

LOG

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Seafarer James Mann



Seafarer John Merriam

SIU Members Crew New Towboat

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Paul Skinner



Vincent Cantrell



Sigmund Seiler



Michael LaMothe

Seafarers Man Tanker Brooks Range

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The 165,000 dwt tanker *Brooks Range*, shown in graving dock at Avondale Shipyard in New Orleans during christening ceremonies last year, will run between Valdez, Alaska and Panama. SIU members took the ship on her maiden voyage May 15, 1978.

SIU Fought for Measure

Carter Signs Private Dredging Legislation Into Law

Legislation that is expected to create a boom in the private dredging industry was signed into law by President Carter on Apr. 26.

PL 95-269 allows the industry to competitively bid for Federal dredging work. It will enable the private sector to perform work which traditionally

has been reserved for the Army Corps of Engineers.

The SIU has fought for this measure from its inception because it would create new jobs for our members and bring widespread economic benefits. It was passed by a wide margin in the U.S. House of Representatives and by unanimous consent in the Senate.

The Corps of Engineers has the responsibility for maintaining and improving the nation's waterways. Up until now, it has carried out most dredging work with its own large fleet of dredges. As a result, private industry did not have enough business to justify investment in expensive dredging equipment. Its growth almost came to a standstill.

The Union maintained that the Corps' large fleet was a waste of tax dollars since the work it performed could be carried out by private firms at savings to the Government. Trial projects which the Corps let out to private companies had shown this to be true.

Allowing private industry to compete for Federal dredging jobs makes even more economic sense for the country. Moreover, new dredge construction would bring additional benefits to shipbuilding and related industries.

Anticipation of the new dredging act has already reaped some of these benefits. The *Manhattan Island*, a \$13 mil-

lion, split-hull hopper dredge, was recently built by SIU-contracted North American Trailing Co. The company is building a second hopper dredge in an American shipyard for delivery next year. Three more hopper dredges will be built by other American companies this year at a total cost of \$100 million.

Corps Retires Four

On May 9 the Corps announced that it will soon retire four obsolete dredges in its fleet. Gen. J. W. Morris, chief of engineers, said that these dredges are being retired because "private industry is now able to take over more of the dredging previously done by Corps of Engineers equipment." He said that the trial projects, officially known as the industry capability program, "has proved very successful and these four vessels are no longer needed in our dredge fleet."

When these four dredges are retired the Corps will have available 34 dredges. These will accomplish about one-third of the annual navigation dredging workload. The remaining two-thirds will be performed by industry.

The four dredges are: the *Dredge Black*, operated by the Kansas City Corps District; *Collins*, Mobile District; *Davison*, Jacksonville, and *Kewaunee*, Chicago.

SIU, AGLIWD Approves Merger With MC&S

By an overwhelming majority the SIU, AGLIWD District membership has approved a merger with the Marine Cooks and Stewards Union. Balloting for MC&S members will continue until June 9.

The SIU vote was counted on May 23 by a Union-elected tallying committee. Out of a total 3,520 ballots cast, 3,338 were in favor of the merger and 170 were opposed. Nine ballots were voided and three registered "no vote."

The final MC&S tally, and further details on the possible merger will be carried in the June issue of the *Log*.

Events leading up to the merger referendum began in February 1977 when the SIU's Executive Board proposed mergers to the SIUNA's three affiliated Pacific District Unions.

Two of the West Coast affiliates—the Sailors' Union of the Pacific



and the Marine Firemen's Union—tabled the proposal. The Executive Board of the MC&S approved it for a membership vote.

A merger agreement has to be approved in a secret ballot by both the SIU, AGLIWD and the MC&S memberships.

Voting for SIU members ran from Apr. 17 through May 16. MC&S members began casting ballots on Apr. 10.



Paul Hall

The PRESIDENT'S Report

Upgrading Needed for Growing Fleet

American seamen have always had to deal with the unpredictable ups and downs of the shipping industry. A year will go by when shipping is especially good and everybody works. Then there'll be a period when more seamen are on the unemployment lines than out working the ships.

That's the way it's been. When times were good, we prospered. When times were tough, we struggled along with the rest of the seagoing unions.

The SIU, however, is now on the verge of changing this. In fact, we are well on our way to establishing a balanced job structure that will provide solid job security for all SIU members at all times no matter what is going on jobwise in the rest of the industry.

Since passage of the 1970 Merchant Marine Act, the SIU has succeeded in bringing under contract the vast majority of new companies investing in American-flag shipping.

In 1977, SIU members boarded an average of one new vessel each month. Before 1978 is over, Seafarers will be manning as many as 20 vessels more than the year before.

