. Brother Lyle was born in Alabama and is a resident of Romayor, Tex.



Robert O. McDonald, 65, joined the SIU in 1947 in the port of New York and sailed as a bosun. Brother McDonald sailed 46 years. He was born in Missouri and is a resident of Redding, Calif.



Haskell L. McLaughlin, 65, joined the SIU in the port of Tampa in 1964. He has sailed 21 years. Brother McLaughlin helped to organize the Blue Stack Towing Co. and attended a Union conference in Piney Point, Md. He was born in Roatan, Honduras and is a naturalized U.S. citizen. Seafarer McLaughlin is a resident of Tampa.



Francisco Melquiades, 71, joined the SIU in the port of San Francisco in 1957 sailing as a cook. Brother Melquiades sailed 48 years. He was born in Guinan Samar, P.I. and is a resident of San Francisco.



Harry Monahan, 48, joined the SIU in 1946 in the port of New York sailing as an AB. Brother Monahan walked the picket line in the 1961 N.Y. Harbor strike, attended the Deck Officers Training Program in 1968 and worked on the Sea-Land shoregang at Port Elizabeth, N.J. Born in Jersey City, N.J., he is a resident there.



Ramon Morales, 65, joined the SIU in 1941 in the port of New York sailing as a bosun. Brother Morales sailed 41 years, was on the picket line in the 1961 N.Y. Harbor strike and worked on the Sea-Land shoregang in Puerto Rico. He is a veteran of the U.S. Army in World War II. A native of Caborajo, P.R., he is a resident of Las Lomas Rio Piedras, P.R.



Marvin E. Mullins, 53, joined the SIU in the port of Seattle in 1955 sailing as an AB. Brother Mullins was a ship's delegate. He is a veteran of the U.S. Navy in World War II. A native of Conroe, Tex., he is a resident of Seattle.



Recertified Bosun Ervin D. "Curley" Moyd, 57, joined the SIU in the port of Mobile in 1951. Brother Moyd was also a member of the Union's affiliated United Industrial Workers Union of North America and a patrolman in the ports of New York and Mobile. He graduated from the Bosuns Recertification Program in January 1974. Seafarer Moyd joined the U.S. Navy at the age of 14 and rose to the rank of chief bosuns mate at age of 22. Born in Prichard, Ala., he is a resident of Fairhope, Ala. where he is a gentleman farmer.



George W. Murrill, 72, joined the SIU in 1949 in the port of Mobile sailing as a fireman-watertender. Brother Murrill sailed 32 years and attended the HLSS for upgrading. He was born in Biloxi, Miss. and is a resident of Mobile.



Philip C. Gibson, 66, joined the Union in the port of Baltimore in 1957 sailing as a deckhand for the Baker-Whiteley Towing Co. from 1969 to 1976. Brother Gibson was also a member of the Sailors Union of the Pacific (SUP). He was born in Massachusetts and is a resident of Baltimore.



Harlan R. Peters, 65, joined the SIU in 1939 in the port of Baltimore sailing as a cook. Brother Peters sailed 41 years. He was born in Alabama and is a resident of Tampa.



Joseph Buczynski, Jr., 60, joined the Union in the port of New York in 1960 sailing as a deckhand and bridgeman for the N.Y. Dock Railway Co. in Brooklyn, N.Y. from 1943 to 1977. Brother Buczynski is a veteran of the U.S. Army in World War II. He was born in Brooklyn and is a resident of Ozone Park, Queens, N.Y.



Robert L. Lackey, 63, joined the Union in the port of Sault Ste. Marie, Mich. in 1961 and sailed as a lead deckhand for the Merritt, Chapman and Scott Co. from 1951 to 1974, the Pittsburgh Steamship Co. from 1949 to 1950 and for the Dunbar & Sullivan Co. from 1974 to 1977. Brother Lackey was born in Chippaw County, Mich. and is a resident of Sanford, Fla.



Blain S. Rowe, 62, joined the Union in the port of Philadelphia in 1957 sailing as a captain for the Allied Towing Co. from 1974 to 1977 and as a mate for the Carolina Towing Co. from 1963 to 1973, the Express Marine Inc. from 1973 to 1974, for Southern Carriers in 1963 and for the Norfolk Dredging Co. from 1960 to 1963. Brother Rowe sailed 25 years. He was born in South Creek, N.C. and is a resident of Lowland, N.C.



Manning Moore, 62, joined the Union in the port of Baltimore in 1951 sailing as a captain for the Harbor Towing Co. from 1940 to 1977 on the tugs *William E. Voyce* and *J. Edgar Steiggerswald*. Brother Moore was born in Georgetown, S.C. and is a resident of Baltimore.



Lorenzo P. Kimball, 66, joined the Union in the port of Norfolk in 1964 sailing as a captain for the Penn Central Railroad from 1937 to 1977. Brother Kimball was born in Newark, Ohio and is a resident of Miles, Va.



Guillermo C. Reyes, 54, chief cook on the *SS Mayaguez* (Sea-Land) when she was captured by Cambodians in May 1975, joined the SIU in the port of New York in 1953. Brother Reyes is a veteran of the U.S. Army in World War II. He was born in the Philippines and is a resident of San Francisco.



Victor R. Fiume, 62, joined the Union in the port of New York in 1960 sailing as a mate on the tug *Harrisburg* for the Penn Central Railroad from 1939 to 1976. Brother Fiume was born in Jersey City, N.J. and is a resident of Eatontown, N.J.



Edward F. Perry, 62, joined the Union in the port of Chicago in 1961 sailing as an AB for the Great Lakes Towing Co. from 1955 to 1977 and for the Great Lakes Dredge and Dock Co. from 1950 to 1955. Brother Perry is a World War II veteran of the U.S. Army. He is a resident of Winter Park, Fla.



Beltran B. Pino, 56, joined the SIU in 1943 in the port of Galveston sailing as an AB. Brother Pino sailed 34 years. He was born in Venezuela and is a resident of New Orleans.



Bartolo C. Colon, 66, joined the Union in the port of Norfolk in 1967 sailing as an engineer for the Steuart Petroleum Transportation Co. from 1956 to 1977 and for the Harbor Towing Co. from 1950 to 1955. Brother Colon was born in Puerto Rico and is a resident of North Port, Venice, Fla.



Fred S. Woolf, 67, joined the Union in the port of Duluth in 1965 sailing as a fireman-watertender for the Reiss Steamship Co. Brother Woolf sailed 39 years. He was born in Pennsylvania and is a resident of St. Marys, Pa.



Andrew Rebrik, 64, joined the SIU in 1947 in the port of Detroit sailing as an AB for the Wyandotte Transportation Co. for 25 years, the Reiss Steamship Co. for four years and for the Pringle Transportation Co. for three years. All told, he sailed 35 years on the Great Lakes. Brother Rebrik was born in Pennsylvania and is a resident of Wilkes-Barre, Pa. where he intends to take care of his house and yard and play some golf.



Garland L. Hogge, 64, joined the Union in the port of Baltimore in 1957 sailing as a captain for the Baker-Whiteley Towing Co. Brother Hogge was born in Samos Point, Va. and is a resident of Lutherville, Md.



John F. Scanlon, 65, joined the Union in the port of Buffalo, N.Y. in 1957 sailing as a deckhand and oiler for the Great Lakes Dredge and Dock Co. from 1957 to 1959 and for Merritt, Chapman and Scott from 1959 to 1977. Brother Scanlon was born in Buffalo and is a resident there.



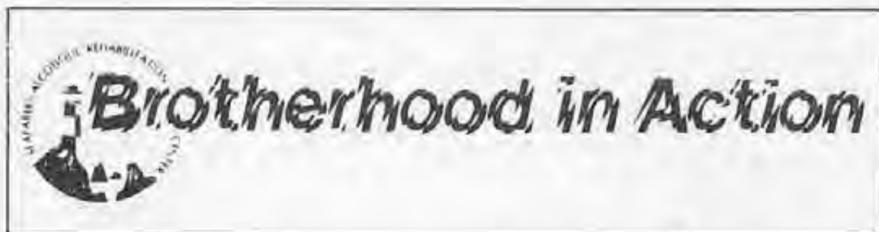
Bernard "Bernie" Schwartz, 43, joined the SIU in the port of San Francisco in 1955 sailing as an AB. He served as ship's delegate. Brother Schwartz is a veteran of the post-World War II U.S. Navy. He was born in Brooklyn, N.Y. and is a resident of Stamford, Conn.



