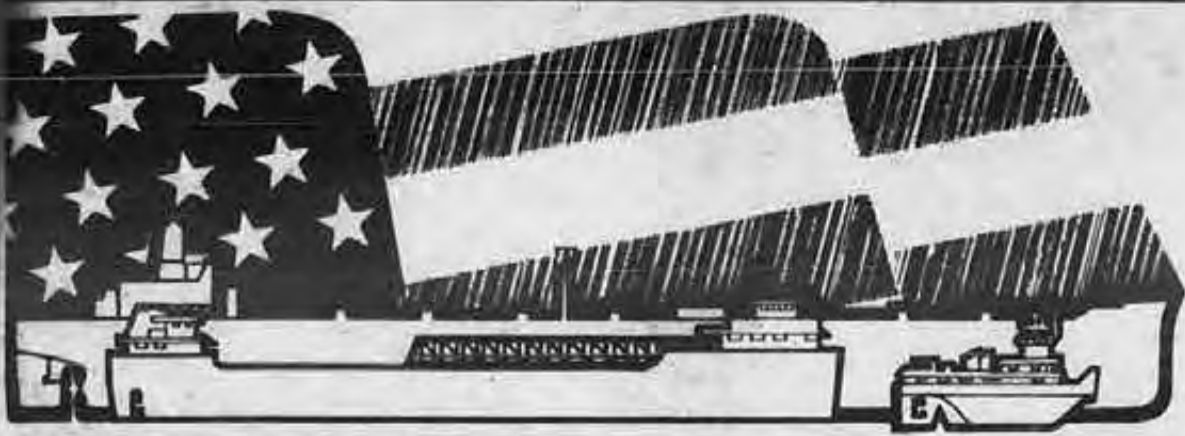


Seasons Greetings to All Our Members and Their Families



LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO VOL. 39 NO. 12 DECEMBER 1977

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1st Higher St. Lawrence Seaway Tolls Menace System

(Increased tolls on the St. Lawrence Seaway have been opposed by the Executive Board of the Maritime Trades Department, AFL-CIO. At their 1977 mid-winter meeting, the Board had noted that increased tolls would cripple American and Canadian shipping via the Seaway. Their cargo would ultimately find its way to overseas third-flag ships, "all at the expense of American and Canadian maritime workers, taxpayers and consumers.")

The story below will give you some background on the Seaway as well as bring you up-to-date on the latest arguments concerning the increases.)

When construction on the St. Lawrence Seaway was finished in 1959, the Great Lakes system to the Atlantic Ocean became a hub of shipping for the country.

So much was in favor of the Seaway's great success: a connecting waterway system that could handle most deep-draft vessels; a reduction in Midwest-overseas shipping costs by as much as \$22.50 a ton; replacement of 22 small locks with seven big ones, and minimal charges for using the complex.

Today, some of the advantages of using the Great Lakes/St. Lawrence

Seaway system are fading. As more and more 60,000 to 100,000-ton bulk carriers and tankers are used to replace the more modest 20,000 to 30,000 tonners, fewer ships will be able to use the Seaway. Ships of 60,000 to 100,000 tons are just too large for the system.

Last August the St. Lawrence Seaway Authority of Canada and the U.S. St. Lawrence Seaway Development Corp. (SLSDC), decided to impose major toll increases on the Seaway. These will amount to as much as \$1.15 per metric ton for certain cargoes. There is now a concern among Seaway users that Great Lakes shipping may wind up losing out.

First Toll Increase

The user increases mark the first time tolls have been hiked on the Seaway since it opened to deep-draft traffic in 1959.

The SLSDC said their analyses indicated a toll increase would not have a major negative impact on most U.S. cargoes. But that was not the view in much of the public testimony given at two SLSDC-held hearings last October. It was emphasized then that the toll increases would create hardships among Great Lakes shippers and carriers. This would result in the losses of cargoes, revenues, and jobs.



The greatest controversy of the hearings centered on the proposed toll raises for iron and steel cargoes. The tolls are scheduled to climb from 90 cents to \$1.95 per net ton. The movement of iron ore west was a primary reason Congress authorized funds for joint U.S./Canadian construction of the Seaway.

John E. Childe, general manager of the International Great Lakes Shipping Co., said he spoke for the U.S. Great Lakes Shipping Association and the Great Lakes Terminal Association when he warned the increases will "create a diversion of millions of tons of our present Lakes overseas commerce."

Childe suggested that a separate commodity classification for iron and steel products be established. He noted that the toll rate increase for this new category rise to no more than \$1.25 from the present 90 cents.

New Cargo Categories

The two Seaway authorities created several new cargo categories, each of which have different rate scales. The two previously existing categories, bulk

and general cargo, remain. New categories are containers, Government aid cargoes, and grain.

Noel Painchaud, executive director of the port of Cleveland, said the toll increases on iron and steel products would reduce metal tonnage at the port of Cleveland some 60 or 70 percent. This would cost the port 7,000 jobs.

Robert Stack, speaking on behalf of the Great Lakes Association of Stevedores said the higher Seaway tolls would divert traffic, reducing the number of ships using the Seaway. "As fewer ships use the Seaway, the revenues of the Seaway will decline," he said. "Will the Seaway then increase the tolls, thus reducing the traffic even further?"

Toll increases are being proposed, according to the Seaway authority, to enable them to pay their debts and meet their operating expenses. The SLSDC, a Government-chartered corporation run under the supervision of the U.S. Department of Transportation, has to repay its financing debt to the U.S. Treasury.

Other Options

Other options have been proposed to put the SLSDC on its feet financially, without resorting to increasing tolls. Congress could enact legislation to subsidize the SLSDC. Rep. James Oberstar

Continued on Page 17



Paul Hall

The PRESIDENT'S Report

Looking Back on 1977

An optimist would say that 1977 was a pretty good year for the U.S. maritime industry. A pessimist would say it was a year in which the industry stood still. The truth of the matter lies somewhere in between. Because it was a year in which we experienced some good things and some bad things.

The industry actually took two major steps forward in 1977. The first, and most important, was the crewing by SIU members of the *LNG Aquarius*, the first liquified natural gas carrier ever built in this country.

It marked a brand new era in modern American merchant shipping that will carry over into the next century and beyond.

It's not unrealistic to think that LNG vessels will provide a major base of future employment for American seamen. If projections hold up, the U.S. merchant fleet may be boasting as many as 10 LNG carriers by the end of next year alone.

The extent of the development of America's LNG merchant fleet will depend in large part on our own ability as seamen to acquire the skills necessary to safely and completely man these vessels. The advent of LNG ships to the American fleet presents both a challenge as well as a great opportunity. It is up to us to take the utmost advantage of the situation.

Another area of advancement for the U.S. merchant marine in 1977 was the opening of the Trans-Alaska Pipeline.

As with the LNG ships, the Alaska Pipeline will provide American seamen with a major source of employment on U.S.-flag vessels for years to come. Right now, there are 25 SIU-contracted tankers involved in the carriage of Alaskan oil from Valdez to Panama, and from Panama to the Gulf and East Coast areas.

On the other side of the coin, the industry suffered really its only setback of the year with the defeat of the oil cargo equity bill. This legislation would

have reserved 9.5 percent of America's oil imports for carriage in U.S.-flag vessels.

A lot has been said about the bill and why it was defeated. But the fact remains that the loss of the bill is not as bad as our opposition would like us to think. It was not a make or break situation. The survival of the industry by no means depended on the passage or failure of the bill.

We have survived without oil cargo preference for years. And believe me brothers, we will continue to survive without it until the day this legislation is inevitably passed and signed into law. It's only a matter of time.

As far as 1978 is concerned, we have our work cut out for us. One of our top legislative priorities will be a bill to bring the U.S. Virgin Islands under the provisions of the Jones Act. Passage of such a bill would mean at least 25 sailings per week for American-flag ships between the States and the U.S. Virgin Islands.

In another area, we will be pushing for legislation to clear the way for development of energy resources in the U.S. outer continental shelf. A critical part of the bill, and the most difficult to enact, will be an amendment to require that all rigs, platforms and supply vessels needed for this exploration be American-built and American-manned. We will accept nothing less.

We will be pushing for a much greater roll for the U.S. merchant marine as a military auxiliary for the U.S. Navy.

1978 will see the continuance of our efforts to pressure the Coast Guard to perform the job they are supposed to do to protect the health and safety of American seamen. The ideal situation here would be a program of strict Congressional oversight of the Coast Guard's activities involving safety.

In more of a long-range area, we will be working for legislation to encourage the growth of an American deep seabed mining industry. This will be an industry that must be both built and maintained by American workers.

We will also be moving on a new program to go back into Congress with another oil cargo preference bill for U.S. ships. This time, however, I predict we'll win it.

Essentially, what the maritime industry needs, deserves, and must have is a significant piece of the action in all American maritime activities. This should hold true whether it be oil carriage, offshore drilling, mining of the sea, or Naval maneuvers.

No one, though, should be naive enough to think that any or all of these things will come easily. The SIU and its officials must continue the day to day grass roots political work in Congress to have our viewpoint heard. And SIU members must continue their support of the Union's political fund. One cannot be successful without the other.

Right now, it's anyone's guess as to how effective we will be in our programs this year. But I am confident that by the end of 1978 even a pessimist would say that the maritime industry had a pretty good year.

MTD Convention Urges:

Break Big Oil's Transportation Monopoly

The AFL-CIO Maritime Trades Department has called on Congress to break big oil's monopoly on tanker and pipeline transportation of petroleum and natural gas products. The MTD also demanded that Congress force the multinationals to divest (rid) themselves of their widespread interests in alternate energy supplies. These would include coal and uranium.

This appeal was voiced at the MTD's Biennial Convention in Los Angeles, Dec. 5-6. The MTD represents nearly eight million workers in 43 international unions.

The Convention, chaired by MTD President Paul Hall, also vowed action in nearly 30 other areas affecting the health and welfare of American workers. Among them were the demands for protection of U.S. industries against increasing foreign imports. The MTD also called for Congressional adoption of a "Build American" policy for the development of the U.S. outer continental shelf.

Of direct interest to Seafarers, the MTD resolved to fight to close the Virgin Islands "loophole" in the Jones Act. It also asked that the battle for a fair oil cargo preference bill for U.S.-flag ships be renewed.

The MTD further called for an overhaul of America's policy toward the U.S. merchant marine. The Convention urged adoption of a national cargo



Paul Hall

policy "that will assure a U.S.-built fleet a substantial share of all U.S. cargoes in all trade routes of the world."

Breaking Big Oil Toughest

However, breaking up the multinational oil industry will be by far the most difficult program to enact. This is because of big oil's enormous clout in Congress.

In a special report made public at the Convention, the MTD affirmed that Congress must take two major steps to bring the oil companies in line with the national interest.

The MTD said the first step must be to force big oil to end their stranglehold

on the transportation of oil and natural gas. Through their transportation monopoly, the MTD said, "the major oil companies are able to manipulate the amount of oil reaching the U.S. market, giving them leverage over the price of virtually all oil and petroleum products."

The special MTD report also claimed that "this monopoly allows the oil companies to hide their transportation costs and profits, eliminate competition, overcharge the consumer and escape paying U.S. taxes."

The MTD maintained that the second step Congress must take is to force the oil giants to sell their interests in America's coal and uranium industries.

Presently, the oil companies control more than half of the nation's uranium reserves. They control 20 percent of the nation's coal production and 35 percent of America's coal reserves.

Oddly enough, in areas where oil companies have purchased coal fields, the MTD said that production has actually gone down. This is in direct opposition to the Carter Administration's proposed energy program. That program calls for significant increases in coal production.

The MTD said that big oil's ownership of alternate energy supplies "encourages the withholding of production in order to create an artificially high de-

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MTD convention

MTD Confab Acts on Runaways, V.I.'s, Cargo Equity, Safety

The delegates to the Biennial Convention of the Maritime Trades Department took action on more than 30 issues concerning the welfare and safety of American workers. Below is a rundown of some of those of direct interest to SIU members.

Runaway-Flag Ships—The MTD Convention urged Congressional legislation that would curb the use of runaway-flag ships in the carriage of U.S. oil imports. These vessels are owned by American oil companies and registered in small, underdeveloped nations like Liberia and Panama. The convention delegates said, "the runaways cost Americans thousands of jobs, cost the U.S. Treasury billions in taxes and are a menace to the environmental safety of our coastlines."

Virgin Islands "Loophole"—The convention resolved to work in Congress for a bill that would bring the U.S. Virgin Islands under the provisions of the Jones Act. Such a bill would require that all goods shipped between the mainland and the islands be carried in U.S.-flag vessels. Presently, a total of 25 sailings between the States and the U.S. Virgin Islands take place each week.

Cargo Preference—The delegates to the MTD Convention renewed their pledge to continue to work for a fair oil cargo preference bill for American-flag tankers. The convention delegates said the MTD would seek enactment of this bill in 1978.

Shipbuilding Safety—The convention called on the U.S. Occupational Safety

and Health Administration (OSHA) to pay more attention to safety hazards in shipyards and in longshore areas.

Maritime Policy—The MTD resolved to work for a national maritime cargo policy. This policy should ultimately reserve "a substantial share of U.S. cargoes in all the trade routes of the world for a U.S. built, U.S.-manned merchant fleet."

Ocean Mining Policy—The convention delegates urged immediate passage of legislation encouraging the growth of a U.S. deep seabed mining industry. The MTD said that the legislation must include amendments that "require the employment of U.S.-built, U.S.-manned mining and ore-carrier vessels."

Alaska Land Development—The

convention delegates expressed opposition to a proposed bill that would put 147 million acres of Alaska wilderness into the wilderness preservation system. This is an area larger than the state of Texas. This would mean no development could take place in this area. That would be the case even if the area were found to contain huge quantities of oil and natural gas. The convention delegates said that a compromise bill should be passed. This bill would allow for the environmental safety of Alaska wilderness as well as the orderly development of Alaska's mineral resources.

Outer Continental Shelf—The MTD urged Congress to pass legislation paving the way for oil and gas exploration of the U.S. outer continental shelf. However, the convention delegates said that Congress must include a "Build American" Program in the bill. The bill should call for the exclusive use of U.S. built and manned drilling rigs and platforms for the exploration of this area, according to the delegates.

Coast Guard and Safety—The MTD Convention delegates said that the U.S. Coast Guard has fallen down on its job of insuring the health and safety of American seamen. The convention said that the Coast Guard "allows the three-watch law to be ignored . . . and looks the other way while our seamen work as much as 200 percent overtime." The convention delegates called on Congress to strictly oversee the activities of the Coast Guard. They asked that the Congress insure that the Coast Guard "properly executes its statutory responsibility to protect life at sea, and that its jurisdiction be extended to protect the safety and health of seamen working on the inland waters."

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Jacksonville members listen attentively to reports about new inland and deep sea equipment which will provide jobs for them in the future.



Inland Brother Ruffino Garay is an AB on the Caribe tugboat *Hunter*. He attends informational meetings regularly whenever he is in port.

Monthly Informational Meeting in Jacksonville

SIU brothers in the port of Jacksonville held their monthly informational meeting on Nov. 10 in the Union's spacious hiring hall on Liberty Street. This month's gathering was of particular interest to the Jacksonville brotherhood. They will benefit greatly from new equipment and jobs recently contracted by the SIU. Jacksonville Seafarers saw their union efforts blossom when Apex Marine began operating two reactivated T2 tankers and crewed them with SIU personnel. The two ships were refitted in the Jacksonville Shipyard and renamed the *ST Aries* and the *ST Capricorn*. They will provide Seafarers with fine jobs for years to come. Jacksonville's inland membership also has made job gains. Caribe Tugboat Inc. announced its new deep sea tug the *Explorer* would be going into service between Jacksonville and San Juan.



Mark Paterson is busy counting up his seatime. He's pleased to find out that he has accumulated enough days to be eligible for upgrading at HLS. Brother Paterson wants to apply for the Assistant Cook's Program.



Making sure that the Jacksonville membership is abreast of all SIU activities is part of the job for SIU officials. Pictured above at the port's November informational meeting are (l. to r.): Jimmy Davis, recording secretary; Leo Bonser, chairman, and William "Butch" Morris, reading clerk.



Having a chat before the Union meeting are Art Mallory (l.) and K. Green. Both brothers ship out in the deck department as ABs.



Seafarer Jackson Webb, who is the chief steward on the *Sea-Land Producer* flashes the victory sign as he points proudly to his name on Jacksonville's SPAD Honor Roll. More than 100 Jacksonville brothers have donated \$100 or more to SPAD so far this year.

Humphrey, on Phone, 'Labor Conscience of Politics'

In the middle of the opening day session, President George Meany interrupted the AFL-CIO's Convention proceedings. He told the delegates that someone was on the phone who wanted to "say a few words."

The phone was hooked into the huge ballroom's speaker system as the delegates debated on who the call was from.

The debates ended quickly enough as an unmistakable gravel-tone voice

called out over the wire, "Hello there, this is an old card-carrying member of the American Federation of Teachers talking to you, that's all."

It was the voice of the ailing Minnesota Sen. Hubert H. Humphrey, one of the staunchest supporters of the working man among American politicians.

Humphrey, the tireless politician that he is, said more than "a few words." In fact, he spoke for 15 minutes about

some of the problems facing the U.S., in particular unemployment.

In one of his remarks, though, Humphrey summed up as well as anyone ever has what the labor movement is all about.

He said, "the labor movement of America has been the conscience of American politics and has been the source of American social progress."

Humphrey's remark did something else, too. It captured the thrust of the AFL-CIO's 12th Biennial Convention held this month in Los Angeles.

Jobs, Human Rights

The convention delegates, 886 in all, represented every corner of American labor.

Delegate after delegate took the floor to vow increased political action. They want to rid public offices of politicians who do not hold the best interests of working Americans as their own interests.

The convention as a whole promised to carry on the fight for human rights for all people, both on and off the job.

However, the overriding theme of this AFL-CIO Convention was jobs for America's huge ranks of unemployed workers.

In his keynote speech to the convention, AFL-CIO President Meany said, "the greatest commitment this nation can make toward human rights at home is full employment. To us, unemployment is not only a waste—it is a denial of human rights."

Meany was unanimously reelected federation president by the delegates. He said that, despite the drop in unemployment from 7.9 percent to 6.9 in 1977, "there are still almost 10-million Americans who cannot find the fulltime employment they want and need."

He added caustically, "the unemployment rate for them was 100 percent every day and every month."

Meany affirmed that the only way unemployment can be reduced substantially is for the Carter Administration



Paul Hall and George Meany

"to set a goal of 4-million new jobs a year—every year—for the next four years."

He then called on Congress to quickly enact the Humphrey-Hawkins Full Employment Bill "as an important first step in getting America back on the road toward full employment and toward alleviating the misery caused by widespread joblessness."

Meany continued that in terms of the gross national product, unemployment last year cost the nation "more than \$220 billion in lost output of goods and services—about \$1,000 for every man, woman and child in America."

But, said the AFL-CIO president, **for the unemployed and their families "the costs cannot even be estimated. There is no way to put a dollar value on human costs—like the mental anxiety that comes with unemployment—the fear of harassment over unpaid bills, idle hours, loss of self-esteem, stresses and strains on family relationships and loss of physical health."**

Meany concluded bluntly, "Real job creating programs are what the economy needs. We have had enough oratory and enough promises."



An overall view of AFL-CIO Convention

AFL-CIO Confab Bids Congress Aid Maritime

Despite their work in so many areas involving the welfare of American workers, the AFL-CIO Convention delegates did not ignore the problems of America's maritime industry and its workers. In fact, the delegates passed more maritime related resolutions than on any other subject.

The convention called on Congress to bring the U.S. Virgin Islands under the provisions of the Jones Act. Such a move would add at least 25 sailings per week

American-flag ships between the mainland and the U.S. Virgin Islands.

In addition, the delegates resolved to work for legislation that would cut down on the use of run-away-flag vessels in the carriage of America's imported oil. And they called for an overall national maritime policy. This policy would reserve a significant percentage of all U.S. cargoes for carriage in an American-built, American-manned merchant fleet.

Mondale to AFL-CIO: Labor-White House Cooperating

He said that for the first time in eight years and two Presidents, the labor movement and the White House are working closely together again.

This was not just a casual observation. Because the person who said it happens to be the vice president of the United States, Walter F. Mondale. And he said it at the 12th Biennial Convention of the AFL-CIO in Los Angeles this month. His speech was often witty but more often it was dead serious.

Unclaimed Wages

The following Seafarers have unclaimed wages due them. They should contact W. A. Prindiville, assistant manager of vessel operations at Puerto Rico Marine Management, Inc., Fleet and Bombay Sts., P.O. Box 1910, Elizabeth, N.J. 07207.

T. W. Dodson	439-88-2764	\$8.66
R. Dwan	438-56-1137	7.74
R. Guerin	093-14-7902	21.00
L. Martinez	263-40-4133	5.89
R. Oriano	436-78-6104	1.50

Mondale talked about the major goals of the Carter Administration. He made points about Social Security, welfare reform, labor law reform, consumer protection legislation, international trade reform, and more.

But the vice president reaffirmed that the top priority of the Carter administration remains the unemployment problem in this country.

Mondale said that as a Senator he worked for job creating public works programs. He then saw these programs vetoed by the Nixon-Ford Administration. The vice president claimed that the inability of President Ford to deal with the unemployment situation was his downfall.

Mondale noted that Ford's defeat was one of the few times in recent history that Americans turned an incumbent President out of office. Mondale affirmed they did so "because the voters were not going to stand any longer for one more day of an Administration that accepted the philosophy that this nation could solve its problems without first putting every American who wanted a job back to work."

The vice president then told the con-



Vice President Mondale

vention that the Carter Administration is committed to full employment, saying "there is no more important goal."

Mondale also stated that the Carter Administration "rejects the so-called 'trickle-down' theory where if a few Americans of wealth had enough or more than they need, some will trickle down to the average American."

Rather, said Mondale, the White House "believes in the percolate-up theory. Let people have jobs; let them be safe and secure; let them earn a de-

cent living. And if the average worker and his family are safe and secure and at work, then the rest of the country is going to do very, very well indeed."

In closing, the vice president asked for the labor movement's continued support for the Carter Administration's programs, especially the ones dealing with jobs.

He said, simply, "working together, we can accomplish anything we want to."

SAB Rules on 'C' Classified Men

In November the Seafarers Appeals Board ruled that effective Jan. 3, 1978, "C classification seamen may only register and sail as entry ratings in only one department."

The Board took the action to insure that the Union will be able to maintain sufficient manpower for each shipboard department. The ruling will also enable these seamen to get sufficient seetime in one department for the purpose of upgrading to a higher rating in that department.



St. Louis

As much as 70 percent of towboat traffic in this port and the surrounding area could be laid up if the coal miners strike continues for any length of time, Port Agent Mike Worley predicted. That figure represents the percentage of boats involved in coal transportation here.

The strike is between the United Mine Workers and the Bituminous Coal Operators Association. This Association represents the largest coal companies in the Appalachian and Midwestern fields. About 160,000 miners walked off the job in early December when their contract expired. Their depleted health and pension funds are at stake, as well as their right to strike over local grievances.

Paducah, Ky.

An extended coal miner's strike would have a major effect in this coal transportation port. But at this time, shipping is normal. In fact, two recent developments mean a brighter outlook for Boatmen here.

The Paducah-McCracken County riverport, a \$3.5 million project, was officially opened here recently. Port officials are also planning a \$3 million addition to the new port on the Tennessee River.

The expansion depends on funding from the state. It would include the purchase of additional riverfront property, the purchase of a facility to handle liquid goods, and construction of a bulk handling plant. The new port, plus the planned expansion, mean tremendous growth opportunities for the towing industry in the region.

Job opportunities on a smaller but significant scale for SIU Boatmen were also increased with the delivery of a new towboat for work in this port. The *Roy Dupre* was just crewed and is a brand new addition to the SIU-contracted fleet of Ozark Marine. She will work on the Tennessee River.

Great Lakes

Another major port development project has been proposed in this region by the Cleveland-Cuyahoga County Port Authority. This one is a massive \$20 million iron ore dock at the mouth of the Cuyahoga River.

It would be built to accommodate the new 1,000 foot self-unloading ore carriers that are now being used on the Lakes. Tug and barge activity would also increase to deliver the ore pellets from the ships to nearby blast furnaces. Even though Cleveland handles more iron ore than any other port on the Lakes, its docks are not now big enough to service these superships.

The project depends on Government approval and funds. If it goes through, it would be the largest bulk handling facility on Lake Erie for the new superships. It would also protect the jobs of thousands of steelworkers in the area.

SIU dredgemen are winding down a big project in Bay City, Mich. for the winter months. About 38 dredgemen with the SIU-contracted Constructions Aggregates Company have been working on a dike disposal off of Bay City. It is a kind of hollow island to contain dredged material and prevent it from flowing back into Saginaw Bay. These 38 men will go on seasonal lay-off and will be re-activated by Apr. 1, 1978. The project began in the fall of 1976 and is not expected to be completed until late fall next year.

Mobile

The representatives of 44 union locals sat down together for the first time here at the first annual dinner of the Port Council of the Maritime Trades Department, AFL-CIO. One of the organizers of the event was SIU Port Agent in Mobile, Gerry Brown. The featured speaker was Alabama State Attorney General, Bill Baxley, who stressed a greater role for labor in the development of Mobile's growing waterways industry.

New Orleans

The SIU-contracted Crescent Towing Company here has acquired another harbor tug. She is now being rebuilt and will eventually mean new jobs for eight SIU Boatmen.

At 20 and in 3 Years, Pritchard Got License



Michael Pritchard is shown here in the engine room of the pilot boat *Maryland*. He got the job of engineer on this boat right after he passed his licensing exam for Assistant Engineer.

The towing industry has lots of room for career advancement. But not many Boatmen manage to move up as quickly as Michael Pritchard did.

Just three years after he joined the SIU, Boatman Pritchard became a licensed engineer. And he did it even before he reached his 21st birthday.

Brother Pritchard turned 21 just this month. He passed the Coast Guard exam for his assistant engineer's license on uninspected vessels last July. Right after, he got a steady job for top wages with the SIU-contracted Maryland Pilot Boat Co. in Norfolk, Va. He is engineer on the pilot boat *Maryland*.

How did he do it? With the help of the Engineer's Course at the Harry Lundberg School in Pincy Point, Md.

Brother Pritchard joined the SIU in 1974 when he was only 16-years-old. But tugboats were not new to him even a few before then, tagging along with his father, Capt. James Pritchard.