Some of our new ships, of course, are replacements for old worn out vessels in the contracted fleet. But most of them are new additions to the fleet, which translates to more jobs for our members.

It is important to recognize, however, that as the SIU's contracted fleet is increasing, the total U.S. merchant fleet is barely holding status quo.

The SIU has been working hard at organizing new companies coming into the industry. This has been an important factor in our success.

But if we are to achieve the goal of total job security, the burden will fall squarely on the shoulders of the membership itself.

We must realize that as a labor union, we have a product to sell. And that product is skilled manpower. No new company is going to sign a contract with the SIU because they think we're nice guys. These companies enter into agreements with us because they feel that SIU members can safely and competently man their new ships. When you consider that some of these vessels cost as much as \$170 million each to build, you can see that the job of safe manning is the most critical aspect in merchant shipping today.

The key, then, in our fight to achieve ultimate job security will be our ability to provide a skilled, well-trained manpower force for our present and future contracted operators.

We already possess the means to do this through the Lundeberg School in Piney Point, Md. For more than 10 years, SIU members have been using the Lundeberg School as a springboard for higher rated and higher paying jobs. In that same time, the staff at Piney Point has worked to expand the educational opportunities and course offerings for SIU members.

As a result of this total effort, we now have the largest, most utilized school for maritime workers in the country. And we have the most highly trained unlicensed membership in the maritime labor movement.

As it stands now, the SIU membership is capable of supplying all the manpower needs of our present contracted fleet. But again, our fleet is expanding each month. And with the prospect of offshore drilling and ocean mining jobs for American seamen, we can expect our expansion to escalate.

To insure that we get our share of the new opportunities in the industry, we must prepare for the expansion. Each and every SIU member must take it upon himself to participate to the fullest in the Lundeberg School's programs.

For every member who upgrades from the entry level to a rated job, we can bring in another entry student to the School.

The individual member will be gaining new skills, a better job, and wider job opportunities. At the same time, the Union will be building a solid, well trained manpower pool for our future needs.

More than at any time in our history, the opportunity to secure a better future for ourselves is staring us in the face.

By more fully utilizing the educational tools we already possess, the SIU can make the most of this opportunity.

It will take a total effort. The sooner each SIU member contributes his share to this effort, the better for everyone.

For 1st Time, 6 Members Applied for 4-Year Award

3 Seafarers, 4 Dependents Win SIU Scholarships

For the 26th year the SIU has awarded college scholarships to Seafarers and dependents of Seafarers. This year, for the first time since the awards were instituted in 1953, six SIU members applied for the four-year award that's reserved especially for active Seafarers and Boatmen. This was the largest number of seamen ever to apply for the grant.

The Scholarship Awards Committee on May 8 announced the names of the Seafarer and four dependents who won the \$10,000, four-year awards, and the two Seafarers who will receive the \$5,000, two-year grants.

The \$10,000 grant can be used for any course of study at any college or university in the U.S.

The scholarships are a benefit of the Seafarers Welfare Plan.

The awards have been named for the late Charlie Logan, a long-time friend of the SIU. Logan, who died in 1975, was a consultant for the Union's Plans' Board of Trustees.

The winner of the four-year award for a Seafarer or Boatman is 27-year-



Seafarer
John Cantrell



Seafarer
Russell Skinner



Boatman
Alfred Seiler



Seafarer
Ray Christina

old deep sea sailor John Merriam from New Orleans. Gary Westerholm, 25, of Seattle, also a deep sea member, was named the four-year alternate. In case the winner is unable to accept the scholarship, it will be awarded to the alternate.

For the third year in a row, two, \$5,000 two-year scholarships were awarded to active Seafarers or Boatmen. Patrick Graham, 25, of Texas City, Tex., and James Mann, 24, of Ramsey, N.J., were the two-year recipients. Both sail deep sea.

The two-year awards, which are reserved for Seafarers or Boatmen only, can be used by the Seafarers at any accredited junior or community college, post-secondary trade school, or vocational school.

The winners of the four-year awards for dependents are: Vincent Cantrell, son of Seafarer John Cantrell of Mobile, Ala.; Michael LaMothe, stepson of Seafarer Raymond Christina of Hubbell, Mich.; Sigmund Seiler, son of Boatman Alfred Seiler of Blenheim, N.J., and Paul Skinner, son of Seafarer Russell

Skinner of Pasadena, Tex.

The alternate is Kathryn Wherrity, daughter of Seafarer Francis Wherrity of Philadelphia, Pa.