Albert J. Gros, 61, joined the Union in the port of New Orleans in 1955 sailing as a captain for the New Orleans-Gulf Towing Co. from 1954 to 1977. Brother Gros is a veteran of the U.S. Army in World War II. He was born in Ludervine-Larose, La. and is a resident of Harvey, La.



Frank Ocasio, 68, joined the SIU in the port of Tampa in 1972 sailing as an AB. Brother Ocasio is a veteran of the U.S. Army Infantry in World War II. He was born in Puerto Rico and is a resident of Tampa.



For the alcoholic who has faced the truth about his condition and who really wants to stop drinking, one of the most important factors in a successful recovery is group support for his effort. This fact accounts for the great success of programs such as Alcoholics Anonymous, where recovering alcoholics encourage one another in their resolve to stop drinking.

In the SIU, we have established a program of group support dedicated to helping our alcoholic brothers to recover. This program is succeeding and will continue to succeed because it involves the efforts of every member of the SIU.

The alcoholic Seafarer first receives help and support from the Union offi-

cial in his port who will assist him in entering our treatment program.

The program itself is located in Valley Lee, Md at the Seafarers Alcoholic Rehabilitation Center, which is sponsored by the Seafarers Welfare Plan. Here, the brother finds a trained staff to help him and fellow Seafarers who are also recovering from alcoholism. All of these people work together to strengthen the brother's resolve not to drink, to assure him that he is not alone in his efforts, and to help him rebuild a sound body and healthy attitudes.

Upon leaving the Center, the Seafarer returns to his family, friends and his Union brothers. He finds support there, too—support for his decision not to drink. He finds respect, also, for his

efforts in overcoming his illness.

Clearly, the basis for our Union's successful alcoholic rehabilitation program

is the basis for the success of the SIU in so many other areas—group action for our collective and individual benefit.

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

Final Departures



Pensioner Percy J. Libby, 82, passed away from cancer in Abita Springs, La. on Feb. 8. Brother Libby joined the Union in the port of New Orleans sailing as a bosun. He sailed with the Delta Line. Seafarer Libby was a veteran of the U.S. Army in World War I. A native of Portland, Me., he was a resident of Abita Springs. Burial was in Abita Springs Cemetery. Surviving is his widow, Iris.



Robert L. Harwell, 57, died of arteriosclerosis in Baltimore City, Md. on Feb. 5. Brother Harwell joined the SIU in the port of Baltimore in 1952 sailing as an OS. He sailed 31 years. Seafarer Harwell was a Army veteran of World War II. Born in North Carolina, he was a resident of Baltimore. Interment was in Mount Carmel Cemetery, Baltimore. Surviving are his widow, Evelyn; his mother, Ella, and a sister, Mrs. Everette (Beatrice) H. Carpenter, both of Lincolnton, N.C.



Otto W. Hanke, 39, died on Nov. 9. Brother Hanke joined the SIU in the port of San Francisco in 1969 and sailed as an AB. He was a veteran of the U.S. Naval Reserve and attended San Francisco Junior College and Dobbies School of the Merchant Marine. Seafarer Hanke was born in San Francisco and was a resident of Dayton, Nev. Surviving is his mother, Helen of San Francisco.



Alfred Saffo, 41, died of lung failure at sea aboard the *SS Delta Mexico* (Delta Line) off Monrovia, Liberia on Feb. 5. Brother Saffo joined the SIU in the port of New York in 1968 sailing in the steward department. He was born in Mobile, where he was a resident. Interment was in Mobile. Surviving are his widow, Irene; a son, Fred, and two daughters, Velda and Cassandra.



Pensioner Ben Allen, 68, passed away of natural causes in Beekman Downtown Hospital, N.Y.C., on Feb. 13. Brother Allen joined the Union in 1943 in the port of Boston sailing as a chief electrician. He sailed 36 years and was on the picket line in the 1961 N.Y. Harbor strike. Seafarer Allen was born in the Philippines and was a naturalized U.S. citizen. He was a resident of New York City. Burial was in Rosedale Cemetery, Linden, N.J. Surviving is his widow.



John V. A. Merrifield, 24, died in Philadelphia, Pa. on Jan. 6. Brother Merrifield joined the SIU in the port of New York in 1971 following his graduation from the HLSS that year. He was a veteran of the U.S. Navy. Seafarer Merrifield was born in Philadelphia and was a resident there. Burial was in the New Cathedral Cemetery, Philadelphia. Surviving are his parents, Mr. and Mrs. Frank L. and Zita Merrifield of Philadelphia.



Pensioner William J. "the Professor" McKay, 88, passed away in New Orleans on Feb. 11. Brother McKay joined the Union in 1941 in the port of Miami, Fla. sailing as a BR utility. He sailed 61 years and rode the Alcoa Line and the American Coal Co. run in 1915. Seafarer McKay was a veteran of the U.S. Navy in World War I. He was also known as an expert in repairing jewelry. Surviving are a brother, Peter of San Antonio, Tex.; two sisters, Mrs. Frances V. Bernota of Port St. Lucy, Fla. and Mrs. Rose M. Bowler of Arlington, Mass., and a nephew, E. H. Williams of Portland, Ore.



Pensioner James H. Hanners, 60, was accidentally choked to death under a tractor he was operating at his home in Indianapolis, Ind. on Feb. 3. Brother Hanners joined the Union in 1939 in the port of New Orleans sailing as a chief electrician. He rode the Bull Line, worked for the Construction Aggregates Corp. and was in Da Nang Harbor, Vietnam when the Viet Cong attacked in 1968. Seafarer Hanners was born in Alabama. Burial was in Millville Cemetery, Panama City, Fla. Surviving are his widow, Goldie; a daughter, Star Lee and his mother Nora of Panama City.



Pensioner Philemon M. Matthys, 69, passed away in Ghent, Belgium on Oct. 12. Brother Matthys joined the Union in 1942 in the port of New York sailing as a fireman-watertender. He was on the picket line in the 1965 District Council 37 beef. Surviving are his widow, Catherine; a brother, Emile of Ghent; an uncle and aunt, Mr. and Mrs. Charles (Johanna) de Wilde of Brooklyn, N.Y., and a nephew, Roger Wychuyse of Ghent.



William J. Mongan, 53, died on Jan. 1. Brother Mongan joined the Union in the port of Detroit in 1968 sailing as an AB for the Kinsman Marine Transit Co. He sailed 19 years. Seafarer Mongan was a veteran of the U.S. Navy in World War II. A native of Pennsylvania, he was a resident of Newark, Ohio. Surviving are his widow, Elsie; a stepson, Jeffery Zimmerman; a brother, Fred, of Niagra Falls, N.Y.; and a sister, Mrs. Harriet M. Cairns of Newark.



Bjorn Elverun, 57, died on Mar. 1. Brother Elverun joined the SIU in the port of Baltimore in 1951 sailing as a fireman-watertender. He had sailed on Swedish ships and was a former member of the Norwegian Seamen's Union. Seafarer Elverun was a veteran of the Finnish Army in the 1939-40 frontline action, and was a wounded veteran of the Norwegian Army and Navy in 1940-1. He was a U.S. Army ski instructor in Montana in 1942-3. Born in Eiker, Norway, he was a resident of Houston. Surviving are his widow, Melitta of Villarica, Chile, and his daughter, Elisabeth of Temuco, Chile.



William L. Long, 72, passed away in the Baltimore USPHS Hospital on Dec. 31. Brother Long joined the SIU in the port of Baltimore sailing as an AB and sailed 28 years. He was a veteran of the U.S. Coast Guard. Seafarer Long was born in Baltimore and was a resident of Laurel Springs, N.C. Surviving are his widow, Seleucia, and two brothers, Otto and Robert, both of Richmond, Va.



Pensioner William T. Briggs, 72, was found dead of heart disease at home in Houston on Jan. 22. Brother Briggs joined the Union in the port of Baltimore in 1958 sailing as an AB. He served as ship's delegate. He sailed 54 years and also sailed as a 2nd mate. Seafarer Briggs was born in Auburn, N.Y. Burial was in Forest Park Lawn-dale Cemetery, Houston. Surviving are his widow, Irene; a sister, Mrs. Ray (Mabel) Harding of Rocks, Md., and a niece, Mrs. Dorothy H. Jameson of Waldorf, Md.