With such an early start in the industry, young Pritchard was not able to finish high school. But that didn't stand in his way of passing the difficult licensing exam.

Wasted No Time

"I always wanted a license because I knew it meant a better paying job," he said. And once he joined the Union, he wasted no time getting what he wanted.

As soon as Pritchard had his required years of service in the engine room, he signed up for the HLS course. It prepared him well. Even without a high school diploma, he passed the exam on the first try with a 98 percent score.

In his present job on the *Maryland*, Pritchard earns almost double the pay he was making before he got his license. "And I wouldn't have gotten this job without the license," he pointed out.

The *Maryland* is a Dutch-built, 4,500 hp. boat which brings pilots to their ships off the coast of Virginia. "She's really a floating motel for pilots," Pritchard quipped.

He is very happy with his job there and feels that the HLS course gave him the practical training he needs for it. "We even learned about foreign-built

engines at the School, so I felt at home right away in the engine room on the *Maryland*."

"It's an excellent School all around," Pritchard said. "The teachers there really give their all." He plans to go back to advance his career even more and to take additional courses for his own benefit.

He wants to sit for his chief engineer's license next year. Eventually he hopes to get his license for inspected vessels. In the meantime, he plans to take refrigeration, air-conditioning and electrician classes—"just for my own knowledge." And he is also counting on getting his high school equivalency (GED) diploma at the School, too.

"Whatever your needs," Pritchard concluded, "the School is well worth any man's while."

50 Years Wed



Retired SIU Laker Guy P. Burke with his wife celebrated their 50th wedding anniversary recently in Moose Lake and Cloquet, Minn. Brother Burke retired in 1972 in the port of Duluth after sailing with the Boland Steamship Co. for 26 years. His last vessel was the *STR Diamond Alkali*.

Alcoholism is a
disease.



It can be treated.





Headquarters

Notes

by SIU Executive Vice President

Frank Drozak

Conventions are a waste of time.

Many people hold this opinion and more probably believe that reading about conventions is worth even less.

I'd like to change this kind of thinking on both counts.

This issue of the *Log* carries several articles on two recent conventions. They are well worth your time as Seafarers and Boatmen because they deal with events that have a direct effect on your jobs.

You do your job in the relatively isolated world of your ship or boat. That's where your pay and your job security are based. But your livelihood also depends on outside activities that require input from a larger number of people in the Union and the maritime industry.

Conventions and conferences are not the last word in getting things done. But when groups of people come together—as they did recently at the Maritime Trades Department (MTD) convention and at the Atlantic Coast Inland Boatmen's conference—things start to happen.

I urge all brothers to read the articles on these two important events. Stories on the MTD convention are on page 3 and a full spread on the Boatmen's conference can be found on pages 14-16.

The MTD convention preceded the biennial AFL-CIO convention and took place in Los Angeles, Calif. early this month. Chaired by SIU President Paul Hall, the MTD convention was attended by representatives of nearly eight million workers in 43 international unions.

Like the SIU, these unions have a major stake in a strong U.S. merchant

marine. And their representatives passed a number of resolutions designed to keep it strong.

These resolutions included a united stand for closing the Virgin Islands loophole, curbing America's use of runaway flag tankers, and continuing the fight for an oil cargo preference bill. Government action was also urged to break big oil's monopoly on transportation of energy supplies and to correct the Coast Guard's failure to insure the health and safety of American seamen.

These are the very things the SIU has been fighting for. They are the programs that must be enacted to protect America's economy and your job security.

With eight million workers behind them, the MTD carries a lot more weight than the Union can on its own. The MTD convention created national coverage for your needs as a maritime worker. Along with the AFL-CIO convention as a whole, it made your voice and the voices of millions of American workers loud enough for the nation and the Government to hear.

That's not a waste of time.

And it's not a waste of time either to bring brothers together within the same union. The Inland Boatmen's conference that was recently held at the Lundberg School gave brothers from similar companies and similar areas a chance to meet and share their ideas with the Union leadership.

Boatmen from shipdocking companies in Baltimore, Philadelphia, and Norfolk attended. They discovered that their concerns were the same in some cases and different in others.

But by the end of the week of meetings and open-ended discussions, they found the way to break down barriers of communication and work together.

The SIU officials and representatives who attended the conference also learned a great deal about their brothers' needs. The conference made it clear to all involved that a strong Union means a constant two-way conversation between the rank and file membership and the leadership.

We all have to work together, not just on boats or ships but within the Union and the industry. Whether our goals are a stronger contract or a new piece of legislation, we have a reserve of collective strength in our brothers and our fellow workers. Conventions and conferences put us in touch with each other so that we can draw on that strength.

Read and learn about these events, and if you can, participate in them in the future. You'll find out that they can achieve more than you ever can on your own.

ILA Strikers Vote to End 60-Day Beef Against Containerships

Members of the International Longshoremen's Association voted at the end of November to end their 60-day selective strike against automated container vessels. It was reported that all Atlantic and Gulf ports are now active. However, it took a week or so following the ratification vote to resolve local contract problems in the ports of New Orleans, Baltimore, Philadelphia and Mobile.

The selective strike, which began Oct.

1, was aimed only at container carriers, a major cause of reduced employment for longshoremen. The strike idled as many as 35 SIU-contracted ships.

A master contract agreement, calling for a three-year, 30.5 percent increase in wages and fringe benefits was voted. It increased the longshoremen's pay from \$8.00 to \$10.40 an hour over the three-year term of the contract. It also raised employer contributions for fringe benefits.

The agreement increased guaranteed annual income (GAI) benefits in most ports. However, the number of paid hours guaranteed per year varied from port to port. For example, in New York, the leading U.S. port in ocean cargo handled, the GAI is 2,080 hours of pay a year. New Orleans has a sliding scale which ranges up to 2,080 hours annually and Baltimore's GAI is 1,900 hours.

Local-to-local contract differences

on retroactive pay, vacation pay and various fringe benefits caused the union to delay voting on the agreement three times in one week. On Nov. 24, ILA President Thomas W. Gleason authorized total strikes at the ports of Baltimore, Philadelphia and New Orleans. He said he did this in an effort to speed negotiations on contract problems in those areas.

As the *Log* goes to press all 34 ports covered by the agreement are working.

Presidents' Offshore Group Meet on Contract

Officials of nine international unions, including the SIUNA, met in Los Angeles at the beginning of December to discuss unionizing and protecting the jobs of American workers on offshore oil rigs on the West and East coasts and in Alaska. The group is known as the General Presidents Offshore Construction Industry Committee.

The Committee, which was formed a year-and-a-half ago, decided on measures aimed at strengthening the contract they have already devised. That contract is known as the General Presidents' Offshore Agreement (GPOA). The original agreement called for efforts to protect union jobs for workers involved in the on-shore construction of oil rigs and the offshore placement of the rigs.

The December meeting, at which the SIUNA was represented by Vice President Frank Drozak, led to inclusion of offshore rig maintenance workers in the contract. After the rig platforms are built and installed by union personnel, the rigs need only a crew and maintenance workers to remain aboard and make sure everything runs smoothly. The maintenance workers are not currently under union contract. The union presidents' group is making an effort now to change that situation.

Three Coordinators

Another point settled by the union officials was adoption of a budget for

three, full-time coordinators who will make sure that the terms of the GPOA are properly applied. They will also seek new contracts for unions and jobs for union workers in offshore industries.

Finally, the union officials reaffirmed their commitment to HR 1614. This is a Congressional amendment to the Outer Continental Shelf Lands Act of 1953. It would require that offshore drilling rigs operating on the U.S. Outer Continental Shelf (OCS) be manned entirely by U.S. crews.

The amendment says, in part: "...any vessel, rig, platform or other vehicle or structure used in the exploration, development or production of OCS mineral resources be manned or crewed by U.S. citizens." It would also require all drilling rigs being built or rebuilt to be registered in the U.S.

SIU Endorsed Amendment

The SIU endorsed this amendment during the 1977 session of Congress. Seven International AFL-CIO building trades unions joined in the effort to gain support for it.

In a letter to Rep. John Murphy, chairman, House Merchant Marine and Fisheries Committee, SIUNA president Paul Hall said, "This amendment is essential to ensure that employment opportunities created by development of OCS oil and gas resources are retained for Americans." Rep. Murphy also heads a Select Committee on the Outer

Continental Shelf.

The nine International unions comprising the General Presidents' Offshore group are: International Brotherhood of Electrical Workers; Seafarers International Union of North America; United Brotherhood of Carpenters and Joiners of America; International Union of Operating Engineers; International Brotherhood of Painters and Allied Trades;

United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the U.S. and Canada; International Association of Bridge, Structural and Ornamental Iron Workers; International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers, and the International Association of Heat and Frost Insulators and Asbestos Workers.

Do You Have One of These?



The Seafarers Appeals Board ruled in November that effective Jan. 3, 1978 "a requirement for shipping is that all seamen must possess a valid up-to-date passport."

The action comes out of the fact that many foreign nations are cracking down on immigration regulations requiring that all people coming into their countries must have passports.

The SAB, then, took this action to insure that when there are flyout jobs, those who throw in for the jobs will be fully prepared to take them.

This ruling will enable the Union to continue to meet our manpower commitments to our contracted companies.



The Lakes Picture

All the Lakes

With the end of the United Steelworkers ore miner's strike in Northern Michigan and Minnesota in sight, all ports are anticipating an extension of the shipping season. Various reports indicate ore carriers will be running late—perhaps as long as the end of January or beginning of February, depending on weather conditions.

Frankfort

The SIU-contracted *Chief Wawatam*, the railroad car ferry that had been reduced to one run a week, is now running on Tuesdays and Thursdays. There is the possibility of restoration of five-day-a-week service in the future. The car ferry, which is state-subsidized, has been carrying much more freight in recent months than previously.

St. Lawrence Seaway

Dates have been set for the closing of both the Montreal-Lake Ontario and Welland Canal sections of the St. Lawrence Seaway. The St. Lawrence Seaway Development Corp. (SLSDC) which administers the waterway for the U.S., announced a Dec. 15 closing date for the Montreal-Lake Ontario arm of the Seaway. The closing date for the Welland Canal, which links Lakes Erie and Ontario, is set for Dec. 30.

The SLSDC also announced the most active season on the Seaway ever, surpassing even the record traffic levels of 1973. The waterway opened in 1959. Traffic on the Welland Canal has also been heavier than both 1976 and 1973.

Hearings held by the SLSDC and the Canadian St. Lawrence Seaway Authority on proposed toll increases yielded 15 witnesses, all of whom were opposed to the increases. Some of those who testified were: Rep. Ronald L. Mottl (D-Ohio); Noel C. Painchaud of the Cleveland Port Authority, and spokesmen for shipping and carrier concerns. Decisions on toll increases will be announced by the Cleveland Authority in this issue of *LOG* for more information on Seaway tolls.

Buffalo

The Sunday Magazine section of Nov. 20 *Buffalo News* featured a five page spread on the SIU-contracted *Charles E. Wilson*. The article was by a *Buffalo News* reporter who spent a week aboard the American Steamship Co.-owned *Wilson* as she traveled with loads of sand and coal on the week-long, Buffalo-Duluth run. He talked to the crew on the four-year-old vessel and wrote about

the "boredom and beauty" of life on the Lakes. He talked about the "mind-numbing" routine of loading and unloading and also of the crew's "special effort to be up and on deck for the chance of a Great Lakes sunrise." The article says the *Wilson's* galley turns out 2,800 meals a month. One crewman said, "If you see a skinny sailor around here, it's his own fault." Some of the photographs show various crewmen at work in the engine room, galley, and wheelhouse. The article, written by Mike Vogel, was titled, "Life Aboard a Lakes Boat—There's Rhythm to the Routine."

A number of port users in Buffalo have gotten together and formed the Port of Buffalo Users Group. They have several objectives which they hope will help revitalize the port of Buffalo. The port of Buffalo handles small amounts of cargo compared to other Great Lakes ports. SIU ships carry its main commodity—grain—for Buffalo's six major flour mills. Ironically, the St. Lawrence Seaway, which was to have made Buffalo a major transportation hub when it opened in 1959, took traffic away from the port. Deep sea vessels could, for the first time, carry grain directly from Duluth overseas. They did not have to stop in Buffalo at all. Another problem at the port is that many shippers can't come up with enough cargo, they say, to make it worthwhile to ship by sea. They therefore send their cargo by truck or rail to New York or Montreal, where it is loaded onto ocean-going ships. The Port of Buffalo Users Group wants to consolidate enough cargo for a regularly scheduled Buffalo-to-Europe steamship run. They also want to make Buffalo a transshipment center where western coal would be unloaded from Great Lakes ships and moved east and south.

Detroit

The SIU-contracted Kinsman fleet has begun its winter lay-up. The *Kinsman Enterprise*, built in 1906 laid up in Toledo on Dec. 10. She was followed by the 70-year-old *Henry Steinbrenner* on Dec. 16. The *C. L. Austin* headed for Duluth on Dec. 17. The *Frank R. Denton* has already finished her season and laid up in Sturgeon Bay, Wis. With these layups, Kinsman will have four of its ore, coal, grain and stone carriers still in service. The line's other vessels are scheduled to run during the extended season and no lay-up dates are set.

The SIU lost an old-timer last October who had been with the Union at its beginnings. Bill Adamek, a well-known sailor on the Great Lakes, died in Detroit on Oct. 28. The *Detroit Free Press* ran an article on Adamek. It talked about his life at sea, from his 10 years aboard the passenger boat *Put-In-Bay* to the time in 1948 when he went to work for the J. W. Westcott Co. as a captain aboard the mailboat. Adamek was a union man from way back, joining the old ISU in 1926 and signing up with the SIU in 1938. Capt. Adamek took the 45-foot mailboat which had its own zip code on an estimated 157,000 trips to deliver mail, supplies and sometimes crewmembers. The Lakes won't be the same without Bill Adamek.

Chicago

The SIU-contracted *Medusa Challenger* (Cement Transit Co.) checked into American Shipbuilding's East Side dry dock here for her five-year lookover and repairs. The American Bureau of Shipping requires a "special survey" of ships every five years. The ship's machinery is disassembled, cleaned, repaired and reassembled. Any repairs necessary on the vessel's hull are also made at this time. In addition to the preventive medicine of a check-up, the *Challenger* received a new propeller and a new tail shaft and rudder. Repairs took about three weeks.

At Confab, Brown Says Education Is Key to Survival of U.S. Fleet

HLS President Hazel Brown was recently a featured speaker at Oceans '77. This is an international conference to discuss and explore developing ocean technology and its impact on public policy and education.

Oceans '77 was sponsored by the Marine Technology Society and the Institute of Electrical and Electronic Engineers Council on Oceanic Engineering. It was held in Los Angeles, Calif.

The Conference had several different objectives. These included the provision of forums for discussing ocean-oriented policy, education issues, and the latest advances in ocean technology.

The Conference attracted top-level participation by experts in law, academies, Government, commerce and science.

Miss Brown's presentation to the Conference was made during a session covering industry programs for marine education and manpower.

In her remarks, she described education as, "the key to the survival of the United States merchant marine." She noted that maritime transport has been the only industry to accept automation. She cited SIU President Paul Hall's leadership in this area.

She also noted that the president of Union Meehling Corp. had credited the improved technology and crew efficiency of the towing industry to better equipment and crew training. In this industry productivity has risen by more than 1,000 percent and cargo-per-ton-mile efficiency by 600 percent.

Lundeberg Programs

Miss Brown then described the wide variety of programs and institutions in the United States for training seafarers. She outlined the Academic and Vocational Programs at the Lundeberg School. Also, she explained how they are completely integrated with one another.

Miss Brown told the audience that the seafarer has a right to the skills that improve his job performance and also the quality of his life as well. Education assists him in being a good citizen and a creative member of society, even though his work may periodically separate him from society, she said.

She also discussed special training programs in maritime designed to meet special manpower needs. An example of such training is the educational programs designed for every officer and crewmember of the *LNG Aquarius* and

all future U.S.-flag LNG ships. "This type of special intensive training is just the beginning of a trend to more qualified manpower for specialty ships and cargoes," she said.

The HLS president concluded her

remarks about the importance of education in maritime by saying, "maritime educators must become an integral part of the industry so that the educational programs continually respond to the needs of the seafarer."

Seafarer's Tots Get Checkup



Ill with colds are Maria, 6, and Georgia, 4, children of FOWT Mark Serlis (r.). They are getting checkups from pediatrician Dr. Andrew Koutras on Family Day at the Headquarters Clinic. Beside getting his yearly checkup at the clinic, Brother Serlis says he also brings his wife, Anna to the clinic for the free health care which is available to all Seafarers, Boatmen and their dependents under the Union Welfare Plan.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

DECEMBER 1977

Legislative, Administrative and Regulatory Happenings



Seniority Upgraders in Washington

Twelve more "A" Seniority Upgraders visited Washington this month for a first-hand experience of what the SIU is doing on the legislative front to promote the maritime industry, and protect the jobs and job security of its membership. During their visit they were briefed at the Transportation Institute and the AFL-CIO Maritime Trades Department, and they had lunch with Rep. Robert Leggett (D-Cal.) at the National Democratic Club. Later the Seafarers toured the U.S. Capitol where this photo was taken. In the group are: Seafarers Kelly Davis; Paul Klippel; James McCormick; Keith O'Brien; John Penrose; Mark Stewart; James Wadsworth; James White; Douglas Wolcott; James Gavelek; Thomas Koubek, and Chrys Brown. They were accompanied by SIU Training Officials Jim McGee and Jim Rosner, Piney Point Port Agent George Costango, and SIU Legislative Representative Betty Rucker.



SIU Atlantic Coast Boatmen Visit Washington for Briefing

Twenty-seven Boatmen from Baltimore, Norfolk and Philadelphia visited Washington this month during their week-long SIU Atlantic Coast Inland Education Conference. They were accompanied by SIU Headquarters officials, port agents and representatives of the Harry Lundeberg School. During their visit to Washington, the SIU Boatmen were briefed by representatives of the Transportation Institute and the AFL-CIO Maritime Trades Department. During lunch at the National Democratic Club, the group met with Congressmen Joshua Eilberg (D-Pa.), G. William Whitehurst (R-Va.), Paul A. Trible (R-Va.), and legislative staff members from the offices of Congresswoman Barbara Mikulski (D-Md.) and Senator Paul Sarbanes (D-Md.). The group later toured the U.S. Capitol where this photo was taken, and were treated to a special tour of the House chambers by Congressmen Trible and Whitehurst.

Congress in Holiday Recess

The House and Senate are in Holiday recess. The Second Session of the 95th Congress will convene Jan. 19.

A number of matters of importance to the maritime industry will be on the agenda for the coming session. Among these items are bills concerning the following: closing the Virgin Islands loophole in the Jones Act; deep sea mining; offshore oil exploration and production; Public Health Service hospitals; Locks & Dam 26 and Inland Waterways User Charges, and other legislation affecting our membership.

The key item in the Seafarers' legislative program is the development of a national maritime policy. Further developments and an agenda of upcoming hearings on maritime matters will be reported in the January 1978 issue of the *Log*.



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.

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

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

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

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

SUPPORT SPAD

SIU Lakes Ships Were Affected

United Steelworkers Ore Miners' Strike Nears End

The end of a strike by United Steelworkers of America ore miners seems to be in sight in Minnesota and Northern Michigan. Reports from various union locals voting on contract proposals began coming in as of early December. As the *Log* went to press those reports seem to indicate an end to the four month strike.

The ore miner's walkout, which began last August, turned into the longest Steelworkers strike since the 116-day, industry-wide job action in 1959.

Great Lakes area shipping was affected by the miners walkout. [Further disruption of the normal shipping season lies ahead. On Dec. 6 coal miners from the United Mine Workers went on strike.]

Several weeks before the Steelworker miners began voting on the contract proposal, SIU Detroit Port Agent Jack Bluit reported that the flow of SIU-contracted ships was close to normal. But in the early weeks of the strike many Union-manned vessels were idled.

During the first week in August, the SIU-contracted *Paul Tietjen*, *Merle McCurdy*, *Henry Steinbrenner* and *George Steinbrenner*, all Kinsman Line ore carriers, were temporarily laid up because of lack of cargo. American Steamship's *Joseph Young*, *Consumers Power* and *McKee Sons* were laid-up for the period September to October and the *John T. Hutchinson* (American Steamship) and *George Goble* (Kinsman) were added to the lay-up roster in September.

Several ports and shipping companies report plans to extend the Great Lakes shipping season. Thomas W. Burke, president of American Steamship Co., which operates 18 SIU-contracted ore carriers, said pressure from customers for "as much material as we can deliver" will cause the extension of shipping, perhaps into January. But, since extremely cold weather has already caused freezing and the tempo-

rary closing of the St. Lawrence Seaway, an extended season may not be possible.

Strike's Background

The immediate issues that caused the steelworker's strike are relatively straight forward. But the causes of the generally unhealthy U.S. steel industry are more controversial.

The walkout involved the miner's demands for production incentives. These are bonuses the steel production workers already receive. The miners contend that, because they weren't paid these bonuses, their wages were 60-65 cents per hour lower than other steelworkers.

The Steelworker's Union has negotiated innovative benefits for its membership including three-month worker sabbatical leaves every five years. It has also made steps toward lifetime-income guarantees for some union members. But steelworkers are insecure about their future because the entire steel industry has been suffering. And it looks like more hard times to come.

In the last several months, major layoffs claimed 7,300 employees at the Bethlehem Steel Corp., 5,000 at the Youngstown, Ohio plant of the Lykes Corp., and about 1,200 at U.S. Steel's Chicago, Gary, Ind., Utah, and California operations.

Steelworkers President Lloyd McBride said 60,000 steelworkers had lost their jobs this year alone. "Our union has been suffering the most dramatic loss of jobs in the union's history," McBride said. He attributed the loss to foreign steel being "dumped" on the U.S. market. "Dumping" refers to foreign steel companies selling their steel at prices lower than their costs. American steel producers are priced out of the U.S. market as a result.

Import competition is cited by the American steel giants, such as U.S. Steel, Bethlehem Steel Corp., and National Steel Corp., as the fundamental cause of the steel industry's woes. Prices have gone up by 79 percent since 1972, according to a Council on Wage and Price Stability study. Price hikes and the industry's continued threats of more and more layoffs are blamed on imports. These imports are mostly from Japan and the European Common Market steelmaker's group, EUROFER.

The union's leadership and a Congressional steel caucus of 120 repre-



sentatives and 25 senators agree with the industry's assessment of its troubles.

Measures have been proposed to revitalize the steel industry. These include a suggestion by the chairman of the House Ways and Means Committee, Charles Vanik (D-Ohio). He says that voluntary trade restraints should be negotiated with foreign steel producers. There are also proposals to negotiate "Orderly Marketing Agreements." These are quotas on the amount of a particular commodity any foreign country would be allowed to export to the U.S.

Such agreements would be similar to those negotiated by Robert Strauss, currently the President's special trade representative, with the major foreign suppliers of shoes and color televisions. Under these agreements the foreign suppliers agreed to accept ceilings on exports to the U.S. for a limited time period. Such agreements, unlike the voluntary trade limitations, are enforceable.

Task Force

President Carter, under pressure from the steel industry and union alike, assembled a multidepartmental task force to study the problems of the industry. The group is headed by Treasury Under Secretary for Monetary Affairs Anthony Solomon and includes Strauss, Chief Economic Adviser Charles L. Schultze, Labor Secretary Ray Marshall, and U.S. Commerce Secretary Juanita Kreps. They presented the findings of their two-month long inquiry on Dec. 6.

The package has as its key a "trigger price" on steel imports. This would penalize foreign steel companies if they offered their steel for sale on the U.S. market for less than the agreed upon amount.

It seems that all major solutions have paralleled the industry's self-analysis. In other words, they have stressed the import problem. Some analysts and union representatives, however have said steel's problems are due to other causes. For instance, they cite the in-

dustry's failure to modernize plants after World War II when profits were high.

Evaluations of the industry's problems come from many different sources. Figures quoted in a N.Y. Times editorial last October pointed out that one ton in five of American steel is produced in obsolete, open-hearth furnaces, a process "now abandoned entirely in Japan."

James Balanoff, steelworkers Chicago-Gary district director told a convention of union members from his area that "foreign imports might have something to do with it (shutdowns of steel plants) but the biggest problem is pricing policies."

But the steel industry continues to exercise its considerable leverage. It threatens more and more layoffs if its demands to limit steel imports are not met. David M. Roderick, president of U.S. Steel said, "The future of the company's Youngstown, Ohio steelmaking operations is 'quite dismal' unless the Government takes steps to halt trade abuse by foreign steelmakers and to loosen compliance with costly antipollution requirements."

Some Bargain

More threats came from Bethlehem Steel Co. last August as the company bargained with the Environmental Protection Agency. The EPA wanted Bethlehem Steel to put in anti-pollution devices that would have cost \$122 million. The company contended it would have to fire 11,500 workers if the EPA remained firm. So the EPA agreed to lessen its demands. They lessened them so much that the company would only have to spend \$7 million—a \$115 million difference from the original price. So the company "generously" decided to lay off "only" 7,600 workers. Some bargain.

The layoffs and plant closings that have come and those ahead have already cost the Government money in lost personal and corporate income taxes. The more layoffs that come, the more it will cost.

The steel industry pulls a lot of weight in Washington. The number of jobs the industry controls and local communities that can be broken by a plant shutdown are major pressure tactics which the industry uses to its own advantage.

Seafarers Man Capricorn

A newly acquired SIU-contracted ship is the T2 tanker *Capricorn* which is operated by Apex Marine Corp. The *Capricorn*, like the recently contracted *Aries*, will be making coastal runs with oil. She will travel between St. Croix and the U.S. East and Gulf coasts.

The tanker has a dwt of 24,404 and a draft of approximately 32 feet. She is close to 600 feet long and has a beam of 75 feet. Like the *Aries*, the *Capricorn* recently came out of the Jacksonville shipyard where she received minor repairs and adjustments.

The *Capricorn* has a three-year charter for the St. Croix coastal oil run and that charter means between 20 and 25 jobs for Seafarers.

Quarterly Finance Unit at Work



SIU Secretary-Treasurer Joe Di Giorgio (center) gives December's Quarterly Financial Committee their instructions at Headquarters as they prepare to go over the Union's books. The Seafarers, clockwise from left, are: William R. Jones; Robert Campbell; Nicholas D'Amante; Di Giorgio; Donato Giangior-dano; Chairman Warren Cassidy; James Golden, and Jimmy Smith.

3 Newly Acquired Boats

Dixie Carriers of New Orleans recently added a royal family to its SIU-contracted fleet.