131 Have Won

Since the awards were instituted, a total of 35 Seafarers and Boatmen and 96 dependents have won scholarships.

Applicants for the scholarships are judged on the basis of scholastic ability and character. High School grades, College Boards or American College Test scores, letters of recommendation, and participation in extra-curricular activities are all evaluated by the SIU Scholarship Selection Committee.

The Committee is made up of an impartial panel of scholars who are well qualified to judge the academic merit of the applicants.

This year's Selection Committee included: Dr. Bernard Ireland, a retired official of the College Boards; Dr. Elwood Kastner, dean of registration at New York University, New York, N.Y.; Professor R. M. Keefe of Lewis and

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House Okays Maritime Subsidy Act 326-81 for 1979

WASHINGTON, D.C., May 22, 23 —The House of Representatives turned back a two-day assault on essential subsidy programs for the maritime industry by Rep. Paul McCloskey (R-Calif.). It then went on to pass the Maritime Authorizations Bill for Fiscal Year 1979 by an overwhelming majority of 326-81.

During the floor fight for the bill, McCloskey offered six damaging amendments that would have cut deeply into the government's subsidy programs for maritime. They would also have made it very difficult, if not impossible, for the U.S. to maintain a competitive position in either shipping or shipbuilding with other maritime nations.

The SIU's Washington staff worked along with AFL-CIO and other union representatives to provide Congress with facts on how McCloskey's amendments would hurt the stance of the U.S. maritime industry.

As a result, all six amendments were soundly defeated after considerable floor debate.

Instead of what McCloskey hoped would be a watered down bill, the House passed a strong version providing nearly \$500 million in government subsidies to maritime for fiscal 1979. Floor manager for the bill was Rep. John Murphy (D-N.Y.), who serves as chairman of the House Merchant Marine and Fisheries Committee.

On learning the vote's outcome SIU President Paul Hall said:

"It is gratifying that Congress continues to demonstrate its traditional support for the U.S. merchant marine. This Maritime Authorizations bill supplies the means whereby the provisions of the Merchant Marine Act of 1970 can be implemented. While that law needs to be brought into line with today's realities in world shipping, it does allow our merchant marine to function until an appropriate maritime program is developed. Our national concern for a merchant marine must be intensified in view of the Soviet's massive effort to dominate ocean trade."

Hall also expressed appreciation for the efforts of AFL-CIO staff people and other trade unionists who supported the SIU on this issue.

A breakdown of how the approximate \$500 million for maritime will be spent is as follows:

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

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

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

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

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

In addition to direct subsidies, the authorizations bill increased the Mortgage Guarantee Ceiling from \$7 billion to \$10 billion. This program requires no Federal funding. It simply provides loan guarantees to private companies wishing to build ships, tugs, barges, and other maritime equipment. The operators get the actual loans from commercial banks. During floor debate, it was pointed out that an increase in the ceiling was necessary for the continuation of a strong shipbuilding program in America.

Defeated Amendments

Rep. McCloskey's defeated amendments would have cut big chunks out of both the operational and construction differential subsidy programs.

The House first defeated an amendment offered by the California Republican that would have barred the use of operational subsidies for vessels involved in carrying grain to Russia. This measure would have effectively de-

stroyed the U.S.-USSR bilateral shipping agreement. A lot of American seamen would have lost their jobs.

The House rejected a second amendment that would have barred the use of construction subsidies in the building of LNG vessels. This amendment carried a death sentence for America's LNG program, which is still in its infancy.

McCloskey then tried in vain to hold the Mortgage Guarantee Ceiling at \$7 billion. He was turned back by a 2 to 1 roll call vote.

The House then rejected an amendment preventing the use of subsidized funds for support of non-governmental maritime schools used for the training of new merchant seamen.

Another amendment was defeated that would have barred subsidy payments to companies supporting industry organizations such as the Transportation Institute and the Joint Maritime Congress.

Finally, an amendment was defeated that would have cut off funds for ships being built in yards where, McCloskey said, the labor force "is not used efficiently due to archaic craft union rules."

In the course of debate, McCloskey withdrew two amendments. The first would have cut out long term subsidy contracts, forcing renewal every year. The second would have cut operational subsidies to vessels carrying crews larger than 50 percent of Coast Guard manning scales.

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Carter Threatens Veto

Senate Passes Inland User Charges, L & D 26

One of the most controversial pieces of legislation in the history of the inland waterways industry came another step closer to reality through Senate passage this month.

On May 4, by a vote of 80 to 13, the Senate bucked President Carter's threatened veto and adopted an amended version of H.R. 8309, the Navigation Development Act. It authorizes the reconstruction of Locks and Dam 26 and imposes the first fuel tax on inland waters commercial operators.