Pensioner Dewey M. Saxon, Sr., 59, died of lung failure in the New Orleans USPHS Hospital on Jan. 1. Brother Saxon joined the Union in 1938 in the port of Mobile and sailed as a bosun. He sailed 42 years. Born in Alabama, he was a resident of Mobile. Burial was in Pine Crest Cemetery, Mobile. Surviving are his widow, Anna Marie; eight sons, Michael, Carl, Dewey, Jr., Jefferey, Ronald, Joseph, Lawrence and Leslie; two daughters, Mrs. Marion (Marie Elaine) Milne and Linda; a sister-in-law, Mrs. Joseph D. Saxon; two nephews, Van Allan and Richard Saxon, and a niece, Rita Saxon, all of Mobile.



Joseph D. Saxon, 49, died in the Marine Basin Hospital for Sailors, Odessa, U.S.S.R. on Nov. 25. Brother Saxon joined the SIU in 1944 in the port of Mobile and sailed as a bosun. He was born in Mobile and was a resident there. Interment was in Mobile. Surviving are his widow, Christine; two sons, Van Allan and Richard; a daughter, Rita; his mother, Katie; a sister-in-law, Mrs. Dewey M. Saxon, Sr.; eight nephews and two nieces, all of Mobile.



Walter Ballou, Jr., 52, died of natural causes aboard the *SS Overseas Alaska* (Maritime Overseas) in Karachi, Pakistan on Dec. 19. Brother Ballou joined the SIU in the port of Lake Charles, La. in 1959 sailing as a wiper. He sailed 25 years. Seafarer Ballou was a veteran of the U.S. Army in World War II. A native of Wavelry, Va., he was a resident of Lake Charles. Cremation took place. Surviving is his widow, Helen.



William O. Sawyer, 34, succumbed to pneumonia in Norfolk's USPHS Hospital after his car went off the road in Virginia Beach, Va. on Nov. 28. Brother Sawyer joined the SIU in the port of New York and sailed as an AB. He had sailed eight years. Seafarer Sawyer was a veteran of the U.S. Army in the Vietnam War. A native of Elizabeth City, N.C., he was a resident of Chesapeake, Va. Burial was in Forest Lawn Cemetery, Norfolk. Surviving are his parents, Mr. and Mrs. David and Lucy Sawyer of West Chesapeake, Va., and a brother, William D. Sawyer.



Pensioner Joseph A. Shea, 75, died of cancer of the bladder in the Maryland General Hospital, Baltimore on Nov. 28. Brother Shea joined the Union in 1949 in the port of Philadelphia sailing as a chief steward. He sailed 30 years and attended Pensioners Conference No. 8 at Piney Point in 1970. Seafarer Shea was born in Pennsylvania and was a resident of Baltimore. Interment was in Holy Rosary Cemetery, Baltimore County. Surviving are his widow, Helen, and a son, Norman James Shea.



Albert H. Powers, 43, died of a heart attack in Waranem Hospital, Sault Ste. Marie, Mich. on July 15. Brother Powers joined the SIU in the port of Detroit in 1967 sailing as an AB. He sailed 24 years for the Pringle Transit Co. and the Erie Sand Co. Seafarer Powers was a Piney Point welding upgrader in 1975. He was a veteran of the U.S. Air Force after World War II. Born in Cleveland, he was a resident there. Interment was in the West Park Cemetery, Cleveland. Surviving are three sons, Seafarer Thomas A. Powers of Cleveland, Albert, Jr. and Patrick; a daughter, Victoria; his parents, Mr. and Mrs. Albert H. Powers, Sr. of Parma, Ohio, and a sister, Mrs. Marie E. Wonko, also of Parma.



Pensioner Sergio G. Rivera, 66, died on Mar. 5. Brother Rivera joined the Union in 1939 in the port of New York and sailed as a bosun. He sailed 39 years, rode with the Bull Line and walked the picket line in the 1961 Greater N.Y. Harbor strike. A native of Puerto Rico, he was a resident of Brooklyn, N.Y. Surviving is his widow, Luisa.



Constantino Ruggiero, 63, died of heart disease aboard the *SS Bradford Island* (Interocean Mgt.) in the Russian port of Novorossiysk on Dec. 16. Brother Ruggiero joined the SIU in 1938 in the port of Boston sailing as a fireman-watertender. He sailed 36 years. Born in Massachusetts, he was a resident of Revere, Mass. Burial was in Revere. Surviving is his widow, Delphine.



Eugene N. "Gene" Dore, 51, died on Feb. 28. Brother Dore joined the SIU in 1945 in the port of Galveston sailing as an AB. He sailed 36 years and was on the picket line in the Garment Workers Union, ILA and Cities Service (1946) beefs. Seafarer Dore was a veteran of the post-World War II U.S. Army. A native of New York, he was a resident of Seattle. Surviving are his brother, Walter F. Doray of Oklahoma City, Okla., and a sister, Mrs. Evelyn V. Smith of Pinellas Park, Fla.



Arthur F. Ohler, 63, died in Houston on Jan. 24. Brother Ohler joined the SIU in the port of Norfolk in 1968 sailing as a fireman-watertender. He sailed 16 years and rode with the Bull Line. Seafarer Ohler was born in Danbury, Conn. and was a resident of Plainville, Conn. Surviving are his widow, Kathleen, and two daughters, Louise and Carol of Plainville.



Pensioner Walter T. Noel, 64, died of a heart attack in the Ideal Nursing Home, Mobile on Dec. 9. Brother Noel joined the Union in 1944 in the port of Mobile sailing as a fireman-watertender. He sailed 17 years. Seafarer Noel was born in Mobile and was a resident there. Interment was in the Noel Cemetery, Mobile. Surviving are a brother, Benjamin, and a cousin, George E. McCary, both of Mobile.



William F. Moss, Jr., 61, died on Dec. 27. Brother Moss joined the SIU in the port of New York in 1960 sailing as a wiper and cook. He sailed 42 years and was an aviation mechanic in the U.S. Navy during World War II. Seafarer Moss was born in Somerset, Ky. and was a resident of Tampa, Fla. Surviving is his widow, Minnie Lou; a son, William F. Moss III of Baltimore, and a sister, Mrs. Halie O'Toole of Tampa.



Charles E. Moore, 55, died on Sept. 28. Brother Moore joined the SIU in 1943 in the port of Norfolk sailing as an AB and deck delegate. He sailed 30 years. A native of Butler, Tenn., he was a resident of Falls Church, Va. Surviving is his widow, Barbara.



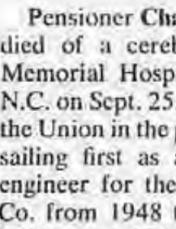
Pensioner Vincente Y. Remolar, 79, died of a heart attack in Doctors Hospital, Manila, P.I. on Oct. 11. Brother Remolar joined the Union in 1941 in the port of Savannah sailing as a chief cook. He sailed 27 years. Born in Binalonan, the Philippines, he was a resident of Makati Rizal, P.I. Burial was in Touk Cemetery, Manila. Surviving are his widow, Juliana; a daughter, Mildred, and a sister-in-law, Mrs. Rosa D. Faderoga of Manila.



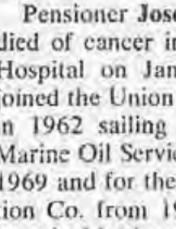
Henry N. Milton, 64, suffered a heart attack aboard the *SS Massachusetts* (Interocean Mgt.) and died in the Kourosh Hospital, Khorramshahr, Iran on Dec. 27. Brother Milton joined the SIU in the port of New York in 1955 and sailed as a chief cook. He walked the picket line in the 1962 Robin Line strike. Born in Deerpark, Ala., he was a resident of East Elmhurst, Queens, N.Y.C. Burial was in Flushing Cemetery, Queens. Surviving is his widow, Anita.



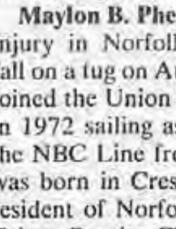
Francis J. Moran, Jr., 50, died in New Orleans on Jan. 25 after being ill with pneumonia. Brother Moran joined the SIU in the port of San Francisco in 1969 sailing as a fireman-watertender. He sailed 12 years. Seafarer Moran was a veteran of the U.S. Army in World War II. Born in Diquat, Ohio, he was a resident of Aberdeen, Wash. Surviving are two sons, James and Ralph; two daughters, Rhonda and Barbara; his parents, Mr. and Mrs. James M. Moran, and a sister, Mrs. Helen K. M. Cook of Aberdeen.