The new additions are three towboats acquired, spruced up, and renamed the *Dixie King*, *Dixie Queen* and the *Dixie Prince*. Along with 11 barges formerly owned by a non-union company, these boats have increased job opportunities for SIU Boatmen in the Gulf.

The towboats each carry a crew of four SIU Boatmen. They will work on the Intracoastal Waterway and the Ouachita River.

SIU Industry-Wide Plan Gives More Cash Sooner Each Year

Boatman Evans Gets 500th Inland Vacation Check

When Charles Evans collected his SIU Inland Vacation check this month, it meant more than just one more Boatman drawing benefits.

Evans' check is the 500th issued since the industry-wide Inland Vacation Plan started nearly a year-and-a-half ago.

It means that the Union has come a long way in a short time toward bringing bigger and better vacation benefits to Boatmen.

The first Plan was negotiated with Steuart Petroleum of Piney Point, Md. and took effect in August, 1976. More and more Boatmen are now receiving vacation checks because the SIU has been successful in getting more and more companies to contribute to the Plan.

What this means is increasingly widespread benefits that most Boatmen never even came close to.



Brother Evans' check will give you an idea of what these benefits really mean. Evans has worked as a deckhand for Sabine Towing of Port Arthur, Tex. for 18 years and gets a vacation benefit from the company.



Then why does he need the SIU Plan? For several very good reasons.

First of all, the SIU Plan gives him more money. Evans didn't lose the company benefit he had when the SIU Plan went into effect at Sabine. He now gets both benefits.

This is how it works.

The SIU Plan is set up as a trust fund. The money that goes into it is jointly administered by Union and company trustees who are legally responsible for its proper management.

For every day Evans works, Sabine contributes a certain amount into the fund. After 180 days of employment in the first year of the Plan, for example,

Evans has \$450 to his credit in vacation benefits.

But this is just the minimum. The more you work, the more you collect. Boatmen who have higher ratings than deckhands get more money. And the amount increases accordingly for all Boatmen in the second and third years of the Plan.

This money is a tremendous step up for the many Boatmen who never received any vacation benefit at all before the Plan. But for Boatmen like Evans who already had a company benefit, it doesn't stop there.

Sabine pays the company benefit into the trust fund, too. So when Evans gets his vacation check issued from the Plan trust fund, he is getting what he used to get from Sabine, plus the new Union benefit. The company benefit stays the same but the Union benefit grows in each year of the Plan.

90-Day Benefit

Moreover, Evans can collect after every 90 days of employment. Before the Plan, most Boatmen who had a company benefit had to work a full year before they could get the money. Now all Boatmen covered by the Plan can draw their benefits for every 90 days that they work.

Evans' three month benefit comes at a very good time for him this month. "It will help to pay Santa," he explained. With three grandchildren, he certainly can use that help.

Evans' check is a significant benefit for himself and a milestone for all SIU Boatmen. The Union's goal is to negotiate vacation benefits like these for the entire inland membership.

As the 500th check issued under the Plan, Evans' check is a mark of how far the SIU has come.

Jobless Rate Stuck at 6.9% For the Eighth Month

WASHINGTON, D.C. — For the eighth consecutive month, the U.S. unemployment rate has been around 7 percent. Last month's figure dipped from October's 7 percent to 6.9 percent.

Despite 955,000 more persons in this

country finding jobs in November, the jobless rate went down only slightly because more people are now looking for work.

U.S. Bureau of Labor Statistics (BLS) Commissioner Julius Shiskin told a Joint Economic Committee of Congress that, "the (November employment) figures are very puzzling." One BLS aide said, "this (employment figure) may reflect an underestimate of earlier months' (employment) gains or some unexpectedly early Christmas hiring or a seasonal (employment) adjustment problem."

Shiskin added that the economy will have to generate another 4-million new jobs in 1978 to lower the unemployment rate to 6 percent.

But Sen. William Proxmire (D-Wisc.) saw the November figures from a different angle. He said "the stagnating unemployment problem" would probably receive little attention because of the marked gains in employment.

"It does not appear as though continuing high unemployment is the bitter subject that it was 11 or 12 months ago," he pointed out. "We have lost our sense of outrage and complacency has

set in. But the continuation of today's high unemployment is a tragedy for nearly 7-million Americans and is costing the Federal Government some \$54 to \$60 billion annually."

Proxmire urged that the reduction of unemployment be given a top national priority.

Incidentally, 312,000 of the new 955,000 jobs came from the service industries and manufacturing. New jobs in trade and government also showed sizable gains. Adult women got 450,000 of the new jobs; 380,000 went to adult men, and teenagers got 125,000.

Blacks continued to trail white workers in the job market by a large margin, more than twice as high. Blacks' jobless rate was 13.8 percent in November, 13.9 percent in October. White workers' unemployment was 6 percent for the month.

Unemployment among adult men fell to 4.9 percent in November from October's 5.3 percent. Adult women's rate rose to 7.1 percent last month from October's 6.8 percent. Teenagers' unemployment dropped from October's 17.3 percent to November's 17.1 percent.



Tow Licenses Expire in '78

Towboat operators who received their licenses in 1973 should be aware that the licenses must be renewed in 1978.

Since this affects a large number of operators, the Coast Guard asks that all involved avoid the problems of a last minute rush. Licenses can be renewed within 90 days of expiration.

The license may be renewed at any Coast Guard Marine Inspection/Safety Office which conducts licensing transactions. Applicants for renewal should present a letter or other evidence of service under their license within the last three years.

They should also be prepared to complete an "open book" exercise on Rules of the Road, which apply to their licensed area, and an "open book" exercise on the Pollution Prevention Regulations.

Riley Extends His Thanks to All

Boston SIU Port Agent Ed Riley wants to thank all the Union officials, members and other friends for the cards and get well wishes he received while ill.

Brother Riley, who had a long stay in the hospital, is now out and back at work.

Pensioner Gets His 1st Check



Jacksonville Patrolman Tony Aronica (l.) congratulates new Pensioner Thomas S. Monaghan recently as he presents him with his first pension check. Seafarer Monaghan first shipped out during World War II. He now plans to do some gardening with his wife, Mirian.

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."

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



The tug *H. C. Jefferson* (Curtis Bay) is pulling out of a Philadelphia dock on the way to a job.



On the *Jefferson*, Philadelphia Port Agent John Fay (far left) and crewmembers discuss the importance of the upcoming Inland Educational Conference at HLS. From left are: Angelo Principato, oiler; Bill Woyovitch, cook; and Dick Shaw, Jr., deckhand.



Port Agents, Patrolmen Sweep Shipdocking



The steward department of the Norfolk pilot boat *Maryland* (Assn. of Maryland Pilots) are about to serve lunch. Shown (l. to r.) are: Luis F. Sawi; George F. Ferrer; Frank Sermonia, and Abraham Pascasio.

Over the past year, the SIU has been dispatching teams of Union representatives to service Boatmen on the job. SIU patrolmen and port agents regularly visit tugs, towboats and dredges. But these larger servicing drives allow Union representatives to reach a great number of Boatmen in a short period of time.

The latest drive was a week long sweep of SIU-contracted shipdocking companies on the East Coast. A dozen Union officials and representatives from various ports split into small groups to visit Boatmen in Philadelphia, Norfolk and Baltimore during the week of Nov. 14.

Their goal was to make sure that Boatmen are fully aware of Union benefits and developments in the industry. They also urged members to attend one of the three Atlantic Coast shipdocking conferences at the Harry Lundeberg School in Piney Point, Md. The recent conference



Aboard the *Maryland*, Houston Port Agent Joe Sacco (far left) and Norfolk Patrolman Dick Avery (far right) assist Launchmen Raymond Austin (2nd l.) and Frank Rimmer with their dues checkoff. Brothers Austin and Rimmer had worked the required 30 days and were about to become Union members.



On the T & A tug *Devon* in Philadelphia harbor, a discussion on the purpose of the Inland Educational Conference at Piney Point takes place among (l. to r.): Mobile Port Agent Gerry Brown; Philadelphia Port Agent John Fay; Cook John Terry, and Kurt Chamberlain, captain of the vessel.

More Educational Conference discussion goes on in Philadelphia on the Curtis Bay tug *Sewells Point*. From left are: Deckhand John Hassell; Mate Phil Ayers; Captain Elrisk Horsman, and Cook Don Henderson.

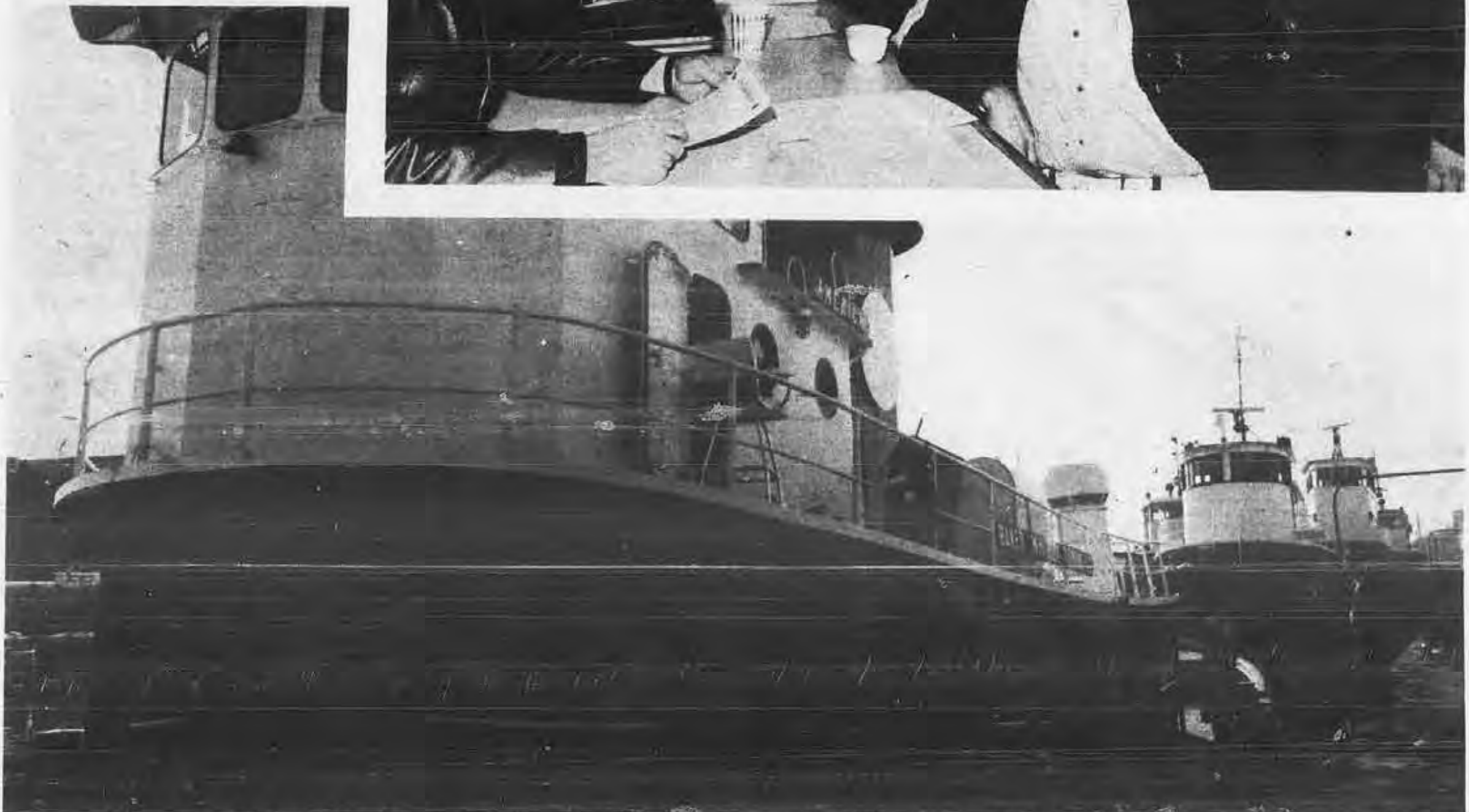


The *Sewells Point* is shown coming into the Philadelphia harbor from a docking job.



Companies on the East Coast in Drive

held there from Nov. 27-Dec. 4 (see following pages) and those planned for the near future offer Boatmen a closer touch with SIU operations and a chance to participate more directly in Union activities.



Servicing goes on aboard the Baker-Whiteley tug *America* (bottom). In photo at top are (seated clockwise l. to r.): Baltimore Patrolman Bob Pomerlane; New York Patrolman Jack Caffey; Baltimore Port Agent Ben Wilson; Captain Ralph Kirchner, and Mate Charles Dougherty. Standing at rear are (l. to r.): Deckhand Ron Neibert; Chief Engineer Peter Messian; Deckhand Bob Henninger, and Headquarters Representative and HLS Vice President Mike Sacco.



In his address to the Conference, SIU President Paul Hall stressed the responsibility of both the Union leadership and the rank and file to keep each other informed.



Boatmen from Atlantic Coast shipdocking companies and SIU officials and representatives met at the Harry Lundeberg School for a week of give-and-take discussions. They are shown here in the auditorium of the School ship *Zimmerman* during President Hall's address.

Atlantic Coast Boatmen Take Big Step

"A giant step forward" was a comment made by one of the boatmen attending the recent educational conference for the Atlantic Coast inland membership.

It was a step forward that the SIU started at the beginning of the year when it began a series of educational conferences for the newly merged inland membership.

After completing five educational conferences for the Gulf inland membership, the SIU started a series of conferences for inland members on the Atlantic coast.

The first such conference was held at the Harry Lundeberg School in Piney Point, Md. during the week of Nov. 28th. The purpose of these conferences is to provide more direct communication between the SIU leadership and the inland membership.

This conference was the first in a series of three educational conferences planned for SIU Boatmen from shipdocking companies in Baltimore, Norfolk, and Philadelphia. Nine men from each port attended the conference. Their companies included Curtis Bay Towing, McAllister Brothers, Baker Whiteley Tow-

ing, Taylor and Anderson, and Independent Towing.

The next two shipdocking conferences will be held during the weeks of Jan. 9th and Jan. 30th. Additional educational conferences will be held at the Lundeberg School through the month of June and will include Boatmen from other parts of the towing industry on the East coast.

As in previous educational conferences, the week-long agenda covered a full range of topics about the Union, the various benefit plans, and the towing industry.



Tom Cranford, head of the Claims Department of the Seafarers Welfare Plan, was on hand throughout the Conference to explain the Plan and answer questions.



HLS Vice President Mike Sacco outlined the workings of the SIU Pension Plan.



SIU Inland Coordinator Chuck Mollard discussed how politics and the legislative process affects Boatmen.



Bob Gordy, a mate with Curtis Bay in Baltimore made several contract suggestions.



Charles Stowe, a captain with McAllister Bros. in Norfolk, made a new contract suggestion on vacation benefits.



The chairman of the Conference was SIU Vice President Paul Drozak.



George LeMaire, a deckhand with Baker Whiteley in Baltimore, is shown here giving his impressions of the Conference during the wrap-up session.



The head of the SIU legal department, Carolyn Gentile, explained the laws governing the Pension and Welfare Plans. She also answered many Boatmen's questions throughout the Conference.

Forward At Shipdocking Conference

The discussions gave the members a chance to learn more about their rights and responsibilities as Union members. It also gave the leadership a chance to learn more about the Atlantic Coast Boatmen.

There was active give and take toward that end in the daily meetings. Moreover, the meetings were arranged so that everyone had a chance to present their points of view.

Full presentations of Union benefits, including pension, welfare and educational opportunities were made during the first few days of the conference.

The need for the SIU to be active politically was discussed. This included political issues directly affecting the boatmen. SIU officials and key staff members were also on hand throughout the week to answer questions in detail.

The Boatmen also had a full day trip to Washington, D.C. where they saw legislative activities first hand. This included a talk from the staff of the Transportation Institute, a research arm of the maritime industry, and a tour of the AFL-CIO Maritime Trades Department. A number of Congressmen from the

Boatmen's home port were on hand to talk with the members at a luncheon held in Washington, D.C.

During the middle of the week, SIU President Paul Hall addressed the group. He discussed the SIU's efforts throughout its history to keep the membership informed and provide effective leadership. He pointed to the year old merger of the Inland Boatman's Union as a part of the Union's efforts to provide better job security for the membership. He stressed that both the officials and the Rank and File members of the Union

Continued on next page



Boatmen and SIU representatives from Norfolk posed with two congressmen from their local area during the trip to Washington, D.C. The Congressmen, Republican Representatives Paul Trible (3rd l.) and Bill Whitehurst (4th r.), later took the full Conference group on a tour of the House of Representatives and the Senate.



Bill Southard, a mate with Taylor and Anderson of Philadelphia, had some questions about pension benefits.



Piney Point Port Agent George Costango discussed the SIU Constitution.



The Boatmen had a chance to visit the Transportation Institute, a research group for the maritime industry, during their Washington trip. TI Research Director Bob Vahey, at the head of the table, explained how the Institute gives both inland and deep sea operators a voice in Government.



HLS President Hazel Brown explained how the Lundeberg School prepares Boatmen for the growing job opportunities in the towing industry.



"I want to give a vote of confidence for the Union leadership and staff," Mate John "Jake" Joyce of Philadelphia said in his wrap-up statement.



Kevin Gugliotta, a deckhand with Curtis Bay of Baltimore, was an active participant in the Conference.

Communication is Conference Theme

Continued from preceding page

have the responsibility to communicate in order to improve the job security and working conditions of the Boatmen.

Hall asked the delegates from each port to choose a representative to voice their impression of the conference up to that point. Each of the three delegates urged that better communication and understanding within the Union would be the best way to achieve their goals.

Although each port area on the East Coast has its own shipdocking contract, they all expire on Oct. 31, 1978. As a result, the Boatmen at the first shipdocking conference had a lot to discuss concerning their new contract.

Therefore, the last day-and-a-half of the conference was devoted entirely to suggestions from the Boatmen for their new shipdocking contracts. These covered pension, welfare, vacation and work rules.

An elected rank and file contract committee from each Company shall consider these suggestions in pre-

paring recommended contract proposals to be presented to the membership for adoption. A shipdocking conference is to be held in Piney Point during the week of Apr. 3rd.

The conference concluded with a wrap-up of individual comments from all participants. The general consensus was that the conference met its objective. It broke down barriers of communications between the leadership and the membership and brought the Union closer to building a solid working relationship to improve conditions for all Boatmen.



Four Norfolk Boatmen listen attentively to the Transportation Institute discussion. They are (l to r): Engineer Larry White of Curtis Bay; and Deckhand George Bowden, Deckhand Lindsey West, and Captain Charles Stowe, all of McAllister.



Philadelphia Port Agent John Fay, right, introduced a "longtime friend of the maritime industry," Rep. Joshua Eilberg (D-Pa.). The Congressman spoke during the Boatmen's lunch at the National Democratic Club in Washington, D.C.



Deckhand Frank Pasaluk of McAllister Bros., Philadelphia, had a chance to see some of the livestock raised at the Lundeberg School farm.

3 Cited for 'Courageous' Rescue Attempt

Tankerman Killed as Barge Explodes; Two Saved

Ronald Coyle, a 29-year-old SIU tankerman, was killed on Nov. 6 in a barge explosion in Narragansett Bay off of Newport, R.I.

The two other SIU tankermen on the barge, John Allman and Joseph Klineburger, were taken off unhurt after an unsuccessful attempt to rescue Coyle. They were cited for their courageous efforts by the captain of the tug *Mariner*, which had the barge in tow.

The 380-foot barge, *Interstate 71*, is owned by the Interstate and Ocean Transport Company (IOT) of Philadelphia. It was carrying 67,000 barrels of liquid asphalt from Point Breeze in Philadelphia to Providence, R.I.

The explosion occurred in one of the cargo tanks in the barge's stern, according to the U.S. Coast Guard Marine Safety Office in Providence. The asphalt is kept at a high temperature by heating coils in the cargo tanks. But the Coast Guard has not yet determined exactly where the explosion originated.

John Blank III, the captain of the *Mariner*, reported that the tug had begun to haul in the hawser when the crew saw flames suddenly erupt on the aft port side of the barge. He sent out a May Day call for the Coast Guard and



U.S. Navy fire units. He also ordered the tug to return to the barge, which was still several hundred feet astern.

Coyle had been standing on deck over the point of the initial blast and is believed to have been killed at once. The explosion split and raised that portion of the deck about 6 feet, Blank said.

Blank sent a detailed description of the rescue attempt in a letter to Philadelphia Port Agent John Fay. It clearly reveals the danger to the men involved.

"Coyle's body was seen hanging upside down from the edge of a shattered plate from which a sheet of flame and dense smoke issued. John Allman, standing nearby but uninjured, grabbed a fire extinguisher and crept within several feet of Coyle's body, now over an inferno, and tried to reach and extract it from the flames.

"Joe Klineburger came as close as he could behind Allman, with Mate Peter Bishop, who had boarded the barge

from the *Mariner*. Brother Allman continued his efforts, which became futile almost at once and then retreated and went below deck to shut down all generators and other equipment as the flames increased."

Once Blank was notified that Coyle was presumed dead, he ordered the men off the barge. "Moments later it blew a second time on the starboard side, completely demolishing the deck area where Allman had passed twice, and

knocking a pump house forward 20 feet."

Blank called Allman's effort to reach Coyle "unbelievably beyond the call of duty and in the finest tradition of the Brotherhood of the Sea." He also said that Klineburger and Bishop "acted most courageously in their back-up efforts."

Brother Coyle only recently joined the SIU. He leaves a wife and two children.

Ship's Minutes Reveal Delicious Feasts for Thanksgiving

They say an army runs on its stomach. Around the SIU, though, the saying is a ship runs on its stomach.

If that's true, and it probably is, there were a lot of smooth running ships out there this past Thanksgiving. Because as the tradition has always been, the SIU's steward departments put out a feed for Turkey Day second to none.

A good case in point was Thanksgiving on IOT's *Bradford Island* as attested by the vessel's minutes. Culinary specialties on this ship included deviled crab, shrimp cocktail, cream of asparagus and mushroom soups, and an assortment of fresh baked

bread. And that was just for starters.

The main course featured the bird, roast prime ribs, smoked ham, cornish hens, barbecued pork loin, and roast leg of lamb, with a choice of five gravies and seven vegetables.

If the crew wasn't filled by then, they were treated to an assortment of desserts, including fruit cake, apple pie, mince meat pie, and fresh pumpkin pie.

The architect of this Roman feast was Chief Steward Neville Johnson who was ably assisted by the rest of the *Bradford Island's* steward department. The crew would have given a vote of thanks to the steward department for a job well done, but they couldn't move.

Pensioner Lomas Buried at Sea



The ashes of Pensioner Arthur J. "Art" Lomas, 70, are covered with an American flag by Recertified Bosun Joseph A. Puglisi (center) of the *SS Baltimore* (Sea-Land) at sea on Oct. 4. At his (right) Capt. John K. Coulson prepares to read service as other brother Seafarers express their condolences. Brother Lomas' widow, Catherine, according to Chief Steward George W. Gibbons, "wanted his ashes to be scattered across the sea because that was his life." Seafarer Lomas passed away on Sept. 18. Besides his wife, Brother Lomas is survived by a daughter, Betty. Art Lomas corresponded regularly with the Union and the Log. He always kept in touch and he will be sorely missed.

INTERIM REPORT OF THE JOINT NMU-SIU MERGER COMMITTEE DEC. 19, 1977

On June 20, 1977, President Shannon J. Wall of the National Maritime Union, AFL-CIO, and President Paul Hall of the Seafarers International Union of North America, AFL-CIO, signed a joint statement affirming that "NMU and SIU agree that it would be in the best interests of American seamen to have one union of seamen."

That statement called for the establishment of a joint committee to "develop steps which can be taken by both organizations to work more closely together in the maritime industry and to outline steps that should lead to the eventual merger of the two organizations."

The committee held its first meeting September 26, 1977. Shannon Wall headed the NMU group which included Mel Barisic, J. C. Hughes, Thomas Martinez, James McKinley and Edward Minocchi, while Paul Hall headed the SIU group which included Michael Sacco, Joseph Sacco, Steve Troy, Charles Mollard and Leo Bonser. Working with the committee are John Dunlop, Harvard University and Frank Pollara, AFL-CIO.

Both sides are aware of the serious plight of the maritime industry and its workers and of the urgent need to create a structure to deal with the situation.

Neither side under-estimates the nature of the difficulties facing the two unions. Neither side under-estimates the complexity of the problems.

Both sides recognize that wishing will not make it happen and that some hard decisions will have to be made.

The committee and a sub-committee have met on a number of occasions since its initial meeting.

Efforts so far have been directed to analysis of the financial and structural composition of the two unions; exchange of collective bargaining agreements; and information on pension, welfare and vacation plans; and the compilation of data needed to fill out the general outlines of the task set forth in the June 20th statement.

The first concern of the officials of both organizations has been that any actions taken on the basis of the joint statement must advance the job security and economic interests of their respective members; must serve the principles under which their unions were founded and must be duly approved in accordance with the requirements of their respective constitutions. To assure this, full exchange of information and its analysis will be essential as a prerequisite for the development of an acceptable organizational structure to properly house and service all areas of the two organizations. A number of such formats are currently under active consideration.

It would be premature to state at this time that the two organizations are close to merger. Yet, the willingness on both sides to recognize the seriousness of the situation and the need for give and take is an encouraging sign.

The discussions are continuing and further reports will be made as the talks progress.

St. Lawrence Seaway Tolls

Continued from Page 2

(D-Minn.) has introduced a bill to eliminate the Seaway Corporation's debt, as the interest on the debt was eliminated several years ago. The debt is currently \$115 million out of an original \$133 million loan.

Rep. Oberstar's legislative aide John O'Connor said if the debt is eliminated, some of the pressure to collect tolls for debt repayment will be eased.

Most of the toll increases will go to the Canadian Seaway Authority as the Seaway is predominantly Canadian. Five of the seven locks are operated by Canada. O'Connor said the U.S. needs about \$11 million annually for operation and maintenance costs and Canada

needs "considerably more" than that.

Another piece of legislation, introduced by Rep. Ronald M. Mottl (D-Ohio) would, if passed, eliminate any toll increases for this year, putting them off to next year.

But Congressional action is, by its nature, a slow process. The U.S. and Canadian Seaway Corps. seem unwilling to wait for Congress to ease their financial burdens. They are therefore passing the increases along to the Seaway users. The shippers and carriers who have long used the Great Lakes/St. Lawrence Seaway system claim they cannot absorb higher tolls. They are threatening to find another way to move their cargoes.