Although its final outcome is still a hot issue, the full impact of H.R. 8309 on the industry and the SIU has taken more definite shape with the Senate action.

The House of Representatives passed the original bill last year. Their version starts the fuel tax at 4 cents per gallon in 1979 and raises it to a maximum 6 cents in 1981. The Senate amendment to the bill was the heart of the controversy. It delays the start of the 4 cents fuel tax to 1982, or when construction of Locks and Dam 26 begins, whichever comes first. It then raises the tax, two cents every two years, to 12 cents per gallon by 1990.

The Senate's 12 cent tax is twice as

Green Ticket AB Endorsement

The most important endorsement a man who sails on deck can achieve is the Green Ticket Able Seaman—Unlimited Any Waters. It's the mark of a professional seaman. But more importantly, the Green Ticket AB endorsement provides the Seafarer with a much wider job base to choose from. And, right now in the SIU-contracted fleet, there are a lot of jobs open for members with Green Ticket AB endorsements.

The seetime requirement for the Green Ticket endorsement is three years watchstanding time on deck. This time can be spent all as an ordinary seaman, or a combination of time as ordinary and Blue Ticket Able Seaman—12 Months Limited.

If you already possess a Blue Ticket endorsement when achieving the three years, all you have to do is apply for the Green Ticket with the Coast Guard and you get it automatically. No Coast Guard exam is necessary.

To get the Blue Ticket AB endorsement, the seetime requirement is one year watchstanding time on deck, or eight months seetime if you are an H.S. entry graduate.

The Lundberg School, then, regularly offers a four week course leading to the endorsement as Able Seaman.

The SIU encourages its members to get the AB endorsement as soon as possible after achieving sufficient seetime. It will help the Union fulfill its manpower commitments to our operators. And it will help you achieve a higher degree of job security.

high as the House version, but it is much less than the total package of user charges that nearly passed the Senate in another amendment.

Compromise Proposal

The successful amendment was a compromise proposal by Sens. Russell Long (D-La.) and John Danforth (R-Mo.). It passed by a close 47 to 43 vote on May 3, which ended months of heated debate. It counteracted efforts by the Carter Administration and Sens. Pete Domenici (R-N.M.) and Adlai Stevenson III (D-Ill.), who were trying to get greater charges imposed on the inland operators.

The rejected Domenici-Stevenson amendment would have established, in addition to the fuel tax, a separate set of charges linked to the Government's annual expense for waterway construction. These "cost-recovery" charges would have required the barge lines to pay 10 percent of the Federal construction cost for projects like Locks and Dam 26.

Following the Senate's vote, Sen. Domenici called on President Carter to veto the bill because of the "low" user charge provision. And at a labor press conference, Secretary of Transportation Brock Adams said: "I am going to recommend that [President Carter] veto the legislation, and if it isn't vetoed I will submit my resignation."

Since the Senate version is different from the House version, H.R. 8309 must now go to a joint House-Senate conference to iron out the differences. The conference version, containing compromise language, will have to be voted on and accepted by both Houses of Congress. Only when the House and Senate agree to identical language can H.R. 8309 be sent to the President.

Four-Years-Old

The question of Locks and Dam 26 and user charges has been at the center stage on inland waters legislative activity for nearly four years. It began when 21 Western railroads and environmentalists blocked the reconstruction of this important navigation facility by filing a still-pending court suit.

Since then, each time the towboat industry tried to get congressional approval of the lock and dam project, waterway opponents, on behalf of the railroads, succeeded in tacking on a provision requiring the imposition of user charges. In the meantime, this key facility on the Mississippi River at Alton, Ill. has been causing costly barge delays because it is too small for today's large tows.

The SIU has strongly and persistently opposed any form of user charges. The SIU has always believed that user charges of any sort are totally unjustified. This is especially true when they are intended to help the railroads at the expense of the barge industry. In the case of Locks and Dam 26, the SIU held the position that the reconstruction of the facility should not depend on whether or not user charges were imposed on the industry. Thus the Union consistently opposed any legislation which tied the two issues together.

This was also the feeling of many congressmen who opposed those bills which held Locks and Dam 26 hostage to user charges.

But, as a result, many major towboat operators who were anxious for Locks



and Dam 26 to be built grew worried at their inability to get Congress to act on the project without also imposing a user charge. As a result of their desire for Locks and Dam 26, they conceded the battle to stop user charges.