Pensioner Charles B. Nobles, Sr., 72, died of a cerebral shock in Halifax Memorial Hospital, Roanoke Rapids, N.C. on Sept. 25. Brother Nobles joined the Union in the port of Norfolk in 1960 sailing first as a tug mate and chief engineer for the R. H. Davis Towing Co. from 1948 to 1969. He was born in Scranton, N.C. and was a resident of Roanoke Rapids. Burial was in Crestview Memorial Cemetery, Roanoke Rapids. Surviving are his widow, Cora Lee, and a son, Charles, Jr. of Hampton, Va.



Pensioner Joseph T. Peters, Jr., 72, died of cancer in the Norfolk USPHS Hospital on Jan. 31. Brother Peters joined the Union in the port of Norfolk in 1962 sailing as a captain for the Marine Oil Service Corp. from 1962 to 1969 and for the Sheridan Transportation Co. from 1961 to 1962. He was born in Matthews, Va. and was a resident of Norfolk. Interment was in Forest Lawn Cemetery, Norfolk. Surviving is his widow, Dell.



Maylon B. Phelps, 37, died of a spine injury in Norfolk from an accidental fall on a tug on Aug. 12. Brother Phelps joined the Union in the port of Norfolk in 1972 sailing as an OS and mate for the NBC Line from 1970 to 1976. He was born in Creswell, N.C. and was a resident of Norfolk. Burial was in Mt. Tabor Baptist Church Cemetery, Columbia, N.C. Surviving are two sons, Robert and Timothy; his parents, Mr. and Mrs. Jordan L. Phelps of Creswell, and two brothers, Harrison of Plymouth, N.C. and Manfred of Greenville, N.C.



Charles R. Perrin, 77, passed away of a heart attack in Gloucester, Mass. on Jan. 22. Brother Perrin joined the SIU in the port of Boston in 1955 sailing as a chief pumpman. He sailed 37 years. Seafarer Perrin was a veteran of the post-World War I U.S. Navy. He also sailed as a first assistant engineer and machinist. Born in Cohoes, N.Y., he was a resident of Gloucester. Burial was in Calvary Cemetery, Gloucester. Surviving are his widow, Lydia; a son, Randy C. Perrin, Jr. of Gloucester and a daughter, Mrs. Loretta L. Lopez of Boston.



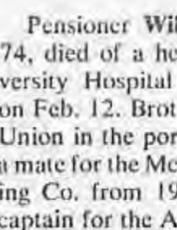
Eugene N. Duncan, 52, succumbed to heart disease in New Orleans on Jan. 28. Brother Duncan joined the SIU in the port of Baltimore in 1956 sailing as an AB. He sailed 29 years. Seafarer Duncan was a veteran of the U.S. Army in World War II, attended the University of Tennessee and was a probation officer in the Tampa Juvenile Court. Born in Tampa, he was a resident there. Surviving is his mother, Vern of Tampa.



Dennis G. Mealy, 20, was killed in an automobile accident on Oct. 17. Brother Mealy joined the Union in 1974 following his graduation from Piney Point in IBU Class 19. He sailed in the deck department for the Inland Tugs Co. from 1974 to 1975. A native of Illinois, he was a resident of Belleville, Ill. Surviving are his parents, Mr. and Mrs. Christopher Mealy, Sr. of Belleville; a brother, Inland Boatmen Christopher Mealy of Piney Point's Class 15, and an uncle, Kenneth Mealy of Mokane, Mo.



SIU pensioner John P. "Jack" O'Connor, 74, died of a cerebral thrombosis in the Veterans Administration Lakeside Hospital, Chicago, Ill. on Jan. 17. Brother O'Connor joined the Union in the port of Chicago in 1963 sailing as a chief steward for 12 years with the Great Lakes Dredge and Dock Co., for eight years for the Fitzsimons and Connell Co. for the Lake Sand Co. for five years, and for the Hanna Towing Co. He was a member of the International Seamen's Union from 1919 to 1954. Burial was in Calvary Cemetery, Evanston, Ill. Surviving is a daughter, Mrs. Jacqueline Nuccio of Chicago.



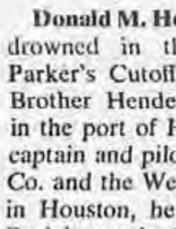
Pensioner William H. Cannon, Jr., 74, died of a heart attack in the University Hospital of Jacksonville, Fla. on Feb. 12. Brother Cannon joined the Union in the port of Norfolk sailing as a mate for the McAllister Brothers Towing Co. from 1955 to 1960 and as a captain for the Allied Towing Co. from 1960 to 1972. He was born in Palatka, Fla. and was a resident of Jacksonville. Interment was in Greenlawn Cemetery, Jacksonville. Surviving are his widow, Pearl and two sons, Paul and William III, both of Virginia Beach, Va.



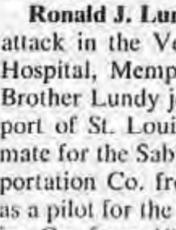
Pensioner Earl Rayford, 70, passed away on Mar. 3. Brother Rayford joined the Union in the port of Mobile in 1956 sailing as an AB. He was born in Dog River, Mobile and was a resident there. Surviving are his widow, Evelyn; a sister, Mrs. Ruby Roberson, and a cousin, Elizabeth Green, all of Mobile.



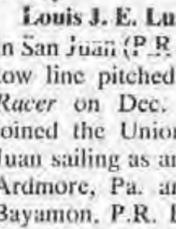
John P. Kleva, 47, died on Mar. 2. Brother Kleva joined the Union in the port of Philadelphia in 1967 sailing as a deckhand for the Interstate Oil Transportation Co. from 1967 to 1977. He was a veteran of the post-World War II U.S. Navy. Born in Yugoslavia, he was a resident of Blackwood, N.J. Boatman Kleva was a naturalized U.S. citizen. Surviving are his widow, Vivian; a son, John, and three daughters, Vivian, Donna Marie and Ellen.



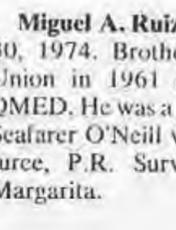
Donald M. Henderson, 32, was found drowned in the Buffalo Bayou at Parker's Cutoff, Houston on June 3. Brother Henderson joined the Union in the port of Houston sailing as a tug captain and pilot for the Barge Harbor Co. and the Western Towing Co. Born in Houston, he was a resident there. Burial was in Forest Park Lawndale Cemetery, Houston. Surviving are his widow, Shirley; a daughter, Teresa, and his parents, Mr. and Mrs. Jack H. Henderson.



Ronald J. Lundy, 46, died of a heart attack in the Veterans Administration Hospital, Memphis, Tenn. on Dec. 1. Brother Lundy joined the Union in the port of St. Louis in 1973 sailing as a mate for the Sabine Towing and Transportation Co. from 1976 to 1977 and as a pilot for the National Marine Service Co. from 1971 to 1976. Boatman Lundy was a veteran of the U.S. Army in World War II. A native of Coleman, Mich., he was a resident of Wynne, Ark. Interment was in Cogbill Cemetery, Wynne. Surviving are his widow, Becky Sue; two sons, Floyd of North Little Rock, Ark. and Michael; three daughters, Mary, Paula and Michel, and his parents, Mr. and Mrs. Floyd D. Lundy.



Louis J. E. Luson, 49, was drowned in San Juan (P.R.) Harbor when a loose tow line pitched him off the tug *Sea Racer* on Dec. 17. Brother Luson joined the Union in the port of San Juan sailing as an AB. He was born in Ardmore, Pa. and was a resident of Bayamon, P.R. Burial was in the National Cemetery of Puerto Rico. Surviving are his widow, Carmen; a son, Richard, and his parents, Mr. and Mrs. Louis C. O. Luson.



Miguel A. Ruiz O'Neill died on Sept. 30, 1974. Brother O'Neill joined the Union in 1961 and last sailed as a QMED. He was a 1968 HLSS upgrader. Seafarer O'Neill was a resident of Santurce, P.R. Surviving is his widow, Margarita.