Bring the Big Oil Companies Into Line

A few years back, an interesting movie was released named "Soylent Green." The acting wasn't so hot, and at the time, the futuristic theme seemed a little far fetched.

It was a movie in which the world was no longer run by governments. It was run by a few mammoth companies—Energy Co., Food Co., etc. The movie didn't receive much

critical acclaim. But the more you think about the theme of corporate control, you have to get a little worried about the increasing control the multinational oil industry has over the fortunes of the United States. Consider the following facts:

- The multinationals, American companies in name only, hold almost total control over the production, re-

fining, transportation (by tanker and pipeline), distribution, and sale of crude oil and refined petroleum products.

- The oil companies control between 35 and 40 percent of total U.S. coal reserves, in comparison to 11 percent in 1967. Coal is supposed to be a competing energy source to oil.

- The oil companies control between 50 and 55 percent of all U.S. uranium reserves as opposed to 30 percent in 1966. Uranium is another alternate energy source which is supposed to be in competition with oil.

In its simplest terms, the oil companies are trying, and succeeding very nicely, in reducing competition from alternate energy sources. And as profit motivated businesses, their ultimate goal is higher profits while tightening their grip on the nation's energy supplies.

This is an unhealthy situation for the U.S. to allow itself to be in. And it is a situation that can only be described as the most blatant violation of the anti-trust laws since the railroads were the hanchos in the 19th century.

The only logical answer is Congressional legislation to break the monopoly the oil companies now hold on our energy supplies.

At their Convention earlier this month, the AFL-CIO Maritime Trades Department passed resolutions to this effect. The MTD suggested two moves that should be made as soon as possible to break up big oil. (See page 3 for story.)

The MTD first of all maintained that big oil be forced to sell off their interests in the transportation of petroleum products via tanker and pipeline. Right now, the oil companies have complete control over the amount of oil reaching the market. This allows them to create false supply and demand situations, giving them leverage over the price of oil.

The second step, as stated by the MTD, must be to force big oil to sell their interests in coal and uranium. These vast interests in competing

energy sources enable the oil companies to withhold production of coal and uranium at will. With this kind of power, big oil could easily create an artificially high demand for oil. And by experience, we know that when the demand for a product increases so increases the price.

The MTD, however, is not the only group disturbed about the growing power of the multinational oil industry. A lot of people in Washington are alarmed as well.

Senator Birch Bayh (D-Ind.) has introduced legislation aimed at breaking up the oil bigs. His bill, known as the "Petroleum Industry Competition Act of 1977," would actually split the integrated oil companies into three areas—production, transportation, and refining-marketing.

On the other side of the street, Rep. Morris Udall (D-Ariz.) introduced a bill this year that would prohibit major oil companies from acquiring federal leases to mine minerals on public lands.

The problem with all this talk about the oil companies, though, is that it has been just that—all talk. Nothing concrete has been done so far to force meaningful changes in the structure and activities of the oil companies.

There is no question that the United States is in the midst of an energy crisis. To meet this crisis, Congress will have to take strong action to encourage the complete development of our own alternative energy resources. They must do this while at the same time cutting down on foreign imports.

But before any such program can be enacted, Congress must first take away some of the absolute power the oil companies have over all aspects of America's energy supplies.

It's time to align the interests of the oil companies with that of the national interest. Whether they like it or not.

BY THE NOSE



Letters to the Editor

'SIU Helped Us for Years'

Upon the death of my husband, SIU pensioner Art Lomas, I would just like to give a word of thanks to the SIU for what the Union has done for us over the years.

I don't know what we would have done without the financial aid of the SIU during the years of my husband's long illness.

I also received a very nice letter from Capt. J. K. Caulson of the SS *Baltimore*, describing the burial ceremony aboard ship at sea. It was what my husband wanted.

Sincerely,
Mrs. Catherine Lomas
Pittsburgh, Pa.

Inspired by the Sea

Along with many readers, I enjoy each issue of the *Log*. It's newsy and informative with lots of good pictures.

I would like to publicly thank Mr. Paul Hall for the good job he has done for the Union and for me. If you look over your records you will see that back in the mid 30's I belonged to the Sailors Union of the Pacific, and suppose that I am among the charter members of the SIU.

Three British ships introduced me into a way of life one never forgets.

The sea seemed to be my gangway to success. I had been expelled from grammar school, dropped out of high school. So I went to sea.

Newark, Brooklyn, Manhattan, Jersey, Staten Island all probably whispered "good riddance" as I weighed anchor, struggling for success.

I read nearly every book placed aboard and was greatly inspired by one called "Borden of Yale." Its foreword began, "It's not the gale but the set of the sail that determines the way we go."

Mr. Paul Hall sent me to study at Saint Francis Xavier University, Nova Scotia, Canada. I have been a priest for 30 years.

Fraternally,
Rev. Charles H. McTague
Montclair, N.J.



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Was 1967 SIU Scholarship Winner

Philip Shrimpton Is Veterinary Doctor in Kentucky

Philip E. Shrimpton, 1967 SIU scholarship winner, takes care of "everything that walks or crawls; whatever comes through the door or calls up on the telephone." Philip Shrimpton tends "all creatures great and small" as a doctor of veterinary medicine in Wilmore, Ky. He is the son of recently deceased Seafarer Sydney P. "Aussie" Shrimpton.

After graduating from the University of Kentucky with a degree in zoology, Dr. Shrimpton spent another four years getting his doctor of veterinary medicine degree at Ohio State University.

In 1975 he set up a "mixed animal practice," treating both large and small animals. He has some interesting stories to tell. There was the time he had to deliver a calf from a cow that was sitting in four feet of mud. The cow had been left in an outdoor paddock and had dug itself four feet into the mud, trying to get more comfortable. Dr. Shrimpton had to dig down to reach the animal and deliver the calf.

Winter is a hard time for a Kentucky veterinarian. Snow and cold weather cut down on the visits or calls people make about their animals. Shrimpton's income at this time is based on emergencies. In the spring, however, "everything cuts loose," and business picks up again.

The business side of having his own veterinary practice, Shrimpton said is "enough to drive you nuts." He dislikes

keeping up with inventory taxes, red tape, and long waits to buy the medicines he needs. But he likes being his own boss and working with animals. "Animals," he said "seem to be grateful when you help them, which sometimes can't be said for their owners."

Dr. Shrimpton insists that he doesn't love animals, though he likes and works well with them. "You can't be head over heels in love with animals and be a good vet," he said. "If your emotions carry you away, you can't function under stress."

Shrimpton feels that maintaining a "professional distance" allows him to make the kind of decision each situation calls for. "You have to be conservative sometimes and jump in with both feet at other times," the vet explained. He added that this is hard to do if you "really like" animals.

But for the past 10 years, Philip Shrimpton has lived, breathed and slept animals—literally. While an undergraduate he went to school during the day and worked for the animal pathology department from 5 P.M. to 8 A.M. His \$2.75 per hour job was to check on the department's animals every hour and to do testing on disease with sheep and horses. He stayed in a shack outside the barn where he slept between rounds.

When he got to vet school, Shrimpton said he didn't have much time for research. He had eight hours of classes



Philip E. Shrimpton

a day during his first two years. Later on though, he got involved in research with horses, studying their stamina and physiology of running. He assisted one of his professors, Dr. Milne, who discovered that a good racehorse could be told by the size of its heart.

When he's not practicing veterinary medicine, Philip practices his hobby—mushroom collecting. Highbridge, not far from Wilmore and on the Kentucky River, is the "mushroom capital of the world," Shrimpton said. He can tell you about the 15,000 different species of fungi that produce mushrooms. He talks about different types of mushrooms that

have names like "chicken of the woods" and "destroying angels." One type of mushroom, called "shaggy manes" becomes ink about 24 hours after it's picked. "Fairy ring" mushrooms grow in a circle that is sometimes hundreds of yards in diameter. Shrimpton's hobby is really not very far removed from his work because, as he pointed out, "fungi both cause and attack disease."

Philip Shrimpton puts in a 10-hour work day and then climbs the stairs to his home, right above his clinic. Home also includes his wife of one year, Marion, who's a registered nurse. They have a dog, two cats and a parrot.

Dr. Shrimpton said the SIU scholarship "sure helped" him because "getting through school was an expensive proposition." Also a help was the pride and encouragement of his father, Aussie Shrimpton, who sailed for a total of 53 years. An SIU pensioner when he died, Brother Shrimpton had joined the Union in 1942 and sailed for 34 years as a chief steward.

When he graduated from veterinary school in 1975, Philip Shrimpton's father threw a party for him at Union Headquarters. At that time Dr. Shrimpton thanked the SIU for enabling him "to complete my undergraduate work and continue my studies in veterinary medicine. This scholarship has made the difference in my being able to complete my education."



TT Williamsburgh

The SIU-contracted 225,000-dwt *TT Williamsburgh* (Westchester Marine) has been contracted for four voyages by the Military Sealift Command. She will carry full cargoes of North Sea crude oil from the port of Hounds Point, Scotland to Freeport, Bahamas or another Caribbean port. The crude will be lightered to Freeport, Tex. and a port in Louisiana. The oil will be stored in the Bryan Mound Salt Domes near Freeport for the U.S. Strategic Petroleum Reserve.

Washington, D.C.

Russia, plagued by a poor 1977 grain harvest, has bought another 1-million metric tons of American corn for livestock, the U.S. Department of Agriculture reported recently. The amount is equal to 39.4-million bushels.

Moscow says their grain harvest this year of 194-million tons was down 13 percent from 1976.

The Carter Administration expects the Soviet Union to buy 15-million tons of corn and wheat. Last year Russia purchased 6-million tons of grain from the U.S.

So far this year, the Soviets have bought 3.4-million tons of U.S. grain. This includes 1.1-million tons or 40.4-million bushels of wheat and 2.3-million tons or 90.5-million bushels of corn.

ST Golden Dolphin

Many of the officers and crew of the *ST Golden Dolphin* (Westchester Marine) recently contributed \$78 toward the purchase of a floral wreath for the departed sister of shipmate Juan B. Leon. She died on Nov. 4. Brother Leon is grateful to all those who expressed their condolences.

SS Arizpa

Many ships have had long lives, but one of the oldest still sailing on the high seas is the *SS Arizpa* (Sea-Land).

After 34 years of service, this veteran of the ocean trade routes has finally been sold for scrapping.

One of the huge World War II fleet of emergency ships, the *Arizpa* was originally named the *SS Chickasaw*, then renamed the *SS Jean Lafitte* and, finally, *Arizpa*.

She was converted into a containership in 1965 but was basically the same ship which helped to carry war cargoes to the fighting fronts.

SS Philadelphia

At 1300 hours on Nov. 19 at sea, the engines of the *SS Philadelphia* (Sea-Land) were stopped for a burial-at-sea service off the fantail for a Seattle pensioner.

"We are gathered here today," intoned Capt. James C. Waters, "in remembrance of David F. M. Sykes, a deceased SIU brother seaman, who crossed his final bar at the age of 65 on Nov. 8.

"He was an active member of the deck department for many years sailing in all ratings, including bosun.

"He was well thought of as a person and sailor and remembered by several of the *Philadelphia's* crew," eulogized the master before reading the 23rd Psalm.

"You may now commit (his ashes) to the deep. May God rest his soul."

East Coast of South America

Sea-Land's plan to start container runs to Brazil, Argentina, Uruguay and other east coast South American ports has been delayed until June. The new operation will sail from Atlantic, Gulf and West Coast ports.

The company told the Federal Maritime Commission that it has encountered obstacles with Brazilian law in getting the service under way.

The 26 sailings a year on three Sea-Land containerships would go through the port of San Juan, Puerto Rico.

New Orleans

Delta Line has been granted permission by the U.S. Maritime Subsidy Board to cut its overall subsidized service from the Gulf to West Africa and the east coast of South America. This will allow the company greater flexibility.

Delta says flexibility in operations is needed on Trade Route 14 which runs from the Gulf to West African ports. It will permit calls at Brazilian ports not visited by other American-flag carriers.

The board said that it granted the "flexibility of operation so that they (Delta) can compete effectively on the world trade routes with foreign-flag carriers."

* * * *

Delta Line vessels have been cited by the National Oceanic and Atmospheric Administration (NOAA). The ships have been collecting data over seven years on seasonal and year-to-year variations in temperature and circulation of ocean currents in the South Atlantic, Caribbean and Gulf of Mexico.

With this data, the agency relays weather information and the state of fishing grounds to weather bureaus and fishermen.



Messman Hamid Hizam serves dinner to Conrad Schmidt, conveyorman, who's been sailing on the SIU-contracted *Reiss* since 1952.



The *M/V Richard J. Reiss*' conveyors unload the coal the ship brought into Detroit.



Wheelsman Jerry Grundman on the American Steamship Company-owned *Reiss*.



The *M/V Richard J. Reiss* puts into Zug Island, Mich. with the load of coal carried from Toledo. The vessel can carry stone, sand, and coke, in addition to coal.

On Great Lakes Run from Toledo, *M/V Richard J. Reiss* Unloads Coal at Steel Plant

It was just beginning to get dark as the SIU-contracted *M/V Richard J. Reiss* unloaded her cargo of coal at the National Steel Company plant on Zug Island, Mich. in early November.

The steel company is a city unto itself. The noise and activity of clanking machinery and bells ringing, railroad cars crisscrossing with tractor lifts, conveyors loading and unloading coal and ore—are ceaseless. Everything is a grease-coated, black-brown color. Coal spits off the unloading conveyors and covers the waterfront.

The American Steamship Co.-owned *Reiss* has a 14,100-ton carrying capacity. She carries 24 SIU members on her Great Lakes area runs. This trip had been to Toledo to pick up the load of coal.

Though the 34-year-old vessel is also equipped to carry stone, sand, and coke, she most often transports coal. The demand for coal is high in the Great Lakes area. Many of the region's steel mills and power plants are coal-operated. Also, those facilities have been stockpiling coal against the coal strike.

The self-unloading *Reiss* and other coal-carriers are kept busy during the shipping season. Detroit Port Agent Jack Bluitz reports there are plans to

keep the *Reiss* running after most ships have already been laid-up. She could keep going as late as mid-January.

Much depends, however, on the length of a United Mine Workers Union strike which began on Dec. 6. Contract negotiations fell through at that time. The 130,000 UMW coal miners covered by the "Eastern Agreement" with the Bituminous Coal Operators Assn. mine about 50 percent of the country's coal.

Bluitz says the strike will have a "tremendous effect" on shipping on the Lakes, especially if it lasts into the spring.

Coal miners have a "no contract, no work" policy written into their union's constitution. When no agreement was reached between the union and the B.C.O.A. by Thanksgiving weekend it was clear there would be a walkout. The UMW constitution also requires a membership vote on any proposed contract. That process takes at least 10 days.

UMW President Arnold Miller indicated recently that a walkout could last as long as three months.

But back in early November, strike talk was rumor, not reality, and the crew of the *Reiss* was getting ready for their next trip out.

Seafarer Vernon Wallen, the second

cook, was preparing salads and desserts for dinner. Wallen, who's from Tennessee, said he ships exclusively out of the port of Detroit.

The crew of the *Reiss* generally ship together for the entire season. They get

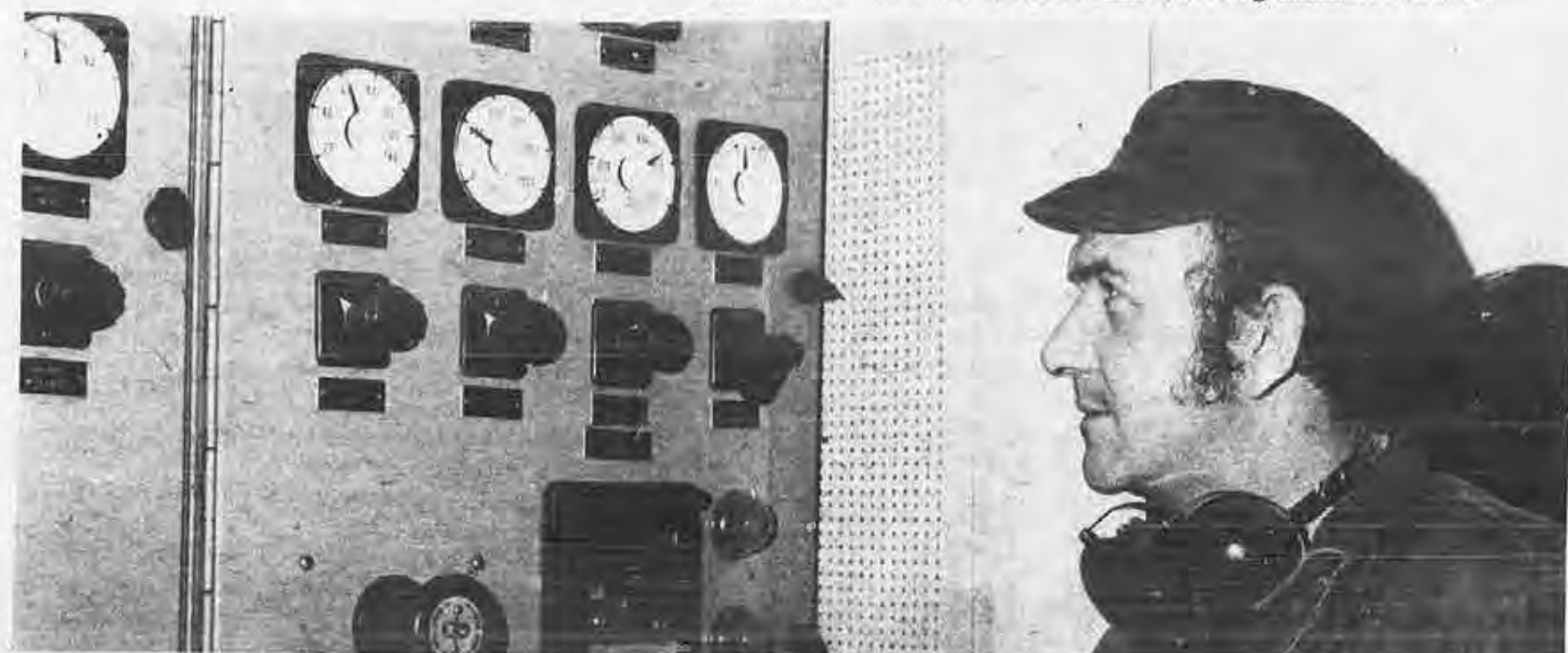
to know each other pretty well. One indication of the good feeling aboard the ship came from the galley where the chief cook, MEBA-member DuWayne Schoeneck, had baked a holiday fruit cake for each crewmember.



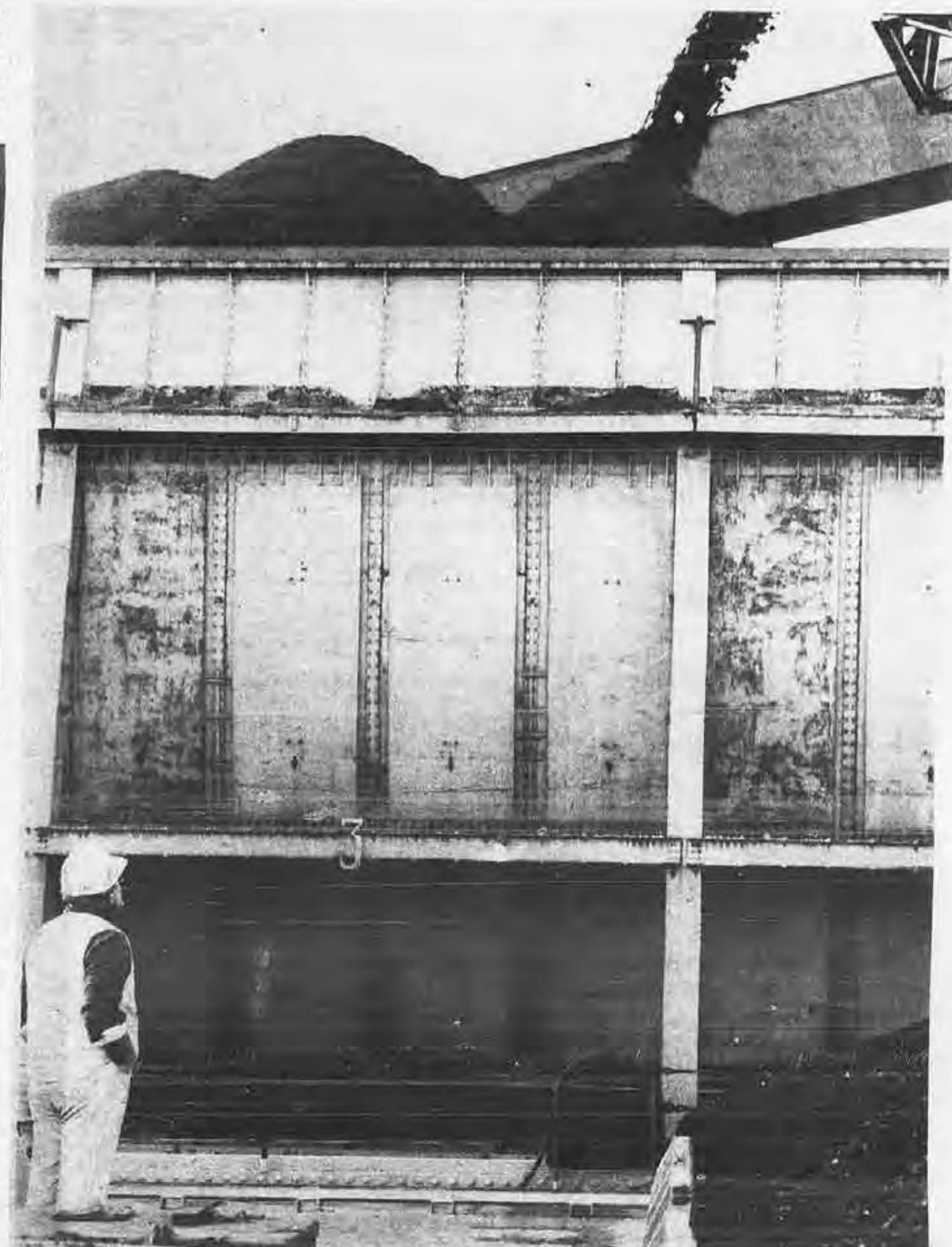
Seafarer Vernon Wallen, second cook, serving salads to the crew.



A view of the *Reiss*' cargo and the vessel's unloading site on Zug Island. The ship was kept busy this season carrying coal to Great Lakes area steel mills and power plants trying to build coal stockpiles.



SIU Brother Bill Cochenet who ships on the Lakes as QMED/oller, checking the engine room's control board to prepare for the vessel's departure from Zug Island.



R. J. Reiss Bosun Robert Echley looks on as the self-unloading vessel empties its cargo via conveyor at the National Steel Corp. Zug Island plant.

PORTLAND (Sea-Land), October 8 — Chairman, S. J. Alpedo; Secretary D. O. Coker; Educational Director Bert I. Reamey. No disputed OT. Chairman reported that six new men joined the ship at payoff in Seattle. Three of the new men had never been on a ship before but are doing an excellent job under the direction and supervision of Brother D. O. Coker, our new steward. Everyone is happy to have Brother Coker on board. Observed one minute of silence in memory of our departed brothers.

BEAVER STATE (Apex Marine), October 2 — Chairman, Tom Henry; Secretary W. Wallace; Steward Delegate C. DeVaughan. \$20 in ship's fund. Some disputed OT in deck and engine departments. All communications were posted as they were received. Captain Ken Thoens took the opportunity of expressing his personal gratitude to all unlicensed personnel for a job well done under trying circumstances. He was primarily referring to the breakdown in Singapore and several oil spills during the trip, which required a concerted effort by all hands. Next port, Eagle's Point.

BALTIMORE (Sea-Land), October 8 — Chairman, Recertified Bosun J. Puglisi; Secretary George W. Gibbons; Educational Director W. J. Dunnigan. \$15.25 in ship's fund. No disputed OT. Chairman discussed the importance of donating to SPAD. The steward department thanked the watchstanders for keeping the messroom and pantry clean. Report to the Log: "Captain John K. Coulson of the ship, held a burial service for a departed Seafarer. The name of the deceased was Arthur Lomas. His wife wanted his ashes to be scattered across the sea because that was his life. At the service, pictures were taken and the crew expressed their condolences."

COASTAL CALIFORNIA (T. M. McQuilling), October 16 — Chairman, Ken McGregor; Secretary Jim Bartlett; Educational Director Bobby J. Edwards. No disputed OT. A suggestion was made by the chairman to send a telegram to Washington saying that this entire crew supported the Oil Cargo Bill unanimously. Secretary reported that a new bosun is on board by the name of Ole Ma-Moo. McGregor and everyone is happy to see him aboard. All communications were read and posted. Observed one minute of silence in memory of our departed brothers. Next port, Wilmington.

SEA-LAND TRADE (Sea-Land), October 24 — Chairman, Recertified Bosun E. D. Christiansen; Secretary R. P. Taylor; Educational Director R. Jong. \$80 in ship's fund. No disputed OT. Chairman held a discussion on the importance of crewmembers upgrading themselves at Piney Point. All communications that were received were read and posted. A vote of thanks to the steward department for a job well done. A vote of thanks to the electrician for his movies.

SEA-LAND McLEAN (Sea-Land), October 23 — Chairman, Recertified Bosun Tom Kelsey; Secretary J. Myers; Educational Director Hubert Martin; Deck Delegate Enos E. Ott. \$140 in movie fund. No disputed OT. A fire and boat drill was held on Saturday and is to be taken up with the patrolman at the payoff. Observed one minute of silence in memory of our departed brothers.



WALTER RICE (Reynolds Metal), October 18 — Chairman, Recertified Bosun W. Jefferson; Secretary W. Benish; Educational Director P. Ellis; Steward Delegate R. Crawford. \$74.22 in ship's fund. Some disputed OT in deck and engine departments. Chairman posted the schedule of classes at Piney Point and encouraged all members to attend the various classes. The importance of SPAD was discussed and the fight against the big oil companies explained. Educational director asked crew to keep the library books circulating. Several safety factors were also discussed and will be taken care of. All open fans are to be covered and signs to be painted warning when OSPHO acid is in use on deck. Next port, New Orleans.

POTOMAC (Ogden Marine), October 2 — Chairman, Recertified Bosun T. J. Hillburn; Secretary G. Tolliver. Some disputed OT in engine department. The Logs were sent from Headquarters and passed out among the crew. Report to the Log: "This SIU has come a long, long way from Number Two Stone Street, New York. A vote of thanks to Paul Hall."