Personals

Louis Ludeman

Scott Every asks that you contact him or leave a message at 444 Seabreeze Blvd., Daytona Beach, Fla. 32074, tel. (904) 253-1811.

William Smith

Mrs. Genevieve Mulvena asks that you contact her as soon as possible at 129 Magnolia Ave., Jersey City, N.J.

John "Sweetwater" Davis

Alan Borner asks that you contact him at (914) 783-4914 in Monroe, N.Y.

Michael Howe

Cynthia Marcik asks that you contact her at (203) 933-8587.

William DeJesus

Your daughter, Carmelita Calderon (DeJesus), asks that you contact her at 195 Steuben St. Apt. 5D, Staten Island, N.Y. 10304.

Pat Howley

Chester and Sorella Kaiser ask that you contact them at 1012 Prospect Ave., Apt. 817, Cleveland, Ohio 44115.

Larry Richardson

Mont (Fingers) McNobb asks that you contact him as soon as possible at 98 Mason St., San Francisco, Calif. 94102, tel. (415) 362-0326.

Robert Neuman

Your former professor at Ohio State University, Glenn Patton, asks that you contact him at 8030 Broadway, Apt. 203 F, San Antonio, Tex. 78209.

Richard "Dick" Schaffer

Eddie Burke asks that you contact him at 11003 Palatine Ave. N., Seattle, Wash. 98133, tel. (206) 362-7674.

John Edward Bertie

Your son, John, Jr. asks that you contact him in Mattewan, N.J., tel. (201) 566-7331.

Seafarers Welfare, Pension and Vacation Plans Cash Benefits Paid

Jan. 27 - Feb. 23, 1977

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	13	31	\$ 38,000.00	\$ 102,543.06
In Hospital Daily @ \$1.00	243	846	245.00	848.00
In Hospital Daily @ \$3.00	93	607	279.00	1,821.00
Hospital & Hospital Extras	13	27	1,683.22	3,948.07
Surgical	2	5	149.00	383.00
Sickness & Accident @ \$8.00	5,478	11,846	43,824.00	94,768.00
Special Equipment	3	7	1,201.69	2,761.19
Optical	104	208	3,319.95	6,520.48
Supplemental Medicare Premiums	62	71	1,882.10	2,319.40
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	391	738	119,866.62	215,170.95
Doctors' Visits In Hospital	59	149	2,990.01	6,826.60
Surgical	98	211	16,885.35	36,395.15
Maternity	18	41	5,685.00	13,034.00
Blood Transfusions	3	7	198.45	408.45
Optical	79	161	2,377.51	4,748.89
PENSIONERS & DEPENDENTS				
Death	12	27	47,000.00	95,000.00
Hospital & Hospital Extras	177	339	30,446.44	50,961.37
Doctors' Visits & Other Medical Expenses ..	92	197	5,556.63	9,323.47
Surgical	10	26	2,152.00	5,124.50
Optical	42	91	1,247.20	2,716.10
Blood Transfusions	2	2	70.00	70.00
Special Equipment	2	7	37.37	1,742.92
Dental	1	2	500.00	750.00
Supplemental Medicare Premiums	2,123	2,157	16,050.30	18,486.60
SCHOLARSHIP PROGRAM				
	14	19	7,850.60	9,423.83
TOTALS				
Total Seafarers Welfare Plan	9,134	17,822	349,497.44	626,095.03
Total Seafarers Pension Plan	2,661	2,674	672,514.83	687,518.46
Total Seafarers Vacation Plan	898	2,163	902,724.99	2,278,162.60
Total Seafarers Welfare, Pension & Vacation	12,693	22,659	\$1,924,737.26	\$3,651,776.09

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 shipowners. 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 shipowners, 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 ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in

KNOW YOUR RIGHTS



the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY—SEAFARERS 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 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 Seafarers 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 Seafarer 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 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 Seafarer seamen, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen 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, American trade union concepts and Seafarer seamen.

If at any time a Seafarer 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 Hall at headquarters by certified mail, return receipt requested.

12 'A' Seniority Upgraders

Stanley Knopp



Seafarer Stanley Knopp, 24, went through the Harry Lundeberg School in 1973 when he first sailed. A member of the deck department, he upgraded to AB at the school in 1976. He has lifeboat and firefighting tickets. Brother Knopp was born in the port of Baltimore where he lives and ships out.

Mike Cresci



Seafarer Mike Cresci, 25, graduated from the Harry Lundeberg School in 1974 and began shipping out in the deck department. He upgraded to AB at the HLSS and has lifeboat and firefighting tickets. Brother Cresci was born in San Diego, Calif. where he resides. He ships out of the port of Wilmington.

Ken Day



Seafarer Ken Day, 21, started sailing in 1975 following his graduation from the Harry Lundeberg School of Seamanship in Piney Point, Md. A member of the engine department, he holds an FOWT endorsement. Brother Day also received a lifeboat certificate at the HLSS and has completed his firefighting training. He is a native and resident of the port of Jacksonville where he ships.

Mike Dixon



Seafarer Mike Dixon, 22, has been sailing with the SIU since graduating from the Lundeberg School in 1973. Brother Dixon ships in the deck department as an AB, an endorsement he earned at Piney Point. He also earned his lifeboat certificate there and has firefighting training. Born in the port of Baltimore, he lives there and ships out of that port.

Joe Anderson



Seafarer Joe Anderson, 18, one of the youngest to earn an 'A' seniority book in the SIU, started sailing with the Union in 1975 after he graduated from Piney Point. He sails in the engine department with an FOWT rating. Brother Anderson also has lifeboat and firefighting tickets. He was born in Washington, D.C., lives in Lexington Park, Md. and ships out of the ports of Norfolk and Baltimore.

David Daley



Seafarer David Daley, 22, started sailing with the Union after finishing the training program in Piney Point in 1971. He ships in the engine department where he holds a QMED endorsement which he secured at the HLSS. He also is qualified in lifeboat and firefighting skills. Brother Daley was born in the port of New York where he lives and from where he ships.



DEEP SEA

Ron Celious



Seafarer Ron Celious, 22, first shipped out with the Union in 1974 when he graduated from Piney Point. He works in the engine department where he holds an FOWT endorsement. Brother Celious also holds firefighting and lifeboat tickets. He was born in the port of New Orleans where he is a resident. He also ships out of that port city.

Scott Every



Seafarer Scott Every, 23, first went to sea with the SIU in 1971, the year he graduated from Piney Point. He sails in the deck department as an AB and has lifeboat and firefighting tickets. Brother Every was born and raised in Daytona Beach, Fla. where he lives. He ships out of the port of New York.

Bob Allen



Seafarer Bob Allen, 22, has been shipping out with the SIU since graduating from the HLSS in 1974. A member of the deck department, he sails as an AB. Brother Allen holds both lifeboat and firefighting certificates. He was born, resides and ships out of the port of Mobile.

Paul Grepo



Seafarer Paul Grepo, 25, graduated from the HLSS in 1971. He sails in the deck department. Brother Grepo has an AB endorsement and lifeboat and firefighting certificates. He is a native of San Diego, Calif. and a resident there. Wilmington is his port for shipping out.

Bernard Bixenman



Seafarer Bernard Bixenman, 24, who was a graduate of the Harry Lundeberg School in 1973, first sailed in the deck department with the SIU that year. He sails as an AB. Brother Bixenman was born and raised in Chicago Heights, Ill. He ships out of the port of New York.

Pedro Mena



Seafarer Pedro Mena, 47, first shipped out with the SIU in 1957 when he joined the Union. Last year he graduated from the cook and baker course at the HLSS. And he has both lifeboat and firefighting tickets. Brother Mena, a native of San Juan, P.R., resides in Jersey City, N.J. and ships out of the port of New York.

Warning to Seafarers

Young
and
Old:



Drug Possession Means Loss of Seaman's Papers

If you are convicted of possession of any illegal drug—heroin, barbiturates, speed, LSD, or even marijuana—the U.S. Coast Guard will revoke your seaman papers, without appeal, FOREVER.

That means that you lose for the rest of your life the right to make a living by the sea.

However, it doesn't quite end there even if you receive a suspended sentence.

You may lose your right to vote, your right to hold public office or to own a gun. You also may lose the opportunity of ever becoming a doctor, dentist, certified public accountant, engineer, lawyer, architect, realtor, pharmacist, school teacher, or stockbroker. You may jeopardize your right to hold a job where you must be licensed or bonded and you may never be able to work for the city, the county, or the Federal government.

It's a pretty tough rap, but that's exactly how it is and you can't do anything about it. The convicted drug user leaves a black mark on his reputation for the rest of his life.

However, drugs can not only destroy your right to a good livelihood, it can destroy your life.

Drug abuse presents a serious threat to both your physical and mental health, and the personal safety of those around you. This is especially true aboard ship where clear minds and quick reflexes are essential at all times for the safe operation of the vessel.

Don't let drugs destroy your natural right to a good, happy, productive life.

Stay drug free and steer a clear course.



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.

The Harry Lundeberg School of Seamanship

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

Still Some Spots In Diesel Course

There are still some spots open in the Diesel Engine upgrading course set to begin at the Lundeberg School on May 16, 1977.

The course, which is open to all SIU engine department members, will provide complete instruction on the principles and maintenance of diesel engines through both classroom and on-the-job training.

The course also includes instruction on diesel nomenclature; introduction to the fuel, air, lubrication and exhaust systems and the use of various gauges, meters and instruments used on diesel engines, and more.

If you are interested in taking the diesel course, fill out the upgrading application and mail it to the Lundeberg School as soon as possible to insure a seat in the class.

Deck Department

ABLE SEAMAN

This course consists of classroom work and practical training to include: basic seamanship, rules of the road, wheel commands, use of the magnetic compass, cargo handling, knots and splices, block and booms, firefighting and emergency procedures, basic first aid, and safety.

Requirements:

- All candidates must be at least 19 years of age.
- Must pass a physical examination.
- Must have normal color vision.
- Must have, either with or without glasses, at least 20/20 vision in one eye, and at least 20/40 in the other. The candidates who wear glasses, however, must also be able to pass a test without glasses of at least 20/100 in each eye.
- Must either have, or first complete, the separate Lifeboat Course offered at the school.
- For Able-Seaman 12 Months Any Waters, you must have 12 months seetime or eight months seetime if an HLSS graduate.
- For Able-Seaman Tugs and Towboats, you must have 18 months seetime, or 12 months seetime if an HLSS graduate.

Starting dates: May 12, Aug. 4 and Oct. 27.

LIFEBOATMAN

The course of instruction is two weeks in length and leads to the Coast Guard endorsement of Lifeboatman.

Course Requirements: Must have 90 days seetime in any department.

Starting dates: March 3, 17, 31; April 14, 28, and May 12, 26.

Note: Courses and starting dates are subject to change at any time. Any change will be noted in the LOG.

4 Complete Refrigeration Class



Four Seafarers completed the Lundeberg School's Refrigeration course last month. They are from the left: Lloyd Shaw, William Slusser, Willis Miller, Bill Eglinton, course instructor, and Edmund Clayton.

Engine Department

QMED—Any Rating

The course of instruction leading to certification as QMED—Any Rating is eight weeks in length and includes instruction leading to the Coast Guard endorsements which comprise this rating.

Course Requirements: You must show evidence of six months seetime in at least one engine department rating, and hold an endorsement as Fireman/Watertender and Oiler.

Course is 12 weeks in length.

Starting date: June 13.

WELDING

The course of instruction in basic welding consists of classroom and on-the-job training including practical training in electric arc welding and cutting; and oxy-acetylene brazing, welding and cutting. On completion of the course, an HLS Certificate of Graduation will be awarded.

Course Requirements:

- Engine department personnel must have 6 months seetime in an engine room rating
- Deck and steward department personnel must hold a rating in their department.

Starting dates: April 4, Sept. 19.

FOWT

The course is four weeks in length and leads to endorsement as Fireman, Watertender, and/or Oiler.

Course Requirements: If you have a Wiper endorsement only, you must:

- Be able to pass the prescribed physical, including eyesight requirements
- Have six months seetime as Wiper, OR
Be a graduate of HLS at Piney Point and have three months seetime as Wiper
- If you have an engine department rating there are no requirements.

Starting dates: April 14, July 7 and Sept. 29.

LNG/LPG

The course of instruction leading to certification as LNG/LPG crew consists of basic chemistry, tank and ship construction, gasification, reliquefaction procedures, inert gas and nitrogen systems, instrumentation, safety and firefighting, loading, unloading and transporting LNG/LPG.

Course Requirements: Engine room personnel must hold QMED—Any Rating. Others, deck and steward department personnel must hold a rating in their department. The normal length of the course is four (4) weeks.

Starting dates: May 2, Nov. 28.

8 Upgrade to Able-Seaman



Eight Seafarers recently received their AB endorsements after completing course at the Lundeberg School. They are, front row from the left: Jake Karaczynski, Steve Conner and Mike Hurley. Back row from the left are: Marvin Gilden, Jerry Hardy, Russell Barrack, Charlie Boles and David Bradley.

Quartermaster Course

Deck department members should be aware that the Lundeberg School will begin a Quartermaster Course Mar. 21, 1977. The course includes instruction in the use of the magnetic and gyro compass, rules-of-the-road, knots and splices, firefighting, emergency procedures, international codes and signals, bridge publications and instruments, aids to navigation, a review of deck seamanship, as well as instruction in radar, loran, fathometers and weather, tides and currents.

To qualify for the course, which is two weeks in length, a member must hold a U.S. Coast Guard endorsement as Able-Seaman Unlimited Any Waters.

Other starting dates for the Quartermaster Course include June 13, Sept. 6 and Nov. 28, 1977.

Directory of All Upgrading Courses

DEEPSEA, LAKES COURSES

Deck Department

- Able-seaman, 12 Months Any Waters
- Able-seaman, Unlimited Any Waters
- Lifeboatman
- Quartermaster

Engine Department

- Fireman, Oiler, Watertender (FOWT)
- QMED—Any Rating
- Advanced Pumpman Procedures
- Automation
- LNG-LPG
- Refrigerated Containers
- Welder
- Diesel Engines

Steward Department

- Assistant Cook
- Cook and Baker
- Chief Cook
- Chief Steward

INLAND WATERS COURSES

- Able-Seaman
- Pre-Towboat Operator
- Original Towboat Operator
- Master/Mate Uninspected Vessels Not Over 300 Gross Tons Upon Oceans
- First Class Pilot
- Radar Observer
- Pre-Engineer Diesel Engines
- Assistant Engineer Uninspected Motor Vessels
- Chief Engineer Uninspected Motor Vessels
- Tankerman
- Towboat Inland Cook
- Vessel Operator Management and Safety Course

Towboat Operator Courses Starting Soon

Two of the most important courses offered to SIU Boatmen at the Harry Lundeberg School will be starting, one in April and one in May.

The courses are Original Towboat Operator for Western Rivers, and Original Towboat Operator for Inland Waters or Oceans not more than 200 miles offshore. The course leads to Coast Guard licensing as either 1st or 2nd class operator of uninspected motor vessels for the designated areas.

Requirements for this course are as follows:

The Western Rivers course starts April 25 and the Inland Waters, Oceans course begins May 23, 1977.

Eligible boatmen should not hesitate to apply for the course because it gives you a chance to earn a license, which carries along with it higher pay and increased job security.

• All candidates for 2nd class operator must be at least 19 years of age and have evidence of 18 months service on deck on a towing vessel. This service must have included training or duties in the wheelhouse.

• All candidates for 1st class operator must show evidence of three years service on deck of a towing vessel. One year of this service must have included training or duties in the wheelhouse.

• All candidates must have at least three months service in each particular geographical area for which application for licensing is made.

• All candidates must pass a physical exam given by a medical officer of the USPHS or a certified physician.

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• All candidates must pass a physical exam given by a medical officer of the USPHS or a certified physician.

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Seniority Upgrader and Recertified Bosun Get High School Diplomas

Two more Seafarers, 23-year-old Kevin Brooke and 56-year-old Recertified Bosun Raymond Hodges, recently completed the High School Equivalency Program at the Harry Lundeberg School and earned their high school diplomas.

"A high school diploma is a valuable asset to our lives," says Brother Brooke, a recent graduate of the HLS High School Equivalency Program. He has been sailing with the SIU for six years and graduated from HLS as a trainee in 1971. He has since then returned for his fireman/oiler endorsement and for the 'A' Seniority Upgrading Program.