JOHN TYLER (Waterman Steamship), October 2 — Chairman, Recertified Bosun Donald Pool; Secretary J. Moody; Engine Delegate W. Murphy. \$14.25 in ship's fund. No disputed OT. Chairman advised all crewmembers to go to Piney Point for a rating. Also discussed the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers. Next port, Houston.

SEA-LAND EXCHANGE (Sea-Land), October 2 — Chairman, Recertified Bosun V. Poulsen; Secretary E. Miller; Educational Director G. Renale; Deck Delegate J. McLaughlin. \$22.10 in ship's fund. \$130 in movie fund. Chairman suggested that all seamen and their families should write to their state congressmen about oil shipments on foreign tankers from Alaska to U.S.A. and to write as many letters as they can to Washington, D.C. Next port, Seattle.

MOUNT EXPLORER (Cove Shipping), October 30 — Chairman, Recertified Bosun Pete Garza; Secretary Dario P. Martinez; Educational Director Fred Harris. No disputed OT. Chairman advised the membership to take advantage of the School in Piney Point to upgrade themselves. Educational director explained the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

NEWARK (Sea-Land), October 19 — Chairman, Recertified Bosun A. Eckert; Secretary Ken Hayes; Educational Director J. Broaddus; Engine Delegate W. West. \$5.00 in ship's fund. No disputed OT. Chairman advised all members that the new Log was out and everyone should read it. A vote of thanks to the steward department. Report to the Log: "George McCartney is now in port and the brothers are very pleased with the prompt service. We want to wish Harvey Mesford a quick recovery." Next port, Seattle.

SEA-LAND FINANCE (Sea-Land), October 16 — Chairman, Recertified Bosun J. Pulliam; Secretary F. Fletcher; Engine Delegate S. Mooney; Deck Delegate J. Long; Steward Delegate D. Bradley. No disputed OT. Chairman asked all crewmembers to write to the legislators in Congress that we support the Oil Cargo Preference Bill, House Bill No. H.R. 1037, Senate Bill No. S. 61 and that we would like their support also. Copy of a list of the U.S. House of Representatives was posted. Educational director advised all members to upgrade when you can. Crew was also urged to read the Log and keep up with what is going on in the Union. The power pac forward is still noisy and the fumes from it are bad. Next port, Hong Kong.

ST. LOUIS (Sea-Land), October 16 — Chairman, Ubie Nolan; Secretary C. Gibson; Educational Director E. Walker. \$60 in ship's fund. No disputed OT. Chairman held a discussion on several articles of interest that appeared in the latest Log. All members were urged to donate to SPAD. A vote of thanks to the steward department for a job well done. Next port, Genoa.

PONCE (Sea-Land), October 11 — Chairman, Recertified Bosun J. San Filippo; Secretary Duke Hall; Educational Director H. Ulrich. \$80 in ship's fund. Some disputed OT in deck department. Chairman suggested that all members should read the Log to keep up with what is going on in the Union and what the Union is doing for our job security. Also urged them to take advantage of the upgrading opportunities at Piney Point as it is for your own good. Report to the Log: "Should call this ship the SS Typhoon Ponce as we were in four in a period of three and a half weeks." Observed one minute of silence in memory of our departed brothers. Next port, Hong Kong.

SEA-LAND VENTURE (Sea-Land), October 16 — Chairman, Recertified Bosun B. Butts; Secretary Roy R. Thomas; Educational Director Sam Hacker. No disputed OT. The chairman gave a talk on donating to SPAD and advised all crewmembers to read the Log. Everyone enjoyed this trip by going to Spain rather than Rotterdam and Bremerhaven. Observed one minute of silence in memory of our departed brothers. Next port, Jacksonville.

BRADFORD ISLAND (Interocean Mgt.), October 2 — Chairman, Recertified Bosun C. D'Amico; Secretary N. Johnson; Deck Delegate V. Roll; Engine Delegate Louis Pickhart; Steward Delegate Wayne Evans. Some disputed OT in deck department. Secretary reported that we should start having a first aid safety meeting and movie shown once a week as it will make the crewmembers more aware, especially when it comes to smoking. Next port, Baton Rouge.

OGDEN WILLAMETTE (Ogden Marine), October 9 — Chairman, Recertified Bosun E. Bryan; Secretary E. Kelly; Educational Director R. Staplin; Deck Delegate B. Anding; Engine Delegate R. Scaivens; Steward Delegate C. Kreiss. No disputed OT. Chairman advised all crewmembers to read the Log as it contains some very important articles and you will find out what is going on in your Union. All communications received were posted. A vote of thanks to the steward department for a job well done.

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

PISCES
DELTA BRASIL
MOHAWK
THOMAS JEFFERSON
FLOR
DEL RIO
COLUMBIA
CANTIGNY
COUNCIL GROVE
OVERSEAS ALICE
NEW YORK
PENN
MARYLAND
DELORQ
THOMAS LYNCH
DELTA PARAGUAY
OGDEN WABASH
DELTA MAR
AQUILA
WESTWARD VENTURE
OVERSEAS ARCTIC
JOHN PENN
CARTER BRAXTON
GALVESTON
PANAMA
SEA-LAND COMMERCE

ANCHORAGE
ALLEGIANCE
ARECIBO
TAMPA
MOUNT VERNON VICTORY
GUAYAMA
SEA-LAND CONSUMER
GOLDEN ENDEAVOR
VIRGO
TAMARA GILDEN
OAKLAND
POINT JULIE
WORTH
NECHES
DELTA NORTE
WASHINGTON
OVERSEAS JOYCE
DELTA MEXICO
ULTRAMAR
ELIZABETHPORT
OVERSEAS VIVIAN
DEL SOL
BOSTON
OGDEN WABASH
SUGAR ISLANDER
ACHILLES
ZAPATA ROVER

'Manati' Is His Main Reindeer

'Santa Claus' Blancq Carried Wide Range of Items

He's called Santa Claus, and although he has slimmed down in recent years, his snow-white beard and clear blue eyes still warrant the nick-name.

But this Santa didn't get his ruddy complexion hauling toys from the frozen North. He got it from 47 years of sailing, carrying very different kinds of cargo.

Capt. Marcel "Santa Claus" Blancq, an SIU Boatman, grew up in New Orleans. He has worked on tugs and ships of all sizes from the Mississippi River to the South China Sea. Blancq picked up the nick-name in the Orient, in the days when he weighed over 300 pounds.

Brother Blancq has crossed tropical waters with cargoes that range from the exotic to the dangerous. He has carried loads of dried shark fin on a freighter in the Caribbean and towed ammunition to the treacherous coastline of South Viet Nam.

For the past year, Capt. Blancq has been at the helm of the *Manati*. She is a 450-gross ton trailership in the SIU-contracted fleet of Caribe Tugboat out of San Juan, Puerto Rico.

Manati is an Indian name that goes back to the early inhabitants of Puerto Rico, the Taino Indians. From 1967 to 1973, Blancq was in the wheelhouse of a tug with a more familiar Indian name, *Cammanche*, but in a very different operation.

Port Agent Boudreau Retires

Buffalo Port Agent Roy J. Boudreau, 52, retired from the SIU recently. He was Buffalo port agent from 1960 to 1977.

Brother Boudreau joined the Union in 1946 in the port of Detroit. He sailed in the deck department as an AB.

Born in Detroit, he is now a resident of Phoenix, Ariz. where he's "enjoying the sunshine" with his wife, Joan; son, Dan; daughter, Denise and two step-children.

Laker Boudreau actually began sailing in 1943 during World War II. From 1947 to the 1950's he helped to organize the Browning and Midland Steamship companies. He walked the picket line in the 1947 Bull Line beef at N.Y. Harbor and in the 1947 Isthmian strike.

Pensioner Boudreau was assistant secretary-treasurer for the Great Lakes



Roy Boudreau

District from 1962 to 1970 and was a trustee for the district's welfare, pension and vacation plans.

Another Vacation Check



Philadelphia Port Agent John Fay recently handed over a vacation check and a handshake to SIU Boatman Richard Finley, left, of Steuart Transportation. The check is another of the growing benefits under the industry-wide vacation plan for SIU Boatmen.



The *Commanche* was part of the private tug and barge fleet that was contracted by the then-named U.S.N. Military Sea Transportation Service (MSTS) to bring supplies to American armed forces in Viet Nam. The fleet was owned by Alaska Barge and Transport Company. This was a relatively small West

Coast operation which is now part of Crowley Maritime.

Viet Nam, like most of the Far East, had limited port facilities and no tradition of coastal movement of cargo by tugs and barges. In 1965, U.S. forces built up rapidly in the country. But neither manpower nor vessels were available from the military for the mass of cargo that waited to be moved. This included millions of tons of food, munitions, fuel, and construction materials. They lay in ships anchored in deep water off Viet Nam and in congested Philippine harbors.

Alaska Barge got the job because the company had proven experience in over-the-beach cargo deliveries to Dew Line stations on Alaska's North Slope. And they proved that they could do it again under even more difficult conditions a hemisphere away.

The company's work in Viet Nam was summed up afterward by the MSTS Far East commander. He is quoted in a history of the operation, called "Towboats to the Orient":

"Because most of the tugs were old ... we thought we were going to have nothing but problems ... But we didn't realize then that they had a bunch of people who had a can-do attitude, and regardless of whether the equipment was old or not, they still kept it running."

Capt. Blancq was one of those people. He was a member of the SIUNA-affiliated Inlandboatmen's Union of the Pacific at the time. For six years on the *Commanche* he towed hazardous cargo up and down Viet Nam's unmarked coastline. His job was made even more dangerous by the lack of local repair facilities and by the risk of sniper bullets along the way.

Two Men Lost

The boat did sustain some damage from enemy fire. Though still a great loss, only two men from the entire fleet died in the operation, he said.

Blancq saw other losses while he was in Viet Nam, both of equipment and of human life. He took photos of a munitions depot supplied by the tugs that exploded when a fork lift accidentally hit a stockpile. Taken from his boat, the pictures show dense clouds of smoke that cover the entire shoreline.

He also has photos of greater tragedies, of young Vietnamese bombing victims, some of whom he took out of the water himself from his tug. And he has memories of the War that remain in his mind even more vividly than his photographs.

Blancq's present job on the *Manati* takes him to much more pleasant surroundings. The vessel runs from San Juan to islands in the Caribbean. She carries general cargo which sometimes includes unusual goods.

Shark Fin Soup

Blancq likes to tell about the time he picked up 44,000 pounds of dried shark fin in St. Martin. "We brought it back along with 44,000 flies." The shark fin is later shipped to Hong Kong where it is used to make shark fin soup, an oriental delicacy, he explained.

The "real" Santa Claus may not be a sailor. But if he ever decided to trade in his sleigh for a ship, he could learn a few things from "Santa Claus" Blancq.

Notice on Series

The eighteenth part of the *Log* series showing how various organizations and laws affect the job security of SIU members will not be run this month due to production difficulties. However, the series will be continued in the January issue of the *Log*.

Five for Lifeboat



These five SIU members recently completed the Lifeboat course at the Lundberg School. They are from the left: Santiago Kinanahan, Michael Diggs, Henry Crockerham, David Lupton and Efrain Santana.

Break Big Oil's Transportation Monopoly

Continued from Page 3

mand for oil, and with it the opportunity to charge higher prices for petroleum."

Trade Reform, Continental Shelf

In its stand on U.S. trade policies, the MTD Convention criticized the Trade Act of 1974. Among other things, the Act permits products manufactured in developing nations to enter the U.S. duty free.

The MTD recognized that the original intent of this provision was to assist developing countries in building their industrial base while at the same time raising their living standards through expanded imports.

However, said the MTD, "what it actually does is encourage U.S. firms to locate in lesser developed nations where they can exploit the low paid workers."

The MTD charged that this migration of U.S. industry to underdeveloped nations "is causing an acceleration in job losses and plant closings at home."

The MTD also charged that the

American consumer does not pay less for imported goods. It contended that "the savings that result from the difference in labor costs between the U.S. and foreign competitors are not passed on to the consumer."

The MTD warned that "if America wants to preserve its economic strength, Congress must insist on fair trade practices that give American industry and American workers the opportunity to compete on an equitable basis."

In another major action involving jobs for Americans, the MTD urged a "Build American" program in the development of oil and natural gas reserves on the U.S. outer continental shelf.

The MTD said that such development has a tremendous job-creating potential for American workers. However, the MTD noted that America's one-time dominance in the construction of offshore oil rigs is rapidly fading. It is giving way to foreign built rigs.

The MTD, in the interest of employ-

ment for U.S. workers, called on Congress to pass legislation providing for "the exclusive use of U.S.-built, U.S.-

manned drilling rigs and platforms for the exploration of U.S. offshore oil and gas resources."



As of Jan. 1, 1978, the AFL-CIO Maritime Trades Department will have some new people working for the fortunes of the maritime industry. MTD President Paul Hall, left, offers a word of congratulations to (l. to r.): Jean Ingrao, who will take over as administrator from the retiring O. William Moody; John Yarnola, who will serve as national field coordinator, and Dave Dolgen, political and legislative director. Mrs. Ingrao has been with the MTD for 28 years.

Sen. Inouye Warns About State of U.S. Merchant Marine

Sen. Daniel K. Inouye, Democrat from Hawaii, told the Biennial Convention of the AFL-CIO Maritime Trades Department in Los Angeles this month that he is not an alarmist.

He proved that by publicly announcing his gratitude to maritime labor for its support in his election campaigns. This comes at a time when the national press is calling for the heads of politicians who support maritime programs. In particular those who support oil cargo preference, which the papers termed a "political payoff" to the maritime unions.

However, Sen. Inouye, who is chairman of the Senate Subcommittee on Merchant Marine and Tourism, had a few alarming statistics for the MTD Convention delegates concerning the state of the American merchant marine. Inouye told the delegates:



Senator Daniel Inouye

• The U.S. requires 71 strategic raw materials for the national defense. We are self sufficient in only three, meaning the U.S. must import, in varying degrees, 68 of these materials. For instance, the

U.S. imports more than half of our oil and 90 percent of our bauxite.

• The U.S. merchant fleet has dropped from first to tenth place among the world's merchant fleets since World War II.

• In the same time, the Russians have risen from "virtually nowhere" to second place.

In 1976 U.S. ships carried only 4.4 percent of the nation's foreign commerce as opposed to 42.3 percent in 1950.

Inouye said, "we are supposed to be a world power, but no other world power has allowed their merchant fleet to decline to such a low state as we have allowed ours."

The senator then reeled off some percentages of commerce carried by other major foreign national fleets. He said the Russians carry 50 percent of

their foreign commerce; the Japanese 40 percent; the Greeks 45 percent; the Spanish and Norwegians 37 percent, and the West Germans and French 30 percent. He continued, "the British, who are supposed to be broke, carry 34 percent of their foreign commerce."

He also pointed out that Soviet ships now carry more cargo between the U.S. West Coast and the Far East than do American ships.

Inouye said bluntly, "if we expect to remain a world power we cannot continue to allow alien flag vessels to carry the vast majority of our foreign commerce."

Inouye also stated, "I can foresee the day when foreign nations will call a shipping embargo on the United States for political leverage." He concluded, "if you think the oil embargo was blackmail, you ain't seen nothing yet."

At MTD Confab, Sen. Gravel Backs Lower Inland User Tolls

The Mississippi doesn't flow through Alaska, and the humid clime of Panama rarely invades Alaskan air space. But Sen. Mike Gravel, Democrat from Alaska, is concerned about maritime issues involving both these areas. And he talked about them at the convention of the AFL-CIO Maritime Trades Department this month in Los Angeles.

Gravel first took up the controversial issue of the replacement of Locks and Dam 26 at Alton, Ill. on the Mississippi. The towing industry has considered this the most important project for the inland waters. But it has been delayed for several years because of legal and political roadblocks.

Earlier this year, the House passed

legislation clearing the way for the project. But it attached a user charge, or toll, amendment to the bill. The towing industry companies initially opposed the user charge, but since have decided to go along with it. The SIU is still strongly opposed to any user charges.

As noted by Gravel, the Senate version of the Lock and Dam 26 bill calls for a much higher user fee than the House bill. Gravel said the higher fee would be a detriment to the towing industry and its workers. And he said he would support the lower fee in the House version when the bill comes up in the Senate next year.

Gravel also talked about the possibility of construction of a new sea level canal across Panama. He contended that by 1990 the present canal will be all but obsolete.

He added that an engineering study done during the Johnson Administration found that a sea-level canal was feasible for construction 10 miles west of the present site.

Gravel said that a sea-level canal "could provide a new thrust for the re-engineering of the U.S. merchant fleet as well as major American port facilities."



Senator Mike Gravel

He added that a new canal would be important for the economy of Alaska as well. He said that the project would encourage the further development of Alaska's energy resources. This is because the canal would provide a cheap, easy means for water transportation between the 49th State and the energy-short East Coast.

Gravel said he wouldn't even be in office had it not been for the support of labor in his campaign. He asked that maritime labor support his proposals concerning Panama and the Mississippi River project.

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Kirkland Pledges Labor's Support For U.S. Maritime Industry

Lane Kirkland, secretary-treasurer of the AFL-CIO, renewed the labor movement's pledge of "full and active support" in the fight for a fair oil cargo preference bill for American-flag ships.

Kirkland spoke this month before the Biennial Convention of the AFL-CIO Maritime Trades Department in Los Angeles. He noted that "the seafaring and shipbuilding trades have had a very rough year and a disappointing setback on the legislative front." He was referring to the defeat of the Carter-proposed 9.5 percent oil cargo bill for U.S. tankers.

Kirkland said, "the only consolation we have in this case is the fact that the American maritime industry over the years has already been so starved, abused, brutalized, spurned, orphaned, molested, smeared and betrayed that

one more kick in the stern just lands on calloused scar tissue."

He affirmed that U.S. seamen, however, are not the only victims of the oil bill's defeat. He said "the whole trade union movement, which has always counted maritime labor as one of its most essential fighting forces in all of its struggles for human progress, suffered as well."

Kirkland cited the State Department as a major reason for the bill's defeat. He said that State "is now energetically engaged in international efforts to give the oceans back to the bowhead whale, but cannot summon from the depths of its little heart one small twinge of sympathy or concern for that rare and dwindling species, the American sailor."

The long-time AFL-CIO secretary-treasurer said that despite the oil bill's



Lane Kirkland

defeat, "the case of U.S. maritime is really getting stronger and more urgent all the time."

He compared the plight of maritime to the growing job losses in the U.S. steel, clothing, textile, shoe, rubber, and electronics industries.

He said, "what has happened to maritime over the years is now happening to more and more trades and industries. The country and the Congress are beginning to wake up and realize that what is now happening is not just an isolated mugging down near the docks, but that the muggers are moving up-town and taking over; even the rich aren't safe any more."

In closing, Kirkland pointed to the AFL-CIO's fight for a fair shake for American industry and all American workers. He pledged that "the problems of the maritime industry, which suffered first, most and for the longest, will not be overlooked or lost in the shuffle."

Murphy: Public Must Learn Maritime's Role in Economy, Defense

America lost more ships in World War II, a total of 700, than presently make up the modern U.S. merchant fleet.

Rep. John Murphy (D-N.Y.), speaking before the AFL-CIO Maritime Trades Department Convention this month, pointed to this statistic. He wanted to demonstrate how far the American merchant fleet has declined in the last 30 years.

But, he said, before anything meaningful can be done to correct this situation "the American people must be educated as to the importance of a strong merchant marine to our economy and national security." Murphy chairs the House Merchant Marine and Fish-



Rep. Jack Murphy

eries Committee. He put part of the blame for the recent defeat of the 9.5 percent oil cargo bill on the general

public's lack of understanding of maritime.

The New York Democrat sponsored the 9.5 percent bill in the House. He said "the public bought the press stories that the bill represented 'political pay-offs' to maritime for its support of the Carter campaign. This put a lot of pressure on people to vote against the bill."

Murphy praised the Carter Administration for its support of the oil bill. But, he said, "even though we have a new Administration, we have the same old bureaucrats in the State and Treasury Departments, who continue to oppose maritime."

He said, however, that "the defeat of

the oil bill is not that serious a loss because it was not a make or break situation. I considered the legislation as just a start for a total cargo program for the U.S. merchant fleet."

Murphy said that his overall goal for the merchant marine is to "reserve 50 percent of all cargoes, not just oil, for American-flag ships." He called on maritime labor to continue its work in the political area to assist him in getting the necessary programs through Congress.

In closing, Murphy said "the U.S. merchant marine is hurting and it won't be an easy job to correct the situation. But without the work that maritime labor has already done, we wouldn't even have a U.S. merchant marine."

'Flags of Convenience' Ships Take High Toll at Sea

Ships flying the so-called "flags of convenience" are continuing to take a high toll in disastrous oil spills, loss of life, and heavy insurance losses. The latest incident—potentially the worst maritime disaster ever—occurred this month when two Liberian flag super-tankers collided off South Africa. The ships were owned by Bethlehem Steel and under charter to Gulf Oil.

The collision between the *Venoil* and the *Venpet*, both 325,728 deadweight tons, came Dec. 16. It occurred in clear weather and calm seas 20 miles off Cape St. Francis and about 80 miles south of Port Elizabeth. Fire broke out aboard both ships. But quick rescue efforts by a helicopter from Port Elizabeth and nearby ships saved 84 of the 86 crewmembers. Two men are missing. The unlicensed crewmembers of both ships are Chinese nationals.

The fires aboard both ships have been extinguished, and both appear to be salvageable. Fortunately, the oil spill was limited to ruptures in the bunker tanks of the two vessels. The *Venpet* was eastbound under ballast when the collision occurred in the early morning hours. The *Venoil* was bound from Kharg Island in the Persian Gulf to Nova Scotia with 300,000 tons of crude oil. She was later towed out to sea. Arrangements were being made to have her cargo transferred to another tanker. The *Venpet* was towed to Port Elizabeth. The two vessels are sisterships. Both were built at the same time in 1973 at the Mitsubishi Heavy Industries yard in Nagasaki.

This latest disaster involving "flags

of convenience" ships came less than a month after the release of a report from the Tanker Advisory Center in New York. This report showed a drastic increase in tanker losses during the past year. According to TAC, at least 20 tankers totalling more than 1.1 million deadweight tons were lost in 1976. This is an increase of 44 percent over 1975, and 600 percent more than the tonnage lost in 1974.

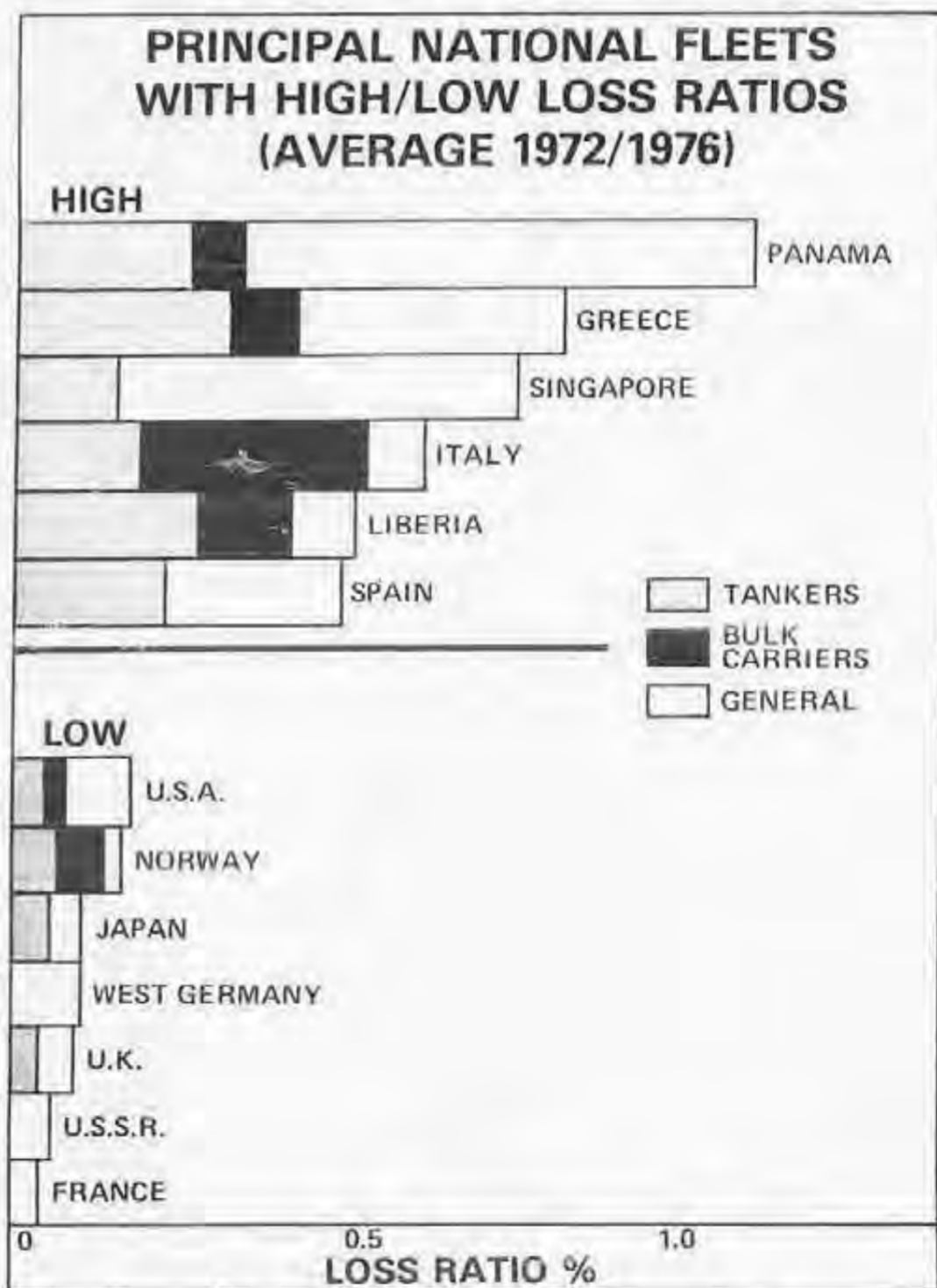
Commenting on the report, Robert G. Lowry, vice president of the Marine Office of America Corporation, said: "These dismaying statistics demonstrate the critical need to tighten up maritime regulations for oil-carrying vessels—particularly those flying so-called 'flags of convenience'."

According to a study by the National Academy of Sciences, human error is a major factor in more than 80 percent of all accidents at sea. Weather and mechanical failure account for less than 15 percent of total losses.