Seafarer Brooke feels that "a high

school diploma is a necessity. I found it difficult to get a job on shore without it." He found out about the High School Equivalency Program when he was a trainee and decided to participate in this program since he only completed the eighth grade. He enjoyed the classes because "I received a lot of good private tutoring. The classes were small, which made for relaxed surroundings and I could learn more easily."

Seafarer Brooke feels that the teaching staff is a great asset to the success of the program. He plans to return for upgrading in the engine department in the future.

Seafarer Hodges, a resident of Balti-

more, Md., has been sailing with the SIU for 33 years. Brother Hodges, who completed the seventh grade before dropping out of school, says that he learned of the GED Program when he attended HLS for the Bosun Recertification Program. "The program is nice—really interesting," he says, "and you receive a lot of individual help from the teachers."

Seafarer Hodges adds that, "Everybody at the school was very helpful to me. I would recommend this program to any member who doesn't have a high school diploma because it is certainly one of the

best ways for any person to receive an education."

Brothers Brooke and Hodges are just two of hundreds of Seafarers to earn a high school diploma through the GED Program at the Lundeberg School. This program is open to all SIU members in good standing. If you are interested in obtaining more information about the program, or if you would like to enroll in it, contact your port agent, or write the following address: Academic Department, Harry Lundeberg School, Piney Point, Md. 20674.

SIU Gives 7 Scholarships to Members, Dependents

Another part of the SIU's total educational program for its members is the Union's College Scholarships Fund. Each year the SIU awards five \$10,000 four-year scholarships, of which one is reserved for a Union member and four for dependents of members.

The Union also awards two \$5,000 two-year scholarships reserved exclusively for members. The two-year scholarships offer various opportunities especially for the member who plans to keep shipping. In such a program you may develop a trade or skill which would improve your performance aboard ship as well as helping you obtain a better paying job when you are ashore.

The \$10,000 scholarships may be used to pursue any field of study at any accredited college or university in the U.S. or its territories.

In regard to our members, application requirements are geared for the man or woman who has been out of school for a

number of years, so you will only be competing with other seamen with similar educational backgrounds. The awards are granted in April of each year and the deadline for the receipt of all applications is usually around April 1.

Eligibility requirements are as follows:

- Have not less than two years of actual employment (three years for the parent or guardian of dependents) on vessels of companies signatory to the Seafarers Welfare Plan.

- Have one day of employment on a vessel in the six-month period immediately preceding date of application.

- Have 90 days of employment on a vessel in the previous calendar year.

Pick up a scholarship application now. They are available for you and your dependents at the local Union hall or by writing to the Seafarers Welfare Plan, College Scholarships, 275 20th St., Brooklyn, N.Y. 11215.

More Cooks Complete Courses



Recently, (l. to r.) Assistant Cook Richard Rodriguez; Towboat Cook Joseph O'Toole and Assistant Cooks Albert S. Campbell and Clare S. Crane got their diplomas at the HLSS on completing the appropriate courses.

LUNDEBERG UPGRADING APPLICATION

Name _____ Date of Birth _____
(Last) (First) (Middle) Mo./Day/Year

Address _____
(Street)

Telephone # _____
(City) (State) (Zip Code) (Area Code)

Deepsea Member Inland Waters Member Lakes Member

Book Number _____ Seniority _____

Date Book Was Issued _____ Port Presently Registered In _____
 Port Issued _____

Social Security # _____ Endorsement(s) Now Held _____

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

Entry Program: From _____ to _____ Endorsement(s) Received _____
(Dates Attended)

Upgrading Program: From _____ to _____ Endorsement(s) Received _____
(Dates Attended)

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

Firefighting: Yes No

Dates Available for Training _____

(Refer to Directory for all course listings.)

I Am Interested in the Following Course(s) _____

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

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____ DATE _____

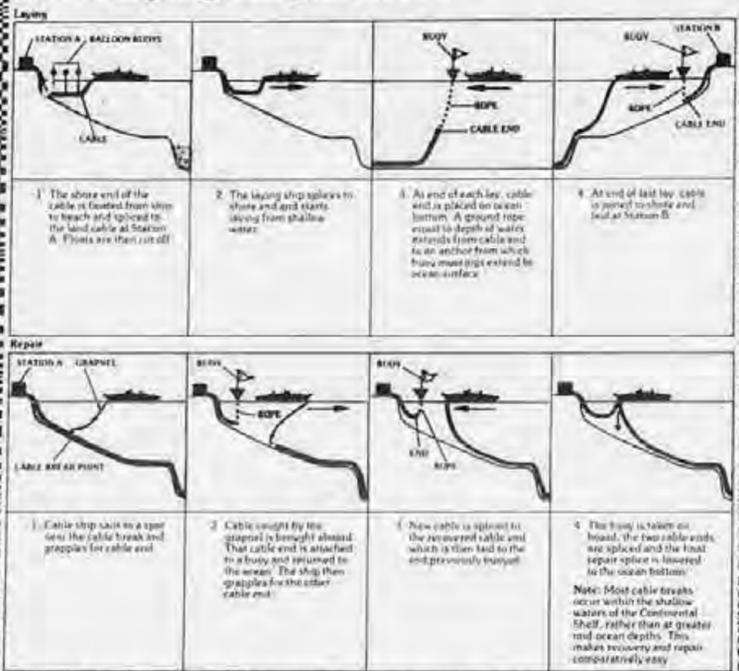
RETURN COMPLETED APPLICATION TO:
 LUNDEBERG UPGRADING CENTER,
 PINEY POINT, MD. 20674

Aboard C S Long Lines



Above is a front view of *Long Lines* tied up at its home base in the port of San Diego, Calif. Note the caged, protruding bow of the cable-layer and two deck marker buoys on the starboard side.

Cable Laying & Repair Work



Precious Cargo Discharged Into the Sea as

Throughout the history of man, or as long as men have employed the seas to transport goods, ships have sailed in search of ports to discharge their merchandise. There is however one ship whose cargo will never see a harbor or a warehouse, let alone a marketplace. Instead, it will be buried in the murky depths of the ocean, not by accident, but by design.

One might think this a strange place for a valuable shipment to be discarded. Strange, until one considers the nature of the cargo and the uniqueness of the vessel that it is carried in. The cargo is, of course, cable and the vessel none other than the cable ship *Long Lines*.

The *C.S. Long Lines* entered service in mid-1963 in order to help

expand the network of under-ocean telephone cables. Owned and operated by the Transoceanic Cable Ship Company, Inc. (a subsidiary of American Telephone & Telegraph), she was the first ship specially designed to lay new types of cable developed by Bell Telephone Laboratories. Various modifications have enabled the *C.S. Long Lines* to han-

dle the laying of a still later type of ocean cable of much greater capacity.

The SIU-contracted *Long Lines* is a sleek 511 feet long, has a displacement of 17,120 tons and a cruising speed of 15 knots. When cable-laying operations are in full swing the total crew numbers 96. Of these, 68 are unlicensed, including the 22-man steward department who all assist in



Cable OS George Baranona (left) looks on as Bosun's Mate Harry Kaufman puts the last bolt in scaffolding as they prepare to paint stack.



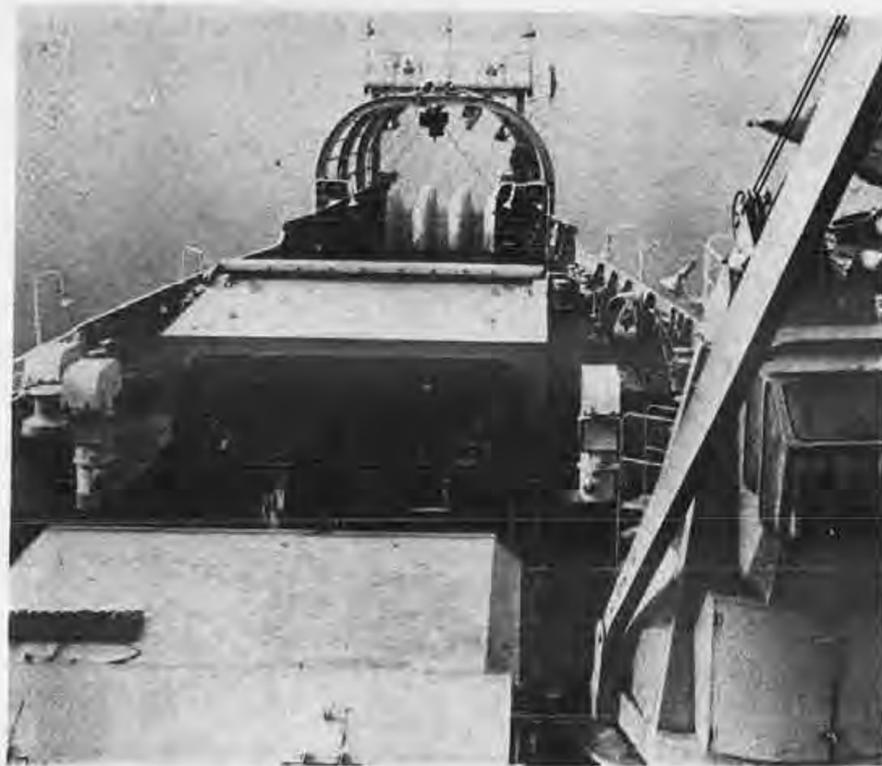
Chief Steward Ira Brown stands in the darkroom where X-rays of splices are made and examined to be sure cable will withstand the thrashing of underwater currents.



Jerry Ray, steward utilityman swabs the deck outside of officer's focsles.



Above is a look at the main deck where cable is pulled from the storage tanks by specially designed linear cable engine at right. A pair of tractor-like treads grips the cable, moving it swiftly and evenly despite the varying depths at which the cable is being laid.



DEEP SEA



The bow of the *CS Long Lines* (left) points to the sea. Crane-like apparatus at right is used to lower grappling hook which reaches for the end of a broken cable. In photo at right, crewmembers position hydraulic crane valve for overhaul. They are (l. to r.): First Asst. Engineer Vito Sottile; Eng. Utilitymen Kevin Cooper (cap) and Henry Lee; Recertified Bosun Herb Libby, and AB Steve Sloneski.

Link to Worldwide Communications

upholding the *Long Lines*' reputation as a 'good feeder'.

The *C.S. Long Lines* has the capacity to carry up to 2,200 nautical miles of cable at one time (depending on size and type of cable). The cable is stored in three main tanks: two, 55 feet in diameter, 32 feet high, and one, 42 feet in diameter, 32 feet high. Ordinarily, cable is laid from the stern of the ship at speeds up to eight knots. On its way to the stern the

cable passes through specially designed electro-hydraulic machinery that controls the payout of the cable.

The *Long Lines*' predecessors include many famous ships. Foremost among these is the *Great Eastern*, the ship which successfully laid the first trans-atlantic cable. However, no other ship has ever come close to the *Long Lines* in productivity. From her distinguished bow to the helicopter pad at her stern, the working deck

of the *C.S. Long Lines* is a functional masterpiece, with all of her equipment handled ably by an experienced SIU crew.

Testimony to her prowess in the field of telecommunications are the records she holds: (1) 17,000 miles of cable laid in a two-year period; (2) a single continuous cable of 3,665 miles laid between Makaha, Hawaii and Guam in 1975. The latter

record will be broken when work is completed on a proposed cable link between San Luis Obispo, Calif. and Okinawa, a job that will take well over six months.

So, the next time you pick up your telephone to dial some faraway land, keep in mind that the link which makes your call possible may well have been put there by the cable ship *Long Lines*.



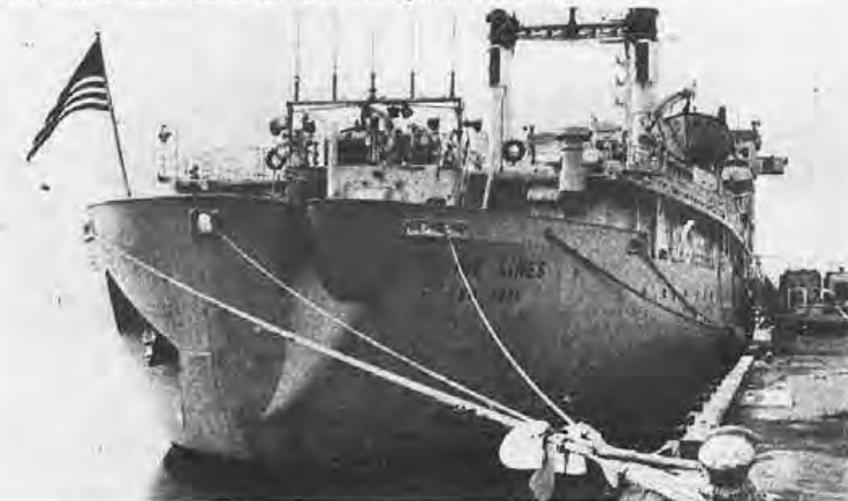
Seafarer Charles Shaw of the engine department hones the tools of his trade on lathe in ship's workshop.



These four Lundeborg School grads are a real asset to the *Long Lines* steward department. They are (l. to r.): BR Louis Vasquez; Pantryman Scott Braun; Utility Messman Fred Stack, and Pantryman Joe Evans.



Members of the engine department gathered in the mess hall for the photo above. In the front row (l. to r.) are: Wiper Anthony Powers and Eng. Utilitymen Pat Fox and Kevin Cooper. In background are (l. to r.): Oiler Joseph Billotto; Eng. Utility Charles Shaw; Wiper Ray Grace; Eng. Utility Henry Lee, and Wiper William Stewart.



Here's a view of the trough-like stern of the *CS Long Lines*. Just above the main deck aft is an area set aside as landing pad for helicopters because it is sometimes necessary for emergency deliveries of cable to be made while ship is far away from shore.

Official publication of the SEAFARERS INTERNATIONAL UNION - Atlantic, Gulf, Lakes and Inland Waters District - AFL-CIO



Baltimore inner harbor urban renewal combines new office buildings with renovated row houses and ship-museums at the piers.



Between ship-docking jobs, the *Fells Point* waits at the Curtis Bay pier.

Variety Makes the Job for Baltimore Boatmen

Ask any SIU Boatman in Baltimore Harbor what he likes best about the job and he will tell you, "variety". "There's something new every day; if it's not the job, it's the weather," said Tim Bailey, capt. of the *Visitor* (Harbor Towing) as he went to pick up the barge *Capt. John Roe* which was pumping fuel into the Allied Chemical terminal.

The March day was warm and sunny, but he recalled heavy fog at other times when the tug had to be steered with radar and compass and fog horns echoed over the water. The Brothers at Harbor Towing are responsible for bunkering ships in Baltimore Harbor, delivering fuel oil to industrial plants along the Eastern Shore, and lightering ships off Annapolis anchorage.

As far as Capt. Orville Johnson of the *Hawkins Point* is concerned, he has seen it all in his 35 years working with

Curtis Bay Towing, but boat work is still a challenge.

This past winter, the worst in Johnson's memory, was a special challenge

for mate Lou Lortz, who had his first experience breaking heavy ice. Once they had to bring supplies to a ship anchored near Annapolis when a small launch couldn't get through.

Chief Engineer Bill Davison noted that 15 to 20 ships were backed up one week waiting for frozen coal to be dynamited to prepare it for loading. Davison never leaves the water because he lives on a house boat in Rock Creek.

Brothers at Curtis Bay and Baker Whitely Towing specialize in docking ships and watching soccer matches. Brother Leon Mach, Jr. a deckhand at Curtis Bay, played the position of "outside right" on the University of Baltimore National Championship Soccer team in 1975. His father Leon Mach works as a mate on the Baker Whitely tug *America*. "Tell them at Headquarters we want an SIU soccer team," Brother Mach, Sr. declared.



Tankerman Dave McCormick works aboard the barge *Capt. John Roe* (Harbor Towing).



Tankerman Al Metheny hooks up his barge *Capt. John Roe* to the tug *Visitor* (both are Harbor Towing).



On board the tug *America* (Baker Whitely), Patrolman Bob Pomerlane watches Mate Leon Mach sign a report. Deckhand Bob Machlinski (l.) and Captain Charles Rogers (r.) look on.



SIU brothers (l. to r.): Joe Zoaks, John Zentz and Ed Pfrang work as mechanics in the Curtis Bay repair shop where tugs are fixed right at the pier.