"It is not surprising that a number of accidents involving Liberian flag ships have been found to involve an incompetent and unqualified crew," Lowry stated.

Meanwhile, the International Union of Marine Insurers (IUMI), in its annual report, again showed that "flags of convenience" ships had loss ratios well above the world average (See Chart). Leading the pack were the ships flying the flags of Panama and Liberia.

By contrast, the report produced by the Liverpool-based marine insurance organization showed U.S.-flag ships to be among the safest fleets in the world.



AFL-CIO Presses Don't Buy Boycotts Nationwide

The AFL-CIO Executive Council is pressing hard for its nationwide boycott campaign of meat products made by the Iowa Beef Processors Co. Inc. Located in Dakota City, Neb., it is the world's biggest meat packer. The don't buy boycott was imposed on Feb. 26. At that time 2,000 workers at the company's main Nebraska plant went on strike. They are members of the Amalgamated Meat Cutters and Butcher Workmen Union.

The strike came after a complete breakdown of new contract negotiations following months of bargaining. It was reported that the company had agreed then to most of the terms of the new contract. Iowa Beef then changed its mind and tried to force a wage settlement of \$1.05 an hour less than the pay scale in other major packing companies.

Supermarket chains carrying Iowa Beef products include: A & P; Grand Union; Waldbaum's; Daitsch-Shopwell; Sloan's; Shop-Rite and Pathmark. Shoppers are urged to tell their supermarket managers not to stock the unmarked Iowa Beef and meat products in their stores. Already the U.S. boycott against Iowa Beef has succeeded in getting the supermarket chains to cut back on their purchases of the company's meat line. This consumer action will help to shorten the strike.

Ex-Iowa Beef worker, and now strike coordinator, Louis Anderson says the company is back to the days of Upton Sinclair's *The Jungle*. It has "sweatshop working conditions, safety violations and oppressive (anti) labor relations."

In eight years, the union has only been able to organize 40 percent of Iowa Beef's workers, mostly in the main plant. The current contract will be the third negotiated. It will also be the third strike against the company which was founded in 1961.

The AFL-CIO is also strongly pushing another major U.S. boycott, started in September. This is against furniture labeled Fox Manufacturing Co. The furniture is made by the Charles (Heyman) Manufacturing Co. of Dothan, Ala.

Union members of the United Furniture Workers of America (UFWA) won

an NLRB certification election at the company in March. By a vote of 104 to 23 they won the right to negotiate for their first contract with the company.

The UFWA went on strike on July 11. It said the company used stalling tactics in the weekly bargaining sessions. Immediately, the union says, Fox hired 60 strikebreakers or scabs. On Nov. 1, Dothan police arrested two United Furniture strike leaders on the picketline.

Another U.S. furniture boycott has been imposed by the AFL-CIO on the Mason-Tyler (Tex.) Manufacturing Co. The union here is also the UFWA which went out on strike on July 11 after 23 "fruitless" bargaining meetings.

The glassware manufacturing firm of Bartlett-Collins of Sapulpa, Okla. American Flint Glass Workers Union members there have been on strike against the company since Sept. 14, 1974. Contract negotiations, which started June 1974, broke down then.

The American Buildings Co. of Eufala, Ala., makers of metal buildings. United Steelworkers of America Local 7326 struck the company on Dec. 2, 1976 after 10 years of good relations.

The union said the company resorted to "take-it-or-leave-it" contract proposals which would have cut wages, benefits and working conditions. Since the strike, the company has hired scabs.

The Rylock Co. Ltd. of Union

City, Calif., makers of riveting machinery. International Association of Machinists and Aerospace Workers members struck the company on Apr. 1. The company's contract proposals would have wiped out employee seniority protection. Rylock has hired 40 scabs and a guard firm which has assaulted the strikers.

Companies remaining on the AFL-CIO "Don't Buy List" are:

The J.P. Stevens & Co., giant textile maker of sheets, pillowcases, carpets, table linen, hosiery, towels, blankets, fabrics, etc. The union there is the Amalgamated Clothing and Textile Workers.

The R.J. Reynolds Tobacco Co., manufacturers of Real, Winston, Salem, Camels, Doral, More and Now cigarettes, Winchester Little Cigars and Prince Albert Smoking Tobacco. The union there is the Tobacco Workers International.

Coors Brewery, Golden, Colo. Makers of Coors beer. The union, AFL-CIO Brewery Workers Local 366 is now on strike at the brewery.

The United Farmworkers of America Union says don't buy grapes or lettuce not bearing the union label on the carton or crate.

Dal-Tex Optical Co., The International Union of Electrical, Radio and Machine Workers says don't buy prescription eyeglasses, lenses, frames, contact lenses, sunglasses and safety glasses from them.

Croft Metals Inc., makers of aluminum and vinyl doors, windows, bathtub enclosures, patio doors, ladders, camper products and building specialty products. The union is the United Brotherhood of Carpenters and Joiners of America.

Kingsport Press, book printer. Its major customers are the Field Enterprises Education Corp., publishers of World Book, Childcraft, and the Encyclopedia Britannica Inc. which publishes Britannica Jr. and the Great Books of the Western World. The unions there are the Graphic Arts International, International Typographical, International Printing and Graphic Communications, and International Association of Machinists.

Six Pack... Too Much at Any Price



MEMBERSHIP MEETINGS' SCHEDULE

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Jan. 3	2:30 p.m.	7:00 p.m.
Philadelphia	Jan. 3	2:30 p.m.	7:00 p.m.
Baltimore	Jan. 4	2:30 p.m.	7:00 p.m.
Norfolk	Jan. 5	9:30 a.m.	7:00 p.m.
Jacksonville	Jan. 5	2:00 p.m.	—
Detroit	Jan. 6	2:30 p.m.	—
Houston	Jan. 9	2:30 p.m.	7:00 p.m.
New Orleans	Jan. 10	2:30 p.m.	7:00 p.m.
Mobile	Jan. 11	2:30 p.m.	—
San Francisco	Jan. 12	2:30 p.m.	—
Wilmington	Jan. 16	2:30 p.m.	—
Seattle	Jan. 20	2:30 p.m.	—
Piney Point	Jan. 14	10:30 a.m.	—
San Juan	Jan. 5	2:30 p.m.	—
Columbus	Jan. 21	—	1:00 p.m.
Chicago	Jan. 10	—	—
Port Arthur	Jan. 10	2:30 p.m.	—
Buffalo	Jan. 11	—	—
St. Louis	Jan. 13	2:30 p.m.	—
Cleveland	Jan. 12	—	—

Delta Uruguay Committee



Way down yonder in the port of New Orleans at a payoff recently is the Ship's Committee of the SS *Delta Uruguay* (Delta Line). From left are: Chief Steward Wilbert J. Miles, secretary-reporter; Steward Delegate Joseph Gorofinkle, Re-certified Bosun Anthony Radich, ship's chair man, and Deck Delegate James Brooks.

Legal Aid

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

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

NEW YORK, N.Y.—Schulman, Abarbanel & Schlesinger
350 Fifth Avenue
New York, N.Y. 10001
Tele. #(212) 279-9200

BALTIMORE, MD.—Kaplan, Heyman, Greenberg, Engelman & Belgrad
Sun Life Building
Charles & Redwood Streets
Baltimore, Maryland 21201
Tele. #(301) 539-6967

HOUSTON, TEX.—Combs, Archer & Peterson
Americana Building
811 Dallas Street
Houston, Texas 77002
Tele. #(713) 659-4455

TAMPA, FLA.—Hamilton, Douglas & Bennett
101 East Kennedy Boulevard
Tampa, Florida 33602
Tele. #(813) 223-3991

SAN FRANCISCO, CALIF.—Henning & Walsh
Shell Building
100 Bush St.
San Francisco, Calif. 94104
Tel. #(415) 981-4400

ST. LOUIS, MO.—Gruenberg & Sounders
721 Olive Street
St. Louis, Missouri 63101
Tele. #(314) 231-7440

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

LOS ANGELES, CALIF.—Bodle, Fogel, Julber, Reinhardt & Rothschild
5900 Wilshire Boulevard
Los Angeles, Calif. 90036
Tele. #(213) 937-6250

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

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

FALL RIVER, MASS.—Patrick H. Harrington
56 N. Main Street, Bennett Bldg.
Fall River, Mass. 02720
Tele. #(617) 676-8206

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

CHICAGO, ILL.—Katz & Friedman
7 South Dearborn Street
Chicago, Ill. 60603
Tele. #(312) 263-6330

NMC Ads Promote U.S. Merchant Fleet

Below is one of the many ads that the National Maritime Council is running in the national news media. To encourage support for a strong U.S. merchant marine, the NMC is running these ads in some of the major news publications, such as, *Time* and *Newsweek*. The Council wants to encourage American business to ship on U.S.-flag ships. So the ads are also running in business oriented publications like the *Wall St. Journal*.

The National Maritime Council is composed of government, company and union representatives who are interested in promoting a viable U.S. merchant marine.

This message is brought to you by your Merchant Marine.

Actually, this "signal of distress," applied to our merchant marine, is an understatement. The position of our U.S. cargo ships in today's international marketplace is not merely distressing; it is potentially dangerous to our country politically, militarily, and economically.

Do we sound like alarmists? Consider this. After World War II, we had over 4800 U.S. flag merchant ships; today we have 577. Compare that 577 to Liberia's 2600, Russia's 2400, Japan's 2000. Today our commercial merchant fleet is tenth in size and we're eighth in merchant ship construction. Today, while Russian flag ships carry 50% of Russia's foreign trade and Japanese ships carry 39% of Japan's foreign trade, U.S. flag ships carry less than 6% of ours. (In dry bulk, less than 2%.)

If we do not build up our merchant fleet, it means losing a vital link in our intermodal transportation system. It means more dependence on foreign shipowners and their standards of care for our environment. It means less protection from unfair freight rates and practices. It means a weakened defense arm and the loss of our nation's shipbuilding capability in case of emergency. It means economic losses affecting our balance of payments, tax contribution and employment situation.

From the viewpoint of national interest, these are all good reasons to ship on U.S. flag ships. But what of the individual shipper? Does he get any direct benefit? Yes. Today, despite the erosion of our fleet, unions, management and government have been working together through the National Maritime Council to help a new-generation industry achieve its highest level of labor stability and reliable service. Technological innovations have increased U.S. capability and efficiency, and U.S. crews are among the most highly trained and productive in the world. In addition, general cargo shippers

know that U.S. flag ship rates are fully competitive with those of most foreign flag ships. You can see why it pays to ship American.

What to do? Tell your Congressmen how you feel about the American merchant marine. If you export or import, specify that your cargo goes on American flag ships. If you'd like to learn more, send for our booklet on U.S. Flag Shipping. Write National Maritime Council, Box 7345, Washington, D.C. 20044.

National Maritime Council

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



DON'T GIVE UP THE SHIPS



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 mem-

bers 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 ac-

tually 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.



The bunkhouse at the Center, where the residents live, is brightly decorated for Christmas.



Bill Hibbert, Director of the Center and Seafarer Justice Hughes set up the traditional Nativity Scene in the front area of the Alcoholic Rehabilitation Center.



Brotherhood in Action

...for SIU members with Alcohol problem

Brotherhood is a strong tie which holds us together as a family. And Christmas is a family celebration. Some of our brothers at the Seafarers Alcoholic Rehabilitation Center have captured our feelings of

brotherhood and the spirit of Christmas with decorations, lights, and a traditional Christmas tree.

These decorations represent the feelings of all of us—the Brothers of the Sea. We are always working for a better life for everyone. During this year, we have helped our alcoholic Seafarers to conquer alcoholism and re-enter the maritime industry with a refreshed outlook on life. So this holiday season we can

celebrate as a family their success in fighting alcoholism.

The Center belongs to us. During its two years of operation, our brothers have been helped due to our efforts. We are giving the members of our Union the chance to make their lives and those of their families better.

As this holiday season arrives, let's offer our fellow Seafarer a Merry Christmas and Happy New Year.



Sheila Elginton, office manager at the Center, and Brother Jack Bennett of Wilmington, Calif., hang up Christmas cards which were received from friends of the Center.



Nativity Scene on the front porch of the Center which is located in Valley Lee, Md.

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.

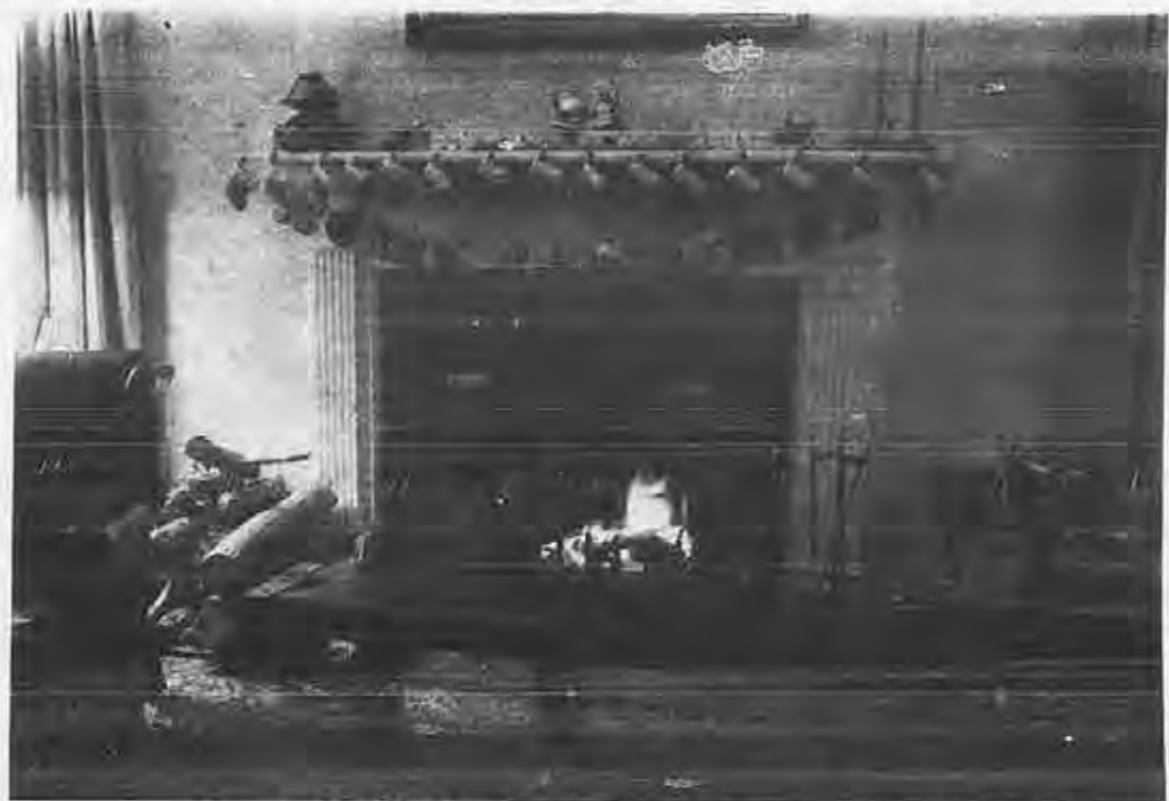
Name Book No.

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



Mantel decorations at the Center with a bright fire make a warm holiday feeling.

Retired Laker Pesenak Turns Tin Cans Into Miniature Furniture



Retired Seafarer Mike Pesenak, a Great Lakes old-timer, is shown in the Detroit Union Hall with samples of the furniture he fashions from used beer and pepper cans. At right, a detail of a tin-can rocking chair and footstool.



effect for the chair or loveseat backs.

The chair's rockers are made of the can's rims, the seats are can tops or bottoms and the loveseats are made from the bottoms and sides of 1-pound pepper cans.

Pesenak finishes the pieces by spray-painting them and gluing a piece of colored velvet over the seat. He leaves them in the Detroit Union Hall until they dry.

Mike Pesenak, who lived in Pennsyl-

vania and Cleveland, Ohio before settling in Detroit 10 years ago, may be faced with a problem: soon he won't be able to get beer cans in Detroit. The state of Michigan recently passed a law requiring beverages to be sold in deposit, returnable bottles rather than disposable cans.

But Pesenak doesn't intend to let his hobby become a dying art. He's willing to go to great lengths and get his tin cans in another state.

Retired Lakes Seafarer Mike Pesenak has found a unique way of recycling tin cans. He makes miniature rocking chairs, footstools and loveseats out of empty beer and pepper cans.

Pesenak, who came to the U.S. from Czechoslovakia in 1914, shipped out on the Lakes as an FOWT for many years. He says he'd been "in and out" of the union for years, starting in 1932. The last time he joined the SIU was in 1952 and he remained a member until his retirement two years ago.

The tin-can furniture Pesenak makes began as a hobby while he was still shipping. But Mike doesn't claim credit for the idea. The pastime was taught to him by another Seafarer who lives in Alpena, Mich. and is still shipping on the Lakes.

The small, delicate looking pieces

Pesenak makes he either sells or gives away to friends. Detroit Port Agent Jack Bluitt has begun a collection of Pesenak's pieces which can be used as children's toys or, using the padded, velvet-colored seats, as pincushions.

The process of taking an 8-ounce beer can and making it a rocker and footstool begins with a pair of tin snips which Pesenak uses to strip the can. Then, each quarter-inch strip of tin is twirled to create a fancy, scrollwork

Shipping Report for Inland Waters

FOR THE MONTH OF NOVEMBER 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	Class A	Class B
BALTIMORE	0	0	0	0	0	0	2	0
BOSTON	0	0	0	0	0	0	0	0
HOUSTON	4	0	8	0	0	0	8	3
JACKSONVILLE	6	2	0	0	0	0	8	2
NEW YORK	0	0	0	0	0	0	0	0
MOBILE	0	0	0	77	0	0	5	1
NORFOLK	0	0	0	6	0	0	42	0
NEW ORLEANS	0	1	0	0	0	0	3	0
PADUCAH	5	1	30	1	3	15	0	0
PHILADELPHIA	0	0	0	105	27	0	150	85
PINEY POINT	0	0	0	0	0	0	0	0
PORT ARTHUR	4	3	7	0	0	0	3	3
PUERTO RICO	1	0	11	0	0	0	1	0
RIVER ROUGE	0	0	0	0	0	0	0	0
ST. LOUIS	5	13	3	0	0	0	8	8
TAMPA	0	0	0	0	0	0	0	0
TOTAL ALL PORTS	25	20	59	189	30	15	230	102

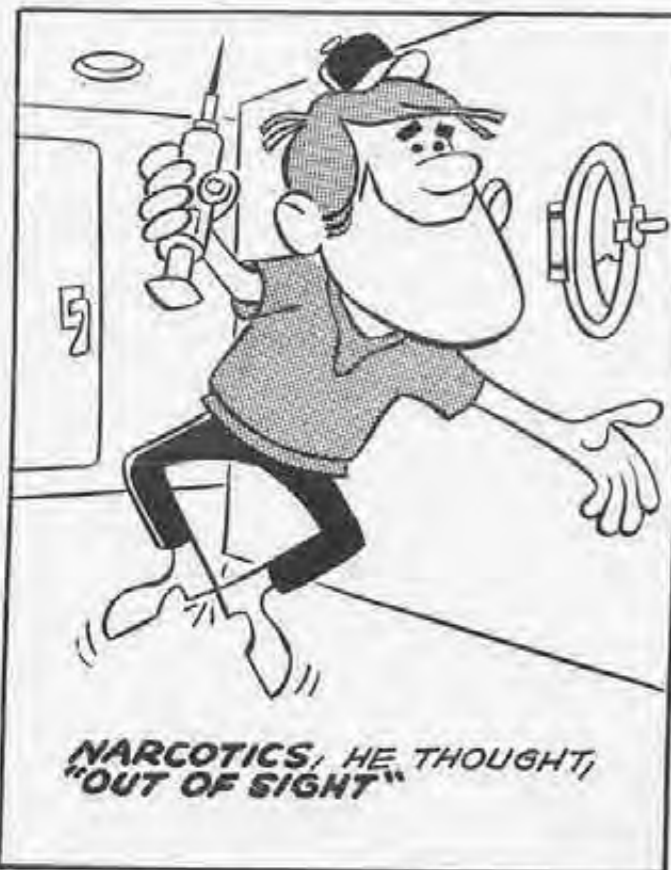
Notice to Members On Job Call Procedure

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

- membership certificate
- registration card
- clinic card
- seaman's papers



A MESSAGE FROM YOUR UNION



THE MORAL:
JUNK IS BUNK AND YOU'RE BEACHED FOR LIFE
!

Base Wages, Overtime, Premium Rate, Penalty Rate, Vacation Affected

Cost-of-Living Adjustment Ups Scale 2 Percent

Effective Dec. 16, 1977 there was a two percent cost of living adjustment for deep sea ratings covered under the SIU's Tanker and Freightship contracts. The increase covers the base monthly wages, premium rate, overtime rate, and penalty rate for work performed off watch Monday through Friday. The adjustment was based on wages and rates which went into effect June 16, 1977.

In addition to wage related items, Seafarers are reminded that the vacation pay will also be increased by the cost of living adjustment.

Below you will find a breakdown, by rating, of the two percent increase. It is suggested that you cut this page out and make it a permanent part of your Freightship and Tanker agreements.

Standard Tanker Agreement

Rating	Base Monthly Wages 12/16/77	Premium Rate Sat.-Sun. & Holidays 12/16/77	O/T Rate Excess of 8 Hrs. Mon.-Fri. 12/16/77
Boatswain (On vessels constructed since 1970)	1,245.27	10.81	5.90
Boatswain (25,500 DWT or over)	1,128.82	10.39	5.90
Boatswain (Under 25,500 DWT)	1,086.49	9.48	5.90
A.B. Deck Maintenance	926.50	8.08	4.52
Able Seaman	815.37	7.13	4.52
O.S. Deck Maintenance	748.64	6.55	3.58
Ordinary Seaman	646.56	5.66	3.58
Q.M.E.D.	1,245.27	10.81	5.90
Chief Pumpman	1,139.15	9.92	5.90
Second Pumpman/Engine Maintenance	1,139.15	9.92	5.90
Ship's Welder Maintenance	1,008.47	8.69	5.90
Engine Utility	917.20	8.15	5.90
Oiler Maintenance Utility	928.47	8.01	4.52
Oiler	815.37	7.13	4.52
Fireman/Watertender	815.37	7.13	4.52
General Utility Deck/Engine	748.64	6.55	3.58
Wiper	748.64	6.55	3.58
Chief Steward (On vessels constructed since 1970)	1,245.27	10.81	5.90
Steward/Cook	1,245.27	10.81	5.90
Chief Steward (25,500 DWT or over)	1,133.32	9.87	5.90
Chief Steward (Under 25,500 DWT)	1,091.00	9.50	5.90
Chief Cook	979.30	8.54	5.90
Cook & Baker	956.21	8.08	5.90
Third Cook	848.16	6.97	4.52
Assistant Cook	848.16	6.97	4.52
Messman	625.03	5.49	3.58
Utilityman	625.03	5.49	3.58

**PENALTY RATES OFF WATCH—MONDAY THROUGH FRIDAY
EFFECTIVE 12/16/77**

Group I	6.58
Group II	5.27
Group III	4.69

Standard Freightship Agreement

Rating	Base Monthly Wages 12/16/77	Premium Rate Sat.-Sun. & Holidays 12/16/77	O/T Rate Excess of 8 Hrs. Mon.-Fri. 12/16/77
Boatswain (SL 7's, SL 18's, Lash, Mariner)	1196.81	10.30	5.90
Boatswain	1058.53	9.22	5.90
Carpenter	973.89	8.49	5.90
A.B. Maintenance	899.99	7.84	4.52
Quartermaster	848.85	7.40	4.52
Able Seaman	805.90	7.03	4.52
O.S. Maintenance	673.43	5.51	3.58
Ordinary Seaman	629.94	5.51	3.58
Chief Electrician (SL 7's, SL 18's, Lash, Mariner)	1280.42	11.23	5.90
Chief Electrician	1245.27	10.81	5.90
Crane Maintenance Electrician	1245.27	10.81	5.90
Electrician Reeler Maintenance	1245.27	10.81	5.90
Second Electrician	1164.09	10.14	5.90
Engine Utility Reeler Maintenance	1164.09	10.14	5.90
Refrigerating Engineer (When one is carried)	1164.09	10.14	5.90
Refrigerating Engineer (When three are carried)	1164.09	10.14	5.90
Chief	1194.05	9.30	5.90
1st Assistant	1061.04	8.87	5.90
2nd Assistant	989.81	8.04	5.90
Q.M.E.D.	1196.81	10.30	5.90
Plumber/Machinist	1067.40	9.30	5.90
Unlicensed Jr. Engineer (Day)	1018.49	8.87	5.90
Unlicensed Jr. Engineer (Watch)	917.07	8.00	5.90
Deck Engineer	987.67	8.61	5.90
Engine Utility	930.24	8.12	5.90
Evaporator Maintenance	853.23	7.46	5.90
Oiler	805.90	7.03	4.52
Oiler (Diesel)	867.26	7.57	4.52
Watertender	805.90	7.03	4.52
Fireman/Watertender	805.90	7.03	4.52
Fireman	805.90	7.03	4.52
Wiper	748.60	6.55	3.58
Ship's Welder Maintenance	999.76	8.61	5.90
Oiler Maintenance Utility	930.24	7.57	4.52
General Utility Deck/Engine	748.60	6.55	3.58
Chief Steward (SL 7's, SL 18's, Lash, Mariner)	1196.81	10.30	5.90
Steward Cook	1196.81	10.30	5.90
Chief Steward	1058.53	9.22	5.90
Chief Cook	940.85	8.21	5.90
Cook & Baker	917.06	8.00	5.90
Second Cook	805.90	6.97	4.52
Third Cook	795.01	6.97	4.52
Assistant Cook	795.01	6.97	4.52
Messman	625.04	5.49	3.58
Utilityman	625.04	5.49	3.58

**PENALTY RATES OFF WATCH—MONDAY THROUGH FRIDAY
EFFECTIVE 12/16/77**

Group I	6.58
Group II	5.27
Group III	4.69

SEAFARERS VACATION PLAN SUMMARY ANNUAL REPORT

STATEMENT OF ASSETS AND LIABILITIES DECEMBER 31, 1976

	BEGINNING OF YEAR	END OF YEAR		
ASSETS			NET INCOME	(223,682)
Cash	\$4,348,935	\$5,335,527	Unrealized Appreciation of Assets	(2,010)
Receivables	2,298,887	2,439,735	Other Changes	1,697,741
General Investments	231,549	213,825	Net Increase in Assets	1,472,049
Buildings and Other Depreciable Properties	18,581	27,569	Net Assets At Beginning Of Year	2,403,122
Other Assets	9,151	4,576	Net Assets At End Of Year	<u>\$ 3,875,171</u>
TOTAL ASSETS CURRENT VALUE	<u>\$6,907,103</u>	<u>\$8,021,232</u>		
Total Assets Book Value	<u>\$6,909,953</u>	<u>\$8,026,092</u>		
LIABILITIES				
Payables	\$ 552,635	\$ 559,756		
Other Liabilities	3,951,346	3,586,305		
TOTAL LIABILITIES	<u>\$4,503,981</u>	<u>\$4,146,061</u>		
NET ASSETS	<u>\$2,403,122</u>	<u>\$3,875,171</u>		

Establishment and Purpose of Fund

The Seafarers Vacation Plan, which provides for the establishment of the Seafarers Vacation Fund, was established under the provisions of an Agreement and Declaration of Trust, dated June 1, 1951, between the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District and the signatory employers. The Vacation Plan was to continue to September 30, 1956 and could be extended from that time. The Plan has since been extended to September 30, 1986.

The purpose of the Plan is to provide certain vacation benefits to eligible employees. Funds to provide these benefits are contributed by the signatory employers under the terms of a collective bargaining agreement between the Union and each employer.

Significant Accounting Policies

The statements have been prepared on the accrual basis of accounting and accordingly reflect all material assets and liabilities at December 31, 1976. Investments are stated at cost. Gains and losses are recognized upon disposition.

STATEMENT OF INCOME, EXPENSES AND CHANGES IN NET ASSETS FOR PLAN YEAR ENDED DECEMBER 31, 1976

INCOME	
Cash Contributions	\$10,538,865
Earnings From Investments	253,209
Other Income	13,400
TOTAL INCOME	<u>10,805,474</u>
EXPENSES	
Benefit Payments Directly To Participants Or Their Beneficiaries	9,569,262
Fees, Commissions and Insurance Premiums For	
Fiduciary Insurance Other Than Bonding	34,725
Salaries and Allowances and Other Administrative Expenses	757,215
Other Expenses	667,954
TOTAL EXPENSES	<u>11,029,156</u>

NOTICE TO ALL PARTICIPANTS OF THE SEAFARERS VACATION FUND

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 Fund
275 20th Street
Brooklyn, New York 11215**

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.

SEAFARERS PENSION PLAN SUMMARY ANNUAL REPORT

STATEMENT OF ASSETS AND LIABILITIES DECEMBER 31, 1976

	BEGINNING OF YEAR	END OF YEAR
ASSETS		
Cash	\$ 3,461,214	\$ 1,971,804
Receivables	5,618,322	3,962,665
General Investments	109,740,199	124,596,129
Party-In-Interest Investments	2,938,008	4,347,285
Other Assets	20,749	696,820
TOTAL ASSETS CURRENT VALUE	121,778,492	135,574,703
Total Assets Book Value	123,633,147	134,200,214
LIABILITIES		
Payables	43,608	117,796
Other Liabilities	67,145	62,029
TOTAL LIABILITIES	110,753	179,825
NET ASSETS	\$121,667,739	\$135,394,878

STATEMENT OF INCOME, EXPENSES AND CHANGES IN NET ASSETS FOR PLAN YEAR ENDED DECEMBER 31, 1976

INCOME	
Cash Contributions	\$ 10,968,615
Earnings From Investments	5,844,973
Net Realized Gain On Sale or Exchange of Assets	213,520
TOTAL INCOME	17,027,108
EXPENSES	
Benefit Payments Directly To Participants Or Their Beneficiaries	5,778,067
Fees, Commissions and Insurance Premiums For Pension Benefit Guaranty Corporation	133,222
Insurance Premiums For Fiduciary Insurance Other Than Bonding	8,892
Salaries and Other Administrative Expenses	608,932
TOTAL EXPENSES	6,529,113
NET INCOME	10,497,995
Unrealized Appreciation of Assets	3,229,144
Net Increase In Assets	13,727,139
Net Assets At Beginning of Year	121,667,739
Net Assets At End of Year	\$135,394,878

Establishment and Purpose of Fund

The Seafarers Pension Trust, which provides for the creation of the Seafarers Pension Fund, was established under the provisions of the Agreement and Declaration of Trust of the Seafarers Welfare Plan, made as of July 1, 1950, between the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District and the signatory employers. This Trust was adopted by the Board of Trustees on September 20, 1961 and commenced operations on October 1, 1961. Regulations formulated under the Seafarers Pension Trust provide for the establishment of monthly pensions a death benefit for employees for whom the Union is the collective bargaining representative and who retire from employment in the American Merchant Marine, if they meet specific requirements as to age and years of service.

Change in Fiscal Year End

At their meeting of May 5, 1976, the Trustees agreed to change the reporting year of the Fund from a fiscal year ending March 31, to a calendar year ending December 31. This report, therefore, covers the short period from April 1, 1976 to December 31, 1976.

Significant Accounting Policies

The statements have been prepared on the accrual basis of accounting and accordingly reflect all material assets and liabilities at December 31, 1976.

Investments are stated at cost. Gains and losses are recognized upon disposition.

Actuarial Report

The consulting actuaries, in their most recent report estimated the unfunded past service liability of the Pension Plan as of December 31, 1974 to total \$100,817,000. The total accrued liability at that time amounted to \$208,342,000 and the annual current normal cost was \$7,990,000.

The actuary indicated that the annual contribution includes amortization of the unfunded past service liability. In addition, Great Lakes District companies contributed \$1.50 per man per day and Atlantic and Gulf companies contributed \$1.67 per man per day for funding prior service costs. The actuary stated that the Fund's net income is the actual funding requirement.

NOTICE TO ALL PARTICIPANTS OF THE SEAFARERS PENSION 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 Pension Plan
275 20th Street
Brooklyn, New York 11215**

Cove Communicator Committee Aleutian Developer Committee



N.Y. Patrolman George Ripoll (seated left) writes out a dues receipt on Nov. 3 for Chief Steward C.M. Modellas, secretary-reporter (seated center) of the *ST Cove Communicator* (Cove Tankers). Also at the table is Engine Delegate B. Jackson. The rest of the Ship's Committee and part of the crew are (standing l. to r.): Deck Delegate H. Darrow; Recertified Bosun Ballard C. Browning, ship's chairman; Cook and Baker Louis Gracia, steward delegate; Crew Messman H. Miranda and Saloon Messman Billy Mitchell. The ship paid off at the Hess Oil Terminal, Perth Amboy, N. J.



Way up in Kodiak, Alaska at a payoff recently is the Ship's Committee of the containership *SS Aleutian Developer* (Sea-Land). Standing left is Chief Steward-Cook Gene Sibley, secretary-reporter. Seated (l. to r.) are: Chief Electrician Bobby Stearman, educational director; Deck Delegate Wilhelm Rettenbacher; Recertified Bosun Charles "Chuck" Dawson, ship's chairman and Engine Delegate William Knight.

Lundeberg Upgrading Schedule Thru 1978

Below is a complete list of all upgrading courses, deep-sea, inland, and Great Lakes, offered at the Lundeberg School in Piney Point, Md. Also included are the starting dates for these courses for the remainder of 1977 and all of 1978. SIU members should be aware that certain courses may be added or dropped from the schedule as the need arises. However, the Log will publish in advance any such changes.

Deck Department Courses

Course Name	Starting Dates
ABLE SEAMAN	Jan. 19, 1978 March 2, 1978 April 17, 1978 May 25, 1978 July 6, 1978 Aug. 17, 1978
QUARTERMASTER	None Presently Scheduled
TOWBOAT OPERATOR (Western Rivers)	Feb. 20, 1978 March 10, 1978 May 29, 1978 June 16, 1978
TOWBOAT OPERATOR (Inland Waters)	March 20, 1978 April 28, 1978 June 26, 1978 August 4, 1978
TOWBOAT OPERATOR (Not More than 200 Miles Offshore)	March 20, 1978 May 5, 1978 June 26, 1978 August 11, 1978
MATE & MASTER	Sept. 4, 1978
FIRST CLASS PILOT	None Presently Scheduled
LIFEBOATMAN	Starting Sept. 1, 1977, Lifeboatman classes will begin every two weeks right through Dec. 21, 1978.
TANKERMAN	Starting Sept. 1, 1977, Tankerman classes will begin every two weeks right through Dec. 21, 1978.

Steward Department Courses

Course Name	Starting Dates
CHIEF STEWARD	Dec. 22, 1977 Feb. 7, 1978 March 23, 1978 May 4, 1978 June 15, 1978 July 27, 1978 Sept. 7, 1978
CHIEF COOK/TOWBOAT COOK	Jan. 12, 1978 Feb. 23, 1978 April 6, 1978 May 18, 1978 June 29, 1978 Aug. 10, 1978 Sept. 21, 1978
COOK & BAKER	Starting Sept. 15, 1977, Cook and Baker classes will begin every two weeks until Jan. 19, 1978. Then starting Jan. 26, 1978, the classes will begin every two weeks running right through to Oct. 5, 1978
ASSISTANT COOK	Jan. 26, 1978 March 9, 1978 April 20, 1978 June 1, 1978 July 13, 1978 Aug. 24, 1978

Engine Department Courses

Course Name	Starting Dates	WELDING	Starting Dates
FIREMAN, OILER, WATERTENDER (FOWT)	Jan. 5, 1978 April 13, 1978 June 22, 1978 July 20, 1978 Oct. 2, 1978		Dec. 27, 1977 Feb. 6, 1978 March 6, 1978 April 17, 1978 May 15, 1978 June 12, 1978 July 24, 1978 Aug. 21, 1978 Sept. 18, 1978
LIQUIFIED NATURAL GAS (LNG)	Feb. 6, 1978 May 15, 1978 Aug. 21, 1978	Qualified Member of the Engine Department (QMED)	Jan. 2, 1978 May 22, 1978
MARINE ELECTRICAL MAINTENANCE	April 10, 1978	DIESEL ENGINEER	Jan. 16, 1978 July 24, 1978
PUMPROOM OPERATION AND MAINTENANCE	Aug. 28, 1978	MAINTENANCE OF SHIPBOARD REFRIGERATION SYSTEMS	May 22, 1978
AUTOMATION	March 6, 1978		

For further information regarding the courses offered at the Lundeberg School, members should contact their local SIU representative, or write to the Lundeberg School Vocational Education Department, Piney Point, Md. 20674.

COURSES ARE SUBJECT TO CHANGE WITHOUT NOTICE



Verner P. Andersen, 60, joined the SIU in the port of New York in 1953 sailing as a chief pumpman. Brother Andersen sailed 33 years. He received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Seatrain*. A native of Denmark, he is a resident of Bacliff, Tex.




Oscar E. Simi, 65, joined the Union in the port of Detroit in 1960 sailing as a fireman-watertender for Kinsman Marine in 1963 and for the Buckeye, Reiss and Pioneer Steamship Cos. Brother Simi sailed 30 years. He was born in Brule, Wisc. Laker Simi is a resident of Wentworth, Wisc.



Recertified Bosun **Angelos Antoniou**, 66, joined the SIU in 1947 in the port of New York. Brother Antoniou sailed 36 years. He graduated from the Bosuns Recertification Program in the May 1975 class. Seafarer Antoniou was also on the picketline in the 1965 Chicago beef. Born in Greece, he is a resident of Hyde Park, Mass.



Herman Miller, 65, joined the SIU in the port of Baltimore in 1955 sailing in the steward department for 24 years. Brother Miller also sailed during the Vietnam War. He was born in Willisville, Ill. and is a resident of Baltimore. Seafarer Miller says he'll continue in retirement his diversions while at sea: cigars, pinochle, hearts, pool and ping pong. He adds that during his voyages he liked Hawaii "the best," Bremerhaven's swimming pools and Pakistan's new buildings.



Clarence P. Wilson, 55, joined the SIU in 1942 in the port of New Orleans sailing as a bosun. Brother Wilson was born in Alabama and is a resident of Picayune, Miss.



Lloyd J. Cormier, 64, joined the Union in Port Arthur in 1965 sailing as cook for the Hawkins Towing Co. from 1962 to 1964, Sabine Towing from 1965 to 1975. He also sailed with Dixie Carriers, Picton Towing, National Marine Service and Caribe Towing. Boatman Cormier is a veteran of the U.S. Army. He was born in Sunset, La. and is a resident of Port Arthur.



Thomas S. Monaghan, 69, joined the SIU in the port of Jacksonville in 1963 sailing as a fireman-watertender. Brother Monaghan sailed 16 years. He is also a crane operator. Born in Mississippi, he is a resident of Jacksonville.



Steven Kocak, 65, joined the Union in the port of Detroit in 1960 sailing as a conveyorman. Kocak sailed 49 years. He sailed for the American Steamship Co. from 1964 to 1969 and for the Diamond Alkali Co. from 1970 to 1974. Brother Kocak is also a machine operator. Born in Lorain, Ohio, he is a resident of Toledo, Ohio.



John C. Bokus, 71, joined the SIU in the port of New York in 1953 sailing as an AB and ship's delegate. Brother Bokus sailed 27 years. He is a veteran of the post-World War I U.S. Navy. Seafarer Bokus was born in Pennsylvania and is a resident of New York City, N.Y.



Gregorio Reyes, 65, joined the SIU in 1945 in the port of Philadelphia sailing as a chief cook. Brother Reyes walked the picketline in the 1961 NY Harbor beef and the 1962 Robin Line strike. He was born in Hamacao, P.R. and is a resident of Walden, N.Y.



Morris Berlowitz, 65, joined the SIU in 1947 in the port of New York sailing in the steward department for 31 years. Brother Berlowitz was born in Baltimore and is a resident of Yokohama, Japan.



Samuel Case Jr., 52, joined the SIU in 1947 in the port of New Orleans sailing as a fireman-watertender. Brother Case sailed 33 years. He is a veteran of the U.S. Navy in World War II. Seafarer Case is also a boilermaker. He was born in New Orleans and is a resident there.



Charles G. Swain, 62, joined the SIU in 1944 in the port of Philadelphia sailing as a bosun. Brother Swain sailed 35 years. He was on the picketline in the 1962 Robin Line beef. Born in North Carolina, he is a resident of Rome, Ga.



Emery J. Abshire, 63, joined the Union in Port Arthur, Tex. in 1963 sailing as a deckhand on the *Tugs Harns, Mar and Ser* from 1938 to 1941 and as mate, captain and pilot on the *Tug Hercules* (Sabine Towing) from 1941 to 1977. He was born in Gaydon, La. and is a resident of Port Arthur.



Thomas J. Dallas, 55, joined the SIU in 1942 in the port of New York sailing as a bosun mate. Brother Dallas sailed 40 years. He sailed for Delta Lines in 1953 and was on the Delta Shoregang from 1975 to 1977. He was born in South Carolina and is a resident of Pearl River, La.



Herbert E. Valdson, 65, joined the SIU in the port of Philadelphia in 1963 sailing as a fireman-watertender and engineer. Brother Valdson sailed 31 years. He graduated from the Union-MEBA District 2 Marine Engineering School, Brooklyn, N.Y. in 1966 graduating as a 3rd assistant engineer. Seafarer Valdson was born in Tartu, Estonia, USSR and is a resident of St. Petersburg, Fla.



Benjamin E. Hayes Jr., 59, joined the SIU in 1943 in the port of Norfolk sailing as a bosun. Brother Hayes sailed 35 years. He was born in Virginia and is a resident of Hopewell, Va.



Marcus N. Evans, 65, joined the SIU in 1947 in the port of Mobile sailing as an OS. Brother Evans sailed 31 years. He also sailed during the Vietnam War. Seafarer Evans was also a shiplifter and salesman. A native of Ganer, Ala., he is a resident of New Orleans.



Peter B. Valentine, 61, joined the SIU in the port of New Orleans in 1952 sailing as a bosun. Brother Valentine sailed 40 years. He was on the Delta Lines Shoregang from 1959 to 1977. Seafarer Valentine is also a rigger. He is a veteran of the U.S. Navy in World War II. Born in New Orleans, he is a resident of Metairie, La.



William H. S. Beadles, 56, joined the SIU in the port of New York in 1953 sailing as an AB and fireman-watertender. Brother Beadles sailed 28 years. He was born in Mayfield, Ky. and is a resident of Seattle.



Whitten L. "Doug" Hammock, 50, joined the SIU in 1944 in the port of New York sailing as a bosun and ship's delegate. Brother Hammock sailed for 34 years and during the Vietnam War. He hit the bricks in the 1960 Greater N.Y. Harbor strike. Seafarer Hammock is a veteran of the post-World War II U.S. Marine Corps. Born in Atlanta, Ga., he is a resident of Brooklyn, N.Y.



Frank G. Van Dusen, 61, joined the SIU in 1948 in the port of New York sailing as an AB and in the steward department. Brother Van Dusen was also a ship's reporter in 1969. He was born in Michigan and is a resident of Lowell, Mich.



Jessie B. Voliva, 54, joined the SIU in 1942 in the port of Mobile sailing as an AB. Brother Voliva was born in Columbia, N.C. and is a resident of Edenton, N.C.



Edward P. Malue, 65, joined the SIU in the port of Philadelphia in 1967 sailing as a cable AB and as a watchman for the Kinsman Marine Steamship Co. in 1971. Brother Malue sailed 35 years. He has been a union member since 1949. A native of Pittsburgh, Pa., he is a resident of Houston.



Henry A. West Jr., 65, joined the SIU in the port of Seattle in 1962 sailing as a fireman-watertender. Brother West sailed 27 years. He is a veteran of the U.S. Navy in World War II. Born in St. Johns, Newfoundland, Canada, he is a naturalized U.S. citizen. Seafarer West is a resident of Lynwood, Wash.



Burford E. W. Rogers Sr., 65, joined the Union in Port Arthur in 1969 sailing as a tankerman, utilityman and hirman for A. Schulman Inc. from 1960 to 1967, Sabine Towing from 1966 to 1968 and for the Slade and Southern Towing Co. from 1968 to 1977. Boatman Rogers attended a Texas Inland Crew Conference at the Harry Lundeberg School of Seamanship, Piney Point, Md. in April 1977. He was born in Weldon, La. and is a resident of Orange, Tex.



Warren E. Lillie, 60, died of a heart attack in Lake Township, Mich. on Oct. 14. Brother Lillie joined the Union in the port of Elberta, Mich. in 1953 sailing as an

oilier for the Ann Arbor (Mich.) Car Ferries from 1950 to 1976. He also sailed as a wiper on the *SS H.L. White* (Reiss Steamship). Lillie sailed 26 years. Born in Benzonia Township, Mich., he was a resident of Thompsonville, Mich. Burial was in the Homestead Township Cemetery, Benzie County, Mich. Surviving is a brother, Roy of Honor, Mich.



Ahmed Ali Mashrah, 50, died in Yemen on May 25. Brother Mashrah joined the Union in the port of Detroit in 1960 sailing as a fireman-watertender on the

CS Robinson (Steinbrenner Steamship) and aboard the *SS Richard J. Reiss*. He was born in Arabia and was a naturalized U.S. citizen. Seafarer Mashrah was a resident of Youngstown, Ohio. Surviving are his widow, Katebah; four sons, Yahya of Yemen, Altman, Maged and Saif; four daughters, Dola, Asia, Sayedah and Weliah and a brother, Nomean "Al" Mashrah of Bedford Heights, Ohio.



Clarence C. Flowers, 68, died on Aug. 6. Brother Flowers joined the Union in the port of Houston in 1957 sailing as a cook for the G & H Towing Co. from 1956 to

1965. He also worked as a roughneck for the Navillus Oil Co. from 1952 to 1956. Boatman Flowers was born in Texas and was a resident of Corpus Christi, Tex. Surviving are his widow, Ida and two daughters, Margaret and Alta.



Pensioner **Steve Lazovich**, 83 succumbed to cancer in St. Mary's Hospital, Langhorne, Pa. on Oct. 6. Brother Lazovich joined the Union in the port of Philadelphia in 1961 sailing as a cook for Taylor and Anderson from 1948 to 1952 and for the Curtis Bay Towing Co. from 1953 to 1962. He was born in Austria and was a resident of Fairless Heights, Pa. Interment was in the North Cedar Hill Cemetery, Philadelphia. Surviving is a cousin, Gus Lazarevich of Philadelphia.

Leslie W. Spicer died in San Francisco on Sept. 28. Brother Spicer sailed as a wiper aboard the *SS Portmar* (Calmar) from 1975 to 1976. He was a resident of Wilmington, Calif.



Recertified Bosun **David H. "Red" Berger**, 56, died on Nov. 21. Brother Berger joined the SIU in 1944 in the port of Norfolk. He graduated from the Bosuns Recertification Program in April 1974. Seafarer Berger sailed 34 years on Liberty ships to supertankers. He walked the picketline in the 1946-47 Isthmian beef and the 1965 District Council 37 strike. Bosun Berger attended the HLS in 1971. He was a veteran of the U.S. Coast Guard in World War II. Also, he was an electrician. Born in Norfolk, he was a resident of Chesapeake, Va. Surviving is a brother, Frederick of Chesapeake.

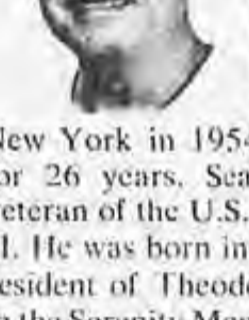
Ivan A. Durning, 74, passed away on Oct. 23. Brother Durning joined the SIU in 1947 in the port of New Orleans. He was born in Louisiana and was a resident of New Philadelphia, Ohio. Surviving are his widow, Flora; a son, Ivan and a daughter, Flora Jane.



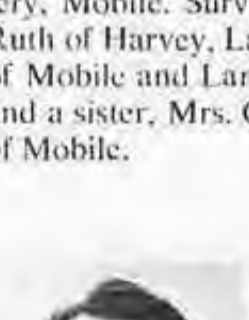
Roy B. Evans, 54, died of a heart attack in the University of South Alabama Medical Center, Mobile on Oct. 7. Brother Evans joined the SIU in the port of New York in 1954 sailing as a bosun for 26 years. Seafarer Evans was a veteran of the U.S. Navy in World War II. He was born in Alabama and was a resident of Theodore, Ala. Burial was in the Serenity Memorial Garden Cemetery, Mobile. Surviving are his widow, Ruth of Harvey, La.; two sons, Michael of Mobile and Larry of Irvington, Ala. and a sister, Mrs. Catherine E. Roberts of Mobile.



Pensioner and Recertified Bosun **Leo J. Koza**, 57, died of lung failure in the Baltimore USPHS Hospital on Oct. 1. Brother Koza joined the SIU in 1945 in the port of New York. He sailed 35 years and was a graduate of the January 1974 Recertified Bosuns Program. Seafarer Koza was a veteran of World War II. A native of Lowell, Mass., he was a resident of Baltimore. Interment was in the Oak Lawn Cemetery, Baltimore. Surviving are his widow, Mary; a son, Michael of Baltimore and a daughter, Cynthia.



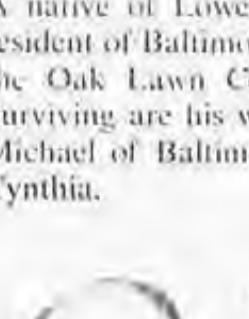
Pensioner **Daniel Webster Lippy**, 69, died of heart and lung failure in the South Baltimore (Md.) General Hospital on Oct. 24. Brother Lippy joined the SIU in 1943 in the port of New York sailing as a chief steward. He sailed for 36 years. Seafarer Lippy was born in Baltimore where he was a resident. Cremation took place in the Green Crematory, Baltimore. Surviving is a daughter, Mrs. Laura G. Nickel of Baltimore.



Clyde W. Carlton, 61, died on Nov. 15. Brother Carlton joined the Union in the port of Norfolk in 1969 sailing as a deckhand, chief cook and in the engine room 20 years for the Allied Towing Co.'s *Tug Cape Fear* from 1967 to 1975, and for the Carolina Towing Co. and Southern Carriers, both in 1969. He was born in North Carolina and was a resident of Wilmington, N.C. Surviving are two sons, Andra and Scotty and a sister-in-law, Mrs. George Carlton of Wilmington.



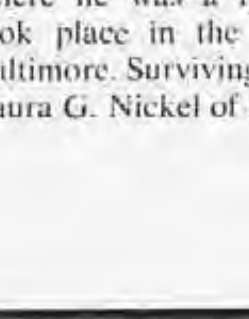
William H. Padgett, 71, passed away on Oct. 5. Brother Padgett joined the SIU in the port of New Orleans in 1956 sailing as a fireman-watertender. He sailed 28 years and was a former member of the ISU in 1937. Seafarer Padgett hit the bricks in the Lykes Brothers beef that year and helped to organize the Isthmian Line, Machinists, and Teamsters Union, too. Ashore, he worked as a well driller. Born in Vicksburg, Miss., he was a resident of New Orleans. Surviving is his widow, Rosie.



Charles B. Lynch, 81, passed away in October. Brother Lynch joined the SIU in 1946 in the port of Baltimore sailing as a fireman-watertender. He sailed for 46 years. Seafarer Lynch was a veteran of the U.S. Navy in World War I. Born in Indiana, he was a resident of Picayune, Miss. Surviving is his widow, Maybelle.



Pensioner **Arthur J. "Art" Lomas**, 70, died of a heart attack in the Westchester County Medical Center's Grasslands Hospital, Valhalla, N. Y. on Sept. 18. Brother Lomas had a few days previously suffered burns in an apartment house fire in Bronxville, N.Y. where he had lived for 25 years. He had been a regular monthly contributor to SPAD since 1953, continuing even after his retirement in 1966. Seafarer Lomas joined the SIU in 1943 in the port of New York sailing as a chief steward. He sailed for 38 years and was on the picketline in the 1961 N.Y. Harbor strike. Born in England, he was a naturalized U.S. citizen. Cremation took place in the Washington Memorial Park Crematorium, Coram, N.Y. His ashes were committed to the deep North Atlantic off the *SS Baltimore* (Sea-Land) on Oct. 4. Surviving are his widow, Catherine and a daughter, Betty, both of Pittsburgh, Pa.



Pensioner **Pier-son V. W. Marsh**, 68, died of lung failure in the Baltimore USPHS Hospital on Oct. 26. Brother Marsh joined the SIU in the port of Baltimore in 1955 sailing in the steward department for 20 years. He was also a machinist. Seafarer Marsh was born in Crisfield, Md. and was a resident of Baltimore. Burial was in the Sunnyside Cemetery, Crisfield. Surviving are a son, Bernard of Baltimore and four daughters, Mrs. Geneva Y. Seitz of Baltimore, Diana, Juanita and Cecilia.

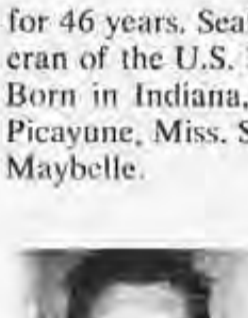


Pensioner **James "Blackie" Martin**, 71, died of a ruptured blood vessel in the Baltimore USPHS Hospital on Aug. 4. Brother Martin joined the SIU in 1938 in the port of Baltimore sailing as a bosun. He was born in Virginia and was a resident of Baltimore. Interment was in the Meadowridge Memorial Park Cemetery, Howard County, Md. Surviving is his widow, Annie.

Charles B. Lynch, 81, passed away in October. Brother Lynch joined the SIU in 1946 in the port of Baltimore sailing as a fireman-watertender. He sailed for 46 years. Seafarer Lynch was a veteran of the U.S. Navy in World War I. Born in Indiana, he was a resident of Picayune, Miss. Surviving is his widow, Maybelle.



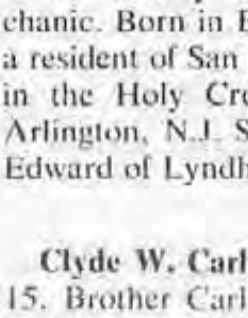
Pensioner **James J. Kelly**, 66, succumbed to a cerebral stroke in the San Francisco Community Convalescence Hospital on Sept. 24. Brother Kelly joined the SIU in 1941 in the port of New Orleans sailing as a fireman-watertender and engine delegate. He sailed for 40 years. Seafarer Kelly was also an auto mechanic. Born in Bayonne, N.J., he was a resident of San Francisco. Burial was in the Holy Cross Cemetery, North Arlington, N.J. Surviving is a brother, Edward of Lyndhurst, N.J.



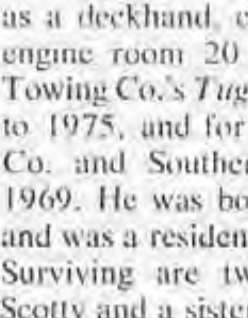
Pensioner **Theodore Popa**, 58, died on Oct. 24. Brother Popa joined the SIU in 1946 in the port of Philadelphia sailing as a bosun. He was a native and resident of Cleveland, Ohio. Surviving is his brother, John of Philadelphia.



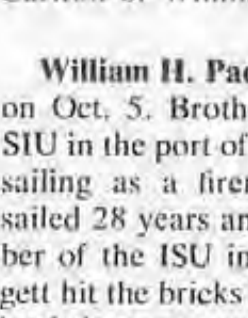
Pensioner **Cyril A. B. Scott**, 65, died on Oct. 6. Brother Scott joined the SIU in 1940 in the port of New York sailing as a chief steward. He sailed 49 years. Seafarer Scott walked the picketline in both the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. Born in Jamaica, B.W.I., he was a resident of Laurelton, Queens, N.Y.C. Surviving are his widow, Violet and a daughter, Yvonne of Brooklyn, N.Y.



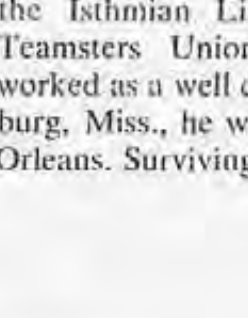
Joseph Fernandez, 75, passed away in October. Brother Fernandez joined the SIU in the port of New York in 1951 sailing in the steward department. He was born in Portugal and was a resident of New York City. Surviving are his widow, Olivia, and a niece, Wilda Knight.



Inadvertently we reported incorrectly in the October *Log* that Brother Glen James had passed away. We were happy to learn last month that Seafarer James is very much alive and well.



AB James now lives in the port of New Orleans with his wife, Gwendolyn.



We are sincerely sorry for the mixup and truly apologize to Brother James and his family for any trouble or embarrassment we may have caused them.

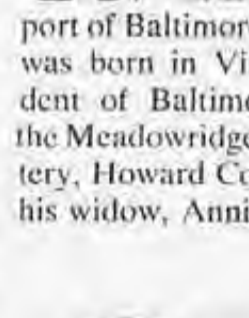


Beg Your Pardon

Inadvertently we reported incorrectly in the October *Log* that Brother Glen James had passed away. We were happy to learn last month that Seafarer James is very much alive and well.



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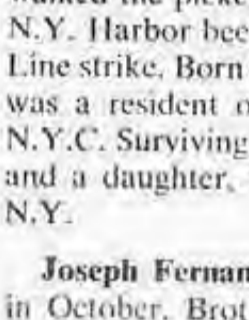
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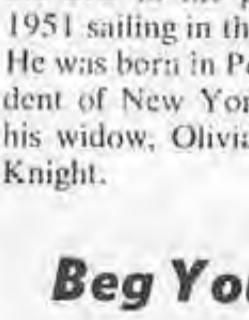
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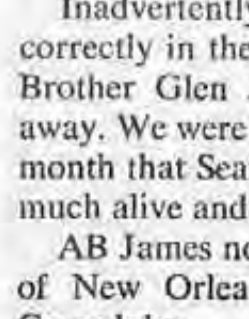
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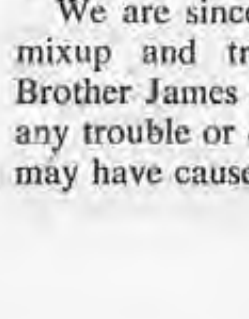
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Fridtjof Steelreath



Seafarer Fridtjof Steelreath, 49, began shipping with the SIU in 1970 as an AB in the deck department. In 1976, he received his quartermaster endorsement from the Harry Lundeberg School in Piney Point. During the current "A" seniority course he earned his firefighting, lifeboat, and Basic Cardiac Life Support tickets. A retiree of the U.S. Air Force, Brother Steelreath was born in Charlottesville, Va. and now resides in Mobile, Ala. He ships out of the ports of Mobile and Houston.

Javan Currie



Seafarer Javan Currie, 26, first shipped out in 1972 as a messman after completing the trainee program at the Harry Lundeberg School. He later returned to Piney Point in June of this year to get his assistant cook endorsement. He has received his lifeboat, firefighting, and cardio-pulmonary tickets. Brother Currie was born and raised in Jacksonville, Fla. where he still lives and from where he ships out. He plans to return to HLS for the LNG course very soon.

Michael Moore



Seafarer Michael Moore, 27, started sailing with the SIU in 1970 as a wiper after graduating from the Harry Lundeberg School. He received his lifeboat ticket then also. Earlier this year he returned to Piney Point for his FOWT endorsement. A member of the steward department, he also has his firefighting and cardio-pulmonary tickets which he obtained during the current "A" seniority program. Brother Moore was born and raised in Brooklyn, N.Y. where he still resides. He ships out of the port of New York.

John Widman



Seafarer John Widman, 24, started sailing with the SIU in 1972 after graduating from the Harry Lundeberg School. He sailed as a messman and then returned to Piney Point earlier this year for his oiler endorsement. He has earned his lifeboat, firefighting, and cardio-pulmonary resuscitation cards. Brother Widman was born in Queens, N.Y. and lives in California. He ships out of the port of Wilmington.

Richard Gibbons



Seafarer Richard Gibbons, 33, sails as an AB, a rating he attained at the Harry Lundeberg School. He joined the Union in 1964. He is the son of retired Chief Cook John G. "Big Train" Gibbons and the brother of Sea-Land cook, John, Jr. Brother Gibbons has his firefighting, lifeboat, and cardio-pulmonary resuscitation cards. He was born in Brooklyn, N.Y. where he lives. He ships out of the port of New York.

Wilbert Hyder



Seafarer Wilbert Hyder, 50, has been sailing with the SIU since 1968. A member of the engine department, he obtained his QMED and welding endorsements at the Harry Lundeberg School in 1974. He has also earned his lifeboat, firefighting and cardio-pulmonary resuscitation cards. Brother Hyder was born in Missouri and lives in California. He ships from the ports of Houston and San Francisco.

Timothy Teague



Seafarer Timothy Teague, 22, began shipping with the SIU as a wiper upon his graduation from the Harry Lundeberg School in 1975. He returned to Piney Point for his FOWT endorsement in 1977. To his credit he has his firefighting, lifeboat, and cardio-pulmonary resuscitation cards. Brother Teague is a native and resident of Dallas, Tex. and ships out from Texas ports.

Romeo Dizon



Seafarer Romeo Dizon, 37, has sailed with the SIU as a pumpman since 1971. He went to the Harry Lundeberg School in 1976 for his QMED endorsement as well as his firefighting and lifeboat tickets. Then during the current "A" seniority program he earned his cardio-pulmonary resuscitation card. Brother Dizon is a native of the Philippines and makes his home in San Francisco. He ships out of the port of San Francisco.

Samuel Witt



Seafarer Samuel Witt, 27, has been a member of the SIU since 1969, the year he graduated from the Harry Lundeberg School Trainee Program. In 1970, he upgraded to FOWT there. He also has his firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. Brother Witt is a native and resident of Brooklyn, N.Y. He ships out of the port of New York.

Dispatchers Report for Great Lakes

	*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	1	0	1	6	14	2	4	1	0
Buffalo	1	0	0	0	1	0	2	1	1
Cleveland	1	2	0	6	7	2	2	2	1
Detroit	12	1	1	26	14	3	8	1	0
Duluth	6	0	1	10	6	0	8	2	1
Frankfort	6	0	0	6	1	0	2	0	0
Chicago	3	0	0	5	4	2	5	1	1
Totals	30	3	3	59	47	9	31	8	4
ENGINE DEPARTMENT									
Alpena	3	2	0	8	15	0	2	0	1
Buffalo	0	0	0	0	0	0	2	0	2
Cleveland	1	0	0	1	2	0	2	2	0
Detroit	11	0	1	14	4	1	14	1	0
Duluth	3	0	0	4	3	0	1	0	3
Frankfort	2	4	1	1	3	1	0	1	0
Chicago	2	1	1	2	2	1	3	0	1
Totals	22	7	3	30	29	3	24	4	7
STEWARD DEPARTMENT									
Alpena	2	0	0	2	4	0	1	1	0
Buffalo	1	0	0	0	0	0	1	0	0
Cleveland	0	0	0	0	0	0	0	0	0
Detroit	1	0	0	6	1	1	3	1	0
Duluth	0	0	0	1	2	0	0	0	2
Frankfort	2	1	0	2	1	0	3	0	0
Chicago	2	0	0	2	1	0	1	0	0
Totals	8	1	0	13	9	1	9	2	2
ENTRY DEPARTMENT									
Alpena	0	19	0				2	15	14
Buffalo	0	0	2				2	3	13
Cleveland	1	2	2				6	11	0
Detroit	12	17	6				22	19	16
Duluth	3	3	0				4	5	12
Frankfort	0	0	0				0	3	1
Chicago	1	2	2				0	1	1
Totals	17	43	12				36	57	57
Totals All Departments	77	54	18	102	85	13	100	71	70

*"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.

Frank Castagna

Your wife, Joanne, asks that you contact her at 3600 20th St., #301, San Francisco, Calif. 94110.

Philip D'Amico

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

Joe L. Johnson

Your wife, Ruthie, asks that you contact her at 9943 Danter Ave., Oakland, Calif. 94603.

Personals

Richard Janics

Gloria Calderon asks that you contact her at 24 Carolina, Yonkers, N.Y.

"Little" John Dunn and John Furr

Peter Earl Holman would like you to write him at 2721 Mitchell Ave., Oroville, Calif. or call him collect at (916) 533-1269, Important.

Thomas F. Maher

Your sister, Mrs. Florence Maher Sexton, would like you to contact her at 14 Zoranne Dr., East Northport, N.Y. 11731.

Charles Scherhans

Mrs. W. S. Smith would like you to contact her at 36 Kinloch Ave., Troy, N.Y. 12180.

Tom Finch

Frank Grisson asks that you contact him at 228 Loma, Garland, Tex. 75040, or call 271-9077.



696 Have Donated \$100 or More To SPAD Since Beginning of '77

The following Seafarers and other concerned individuals, 696 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1977. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions. SPAD is the Union's separate segregated political fund. It solicits and accepts only voluntary contributions. It engages in political activities and makes contributions to candidates. A member may voluntarily contribute as he sees fit or make no contribution without fear of reprisal.) Thirty who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, nine have contributed \$300, one has given \$400, and two \$600. The LOG is running the SPAD Honor Rolls because the Union feels that in the upcoming months our political role must be maintained if the livelihoods of Seafarers are to be protected. (A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.)

NOTE: Each month's SPAD Honor Roll contains the names of those individuals who have given \$100 or more as of the last Friday of the previous month.

Abadi, H. Bartlett, J.
 Abobaker, F. Bartlett, J.
 Acord, F. Bartlinski, J.
 Adams, P. Bauer, C.
 Adams, R. Baum, A.
 Adams, W. Beeching, M.
 Adamson, R. R. Bellinger, W.
 Adlum, M. Bennett, J.
 Air, R. N. Benoit, C.
 Alderson, S. Bensman, D.
 Algina, J. Bentz, H.
 Ali, A. Bergeria, J.
 Allen, J. Berglund, B.
 Alhaj, Y. Berlin, R.
 Almullichi, A. Bigelow, S.
 Alradi, M. Bishop, S.
 Alvarez, P. Blair, B.
 Alvala, J. Blanco, M.
 Anders, T. Bland, P.
 Andersen, R. Bland, W.
 Anderson, A. Bluit, J.
 Anderson, A. Bobalek, W.
 Anderson, R. Boland, J.
 Antici, M. Bonser, L.
 Aquiar, J. Booker, M.
 Aquino, G. Borucki, J.
 Arle, J. Botana, J.
 Aspeter, H. Boudreaux, C.
 Aumiller, R. Bourgeois, M.
 Avery, R. Bousson, D.
 Babola, E. Boyle, D.
 Babkowski, T. Boyne, D.
 Badgett, J. Bradley, E.
 Bakarich, P. Brough, E.
 Barboza, G. Brown, G.
 Barroga, A. Brown, I.
 Barry, J. Brown, S.

\$600 Honor Roll

Lilledahl, H. Pomerlane, R.

\$400 Honor Roll

Manuel, R.

\$300 Honor Roll

Andersen, R. Frounfelter, D. Richburg, J.
 Brooks, T. Hall, P. Romolo, V.
 Curtis, T. Quinter, J. Weaver, A.

\$200 Honor Roll

Abas, I.	Drozak, F.	Kerngood, M.	Pulliam, J.
Aronica, A.	Ellis, P.	Kozicki, R.	Rosenthal, M.
Bailey, J.	Faust, J.	Kudults, K.	Sanchez, R.
Bernstein, A.	Filippitti, L.	McFarland, D.	Seibel, E.
Brand, H.	Gard, C.	Moore, A.	Shields, J.
Cafefato, W.	Haggagi, A.	Musaid, A.	Sholar, E.
Castro, C.	Jacobs, R.	Pow, J.	Stephens, C.
Combs, W.			Stewart, E.

Browne, G.	Byrd, J.	Campbell, J.
Browning, R.	Byrne, W.	Campbell, W.
Bryan, E.	Caccam, F.	Carbone, V.
Bryant, B.	Caffey, J.	Carr, J.
Bryant, T.	Caga, L.	Cataldo, J.
Bucci, P.	Cahill, J.	Cavanaugh, J.
Buczynski, J.	Callahan, J.	Celgina, J.
Buffa, A.	Camaian, A.	Cheshire, J.
Bullock, R.	Camarillo, F.	Cinquemano, A.
Burke, T.	Campbell, A.	Cisiecki, J.
Burnette, P.	Campbell, A.	Clark, R.
Burse, H.	Campbell, A.	Cleaver, V.
Butts, B.	Campbell, A.	Coamer, M.

Cofone, W.	Dryden, J.	Goldberg, J.
Colby, E.	Ducote, A.	Golder, J.
Colier, L., III	Ducote, C.	Gonzalez, J.
Conklin, K.	Dudley, K.	Gooding, H.
Conklin, K.	Duffe, T.	Goodspeed, J.
Conning, E.	Dukel, P.	Gorbea, R.
Conway, F.	DuPaola, R.	Gosse, F.
Cookmans, R.	Durden, D.	Graham, E.
Cortez, E.	Dwyer, J.	Graham, R.
Costa, F.	Dyer, A.	Green, A.
Costango, G.	Edmon, F.	Greene, H.
Costello, M.	Edmonds, F.	Grepo, P.
Cousins, W.	Ellis, F.	Grima, V.
Cowan, T.	Eschukor, W.	Gross, G.
Coyle, P.	Escobar, C.	Guarino, L.
Cresci, M.	Evans, M.	Guillen, A.
Cross, M.	Fagan, W.	Hackenberg, D.
Cruz, A.	Fain, G.	Hagerty, C.
Cruz, F.	Falcon, A.	Hale, E.
Cunningham, W.	Fanning, R.	Hall, J.
Curry, M.	Farnen, F.	Hall, K.
Da Silva, M.	Farrell, C.	Hall, L.
Dalman, G.	Fay, J.	Hall, M.
Dammeyer, C.	Ferguen, M.	Hall, W.
Danzey, T.	Fergus, S.	Hannibal, R.
Daradise, R.	Fester, M.	Harildstad, V.
Darden, J.	Fgrshee, R.	Hart, R.
Dauocol, F.	Figuroa, P.	Harris, E.
Daves, C.	Firshing, W.	Harris, W.
Davidson, W.	Fischer, H.	Harris, W.
Davies, R.	Fiune, V.	Haskins, A.
Davis, F.	Fletcher, B.	Hatton, M.
Davis, J.	Fletcher, F.	Hauf, M.
Davis, J.	Florous, C.	Haynes, B.
Davis, L.	Foley, P.	Heimal, W.
Davis, S.	Forgeron, L.	Hendricks, C.
Davison, J.	Forslono, L.	Heniken, E.
Debarrios, M.	Fosberg, W.	Heroux, A.
Dechamp, A.	Fox, P.	Hersey, G.
Delaney, D.	Frances, H.	Hess, R.
Delgado, J.	Franco, P.	Hidalgo, M.
Delrio, J.	Francum, C.	Hill, G.
Demetrios, J.	Frank, S., Jr.	Hines, L.
Denmark, H.	Franklin, R.	Hines, T.
Dernbach, J.	Frederickson, E.	Holmes, W.
Deymain, S.	Fuller, G.	Homas, D.
Diaz, R.	Furr, J.	Homayonpour, M.
Dickey, K.	Furukawa, H.	Hooker, G.
Diercks, J.	Gallagher, C.	Horn, F.
DiGiorgio, J.	Gallagher, L.	Howse, A.
Dillings, L.	Gallegos, P.	Hunter, W.
DiPreta, J.	Galliam, R.	Hunter, M.
Dixon, J.	Gann, T.	Hussain, A.
Doak, W.	Ganthier, C.	Hutchins, E.
Dolgen, D.	Garcia, R.	Iovino, L.
Domenico, J.	Gardner, E.	Iverson, J.
Domingo, G.	Gaston, T.	Iwaski, M.
Donovan, P.	Gavin, J.	Jackson, J.
Downon, P.	Gentile, C.	Jansson, S.
Drebin, L.	Gimbert, R.	Japper, J.
Drozak, P.	Glidewell, T.	Jaslin, L.
Drury, C.	Goff, W.	Jimeny, C.

SEAFARERS POLITICAL ACTIVITY DONATION
 (SPAD)
 675 FOURTH AVENUE BROOKLYN, N.Y. 11232

Date _____ S.S. No. _____

Contributor's Name _____ Book No. _____

Address _____

City _____ State _____ Zip Code _____

I acknowledge and understand that SPAD is a separate segregated fund established and administered by my Union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions, and I have the right to refuse to make any contribution without fear of reprisal. I may contribute such amount as I may voluntarily determine and I herewith contribute the sum of \$ _____ This contribution constitutes my voluntary act and I am to receive a copy of this receipt showing the amount of my contribution. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

Signature of Solicitor _____ 1977 _____ Port _____
 Solicitor's No. _____

SPAD Honor Roll

Johnson, C.
Johnson, D.
Johnson, R.
Johnson, R.
Johnsted, R., Jr.
Jones, C.
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Yarmola, J.
Yelland, B.
Young, R.
Zalusky, S.
Zalusky, T.
Zeagler, S.
Ziegadagen, J.

Zapata Patriot Committee



At a New York payoff recently are the Ship's Committee and a couple of crewmembers of the *ST Zapata Patriot* (Zapata Bulk). The ship had just delivered U.S. Strategic Petroleum Reserve crude oil to a salt dome near Baton Rouge, La. for the Military Sealift Command. Standing (l. to r.) are: Deck Delegate Salvadore Cordero; Steward Utility James Gladney; Steward Delegate Mack Ward; Engine Delegate Paul Lattik; Educational Director Jerry Boyer, and Recertified Bosun Burt Hanback, ship's chairman. Seated (l. to r.) are: Chief Steward-Cook D. E. Edwards, secretary-reporter, and Engine-Deck Utility J. K. Oberson.

Delta Sud Committee



With the sea pictured in the background, the Ship's Committee of the *SS Delta Sud* (Delta Line) gather for a photo in the port of New Orleans recently. They are (l. to r.): Steward Delegate Albert Blazio; Deck Delegate William King; Recertified Bosun Claude Bankston, ship's chairman; Engine Delegate T. L. Moss; Educational Director U.S. Weems, and Chief Steward Edwin Viera, secretary-reporter.



The Yuletide Spirit Everyday for a Better, Happier Life for Everyone

What Merry Christmas Day Meant to a Unionist

The Log has been telling the story of American maritime unions as recounted in newspapers of the day and in other material gathered by the Seafarers Historical Research Department.

At this holiday season it is especially appropriate to reprint an article on Christmas that was written by Victor A. Olander. He was a famous Chicago labor leader, associate of Andrew Furuseth, and one of those who helped to write and enact the Seamens Act of 1915, the "Magna Carta" for American seamen.

Olander was a Lakes seaman who became a vice president of the International Seamens Union in 1902; general secretary of the Lakes Seamens Union in 1909, and in 1925 secretary-treasurer of the International Seamens Union. He died in 1949.

This article, which is updated, was probably written in the early 1920s. It is from the Victor Olander Collection at the University of Illinois, Chicago campus.

MERRY CHRISTMAS!

The Interpretation of a Trade Unionist

By Victor A. Olander

Christmas Day! The wonder-day of the year! A day when the thunder and swirl of the market place is silenced and the merciless round of buying and selling—of making and taking—ceases, and humanity finds its true nature as men discover the secret of happiness for themselves by giving happiness to others!

For a day, at least, we have a foretaste of that time when all men shall be friends. The vision of the poet is prophetic:

"I dreamed in a dream I saw a city invincible to the attacks of the whole of the rest of the earth; I dreamed that it was the new City of Friends; Nothing was greater there than the quality of robust love—it led the rest; It was seen every hour in the actions of the men of that city, And in all their looks and words."

What is the significance of Christmas for the toiling masses? To what extent does it represent progress for the common people?

Why should it be a day of rejoicing, a day of happiness, a joyful day on which all the Western world joins

in the universal greeting, "Merry Christmas?"

Nineteen centuries ago, when the event took place which the day celebrates, the status of the laborer was mainly that of a slave.

Religious liberty was practically unknown. Political freedom was merely a dream. Slavery was the prevailing condition in industry and commerce.

The society of the time was essentially autocratic—autocratic in religion, autocratic in government, autocratic in industry.

Into the world as it then was came the humble Carpenter of Nazareth preaching the equality of man—teaching that all men are the children of one loving Deity. It was the doctrine of the universal Fatherhood of God and Brotherhood of Man!

The effect was inevitable. If men are brothers—that is to say, equals—in the sight of the Creator, they surely have a right to equality before man!

The parable of the leaven, which was placed in three measures of meal and leavened the whole, may be applied to the events which followed.

I

The new concept—the democratic ideal of equality—entered upon the religious field and slowly, painfully, transformed it until religious thought recognized mankind as brethren.

Centuries passed in that struggle but the great truth could not be obscured. It was the beginning of the abolition of slavery.

II

The concept of brotherhood—equality—as the right relationship between all men then entered the political field. Another struggle of centuries followed.

Again, slowly, painfully, sometimes even with war and revolution, but steadily and surely the great ideal of human equality established itself, until the time has come when, in many centuries, the ballot—the vote—is of exactly equal value whether cast by the richest and most powerful of men or by the poorest and humblest of women!

The ideal of men as brothers still presses onward. The leaven continues to work.

III

Industry is feeling the irresistible

pressure of mankind's great longing for freedom and equality.

The ideal of brotherhood has entered into the market place, thus invading factories, shops, mines, transportation system and all the myriad places where men labor to love.

The trade unions in which men combine for mutual aid and to secure improved conditions of life and labor, are the expression of the ideal which seeks to raise all mankind to a higher, a better and a finer life.

Remember the words of the Nazarene: "I am come that they might have life, and that they might have it more abundantly." Where and when? Why, here, right here, where we celebrate Christmas. Now! For we are taught to pray: "Thy kingdom come; Thy will be done in earth as it is in heaven."

The man who joins in union with his fellows in an effort to make life better and happier for himself, his comrades and their wives and children, is giving expression to the great prayer by his very acts.

Human equality—the Brotherhood of Man—will be obtainable only when poverty is abolished.

He who fights against that great evil strikes at hell itself, and is surely living the right life, no matter what notions he may have concerning religious dogmas.

The command "Love one another," which we are told is the "Great Commandment," means "Help one another."

That is what the trade unionist believes in doing—not merely in giving a basket of food to some poverty-stricken family at Christmas time, but in seeking to so change conditions that every family will have enough every day.

The trade unionist stands for real equality—for good life for everybody—for freedom for everybody—for happiness for everybody—for a true brotherhood—every day in the year.

That is the goal towards which our labor movement is striving.

As a nation we shall attain that ideal when our people generally learn to apply the Christmas spirit—the impulse to make others happy—every day in every year, just as they now do one day each year.

"He who joy would win must share it.

Happiness was born a twin."

We work and hope and wait for the time when every day shall be like Christmas Day. Our great labor movement will, therefore, go onward: "Till ringing, singing on its way, The world revolves from night to day,

A voice, a chime,

A chant sublime

Of peace on earth, good will to men!"

Merry Christmas to all!



Drawing by H.R. Robertson-Christmas on the Wave