In June 1977 when the Senate first passed language tying user charges to the reconstruction of Locks and Dam 26, these operators found themselves in the unique position of urging the House of Representatives to adopt a low fuel tax in order that the Locks and Dam could be authorized. The operators claimed that this facility was essential to their continued successful operations. And they further claimed that they could afford to pay a low fuel tax in order to get it rebuilt. As a result the House adopted a 4 cents to 6 cents fuel tax provision.

No Guarantees

The companies which urged rebuilding of Locks and Dam 26 at all costs felt victorious because a bill had been passed authorizing the reconstruction of the facility. But while the bill imposed a tax and authorized the locks and dam, there were no accompanying guarantees that the tax would not go into effect if the locks and dam were never rebuilt.

When H.R. 8309, the House bill, was sent to the Senate for a vote, the SIU still maintained its view that user charges should be strongly opposed. But the Union realized that the towboat in-

dusty was in trouble. Political realities indicated that our membership's interests would be best served if the Senate agreed to the low House tax rather than a higher tax as originally passed by the Senate in June 1977.

In a letter to members of the Senate, the SIU stated:

"The Seafarers International Union has traditionally opposed user charges. However, since both Houses of Congress have chosen to alter long-standing Federal policy by imposing a user charge on the inland waters transportation mode, we feel that, though disagreeable, the provisions of H.R. 8309 are more desirable than the Senate passed language [in June 1977.]"

Even though most waterway interests were uniting behind H.R. 8309, user charge advocates felt they had the upper hand. They had succeeded in reversing a 200-year old Federal policy which provided for the free use of the nation's inland navigation system. In addition, they had made barge operators acknowledge that they could in fact live with a tax despite their previous claims that any tax would destroy the barge industry. Many operators—including SIU-contracted operators—confirmed that any increase in fuel costs as a result of the tax would not be borne by the operators but would undoubtedly be passed on to their customers.

Finally, some shippers and carriers started to worry that a strong stand for H.R. 8309 would endanger the chances of Senate passage of a bill authorizing Locks and Dam 26. They began to privately indicate that the tow-

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Union Helps Clear Up PHS Payment Snafu

After intervention from Union Headquarters, the national office of the U.S. Public Health Service has overturned a local PHS ruling which denied payment for the emergency care of two SIU members at other than PHS facilities.

The cases involve SIU members Benjie Dize and Jabie Conway, both residents of the Norfolk area. Dize was hospitalized on an emergency basis for a week near the end of August at the General Hospital of Virginia Beach. Conway spent 10 days in late September at Bayside Hospital, also on an emergency basis.

Both men notified the USPHS Hospital in Norfolk of their condition by telegram within the proper time period. PHS requires that they be notified of emergency care situations within 48 hours after admittance.

Arrangements, though, were not made to move the two men from the Bayside and Virginia Beach hospitals to the Norfolk USPHS facility. It is the responsibility of PHS to make the arrangements.

However, when the two hospitals billed USPHS for the care of the two seamen, payment was denied by PHS in Norfolk. This left responsibility for payment of the bills on the seamen themselves.

The mixup was brought to the attention of Frank Drozak, SIU executive vice president. Drozak then got in touch with USPHS Director Dr. Edward Hinman in Washington, D.C. and requested the cases be reviewed.

Drozak said, "we were sure that both members had followed procedures properly. We didn't want to see them get stuck with a bill that USPHS should rightfully pay."

As a result of Drozak's actions, Dr. Hinman's staff investigated the cases and subsequently ruled in both members' favor. USPHS said they would "accept fiscal responsibility" for all charges covering care for the two seamen during their stay in the non-PHS hospitals.

Not Isolated

The problems encountered by these two SIU members are by no means isolated cases. There has always been some problems with USPHS involving notifications and payment of bills for emergency treatment at non-PHS facilities.

To avoid these problems with USPHS, a member should take the following precautions in emergency situations:

- Always notify USPHS of the emergency within 48 hours. Do it by telegram rather than telephone. That way you will have a record of the notification.

- Notify the hospital you are taken to that you are a merchant seaman and eligible for care at USPHS.

- If possible, make every effort to be taken to a PHS facility in an emergency. However, in an emergency, you have the right to be taken to the nearest hospital.

Asserts Policy Cuts Merchant Fleet, Jobs

Hall Calls U.S. Free Trade 'Outdated and Unrealistic'

SIU President Paul Hall labeled America's adherence to the policy of free trade as "outdated and unrealistic" in today's world. And he charged that this policy has hurt the U.S. merchant fleet badly while at the same time cutting into the job market for American seamen.

Hall made this statement in New Orleans last month at Tulane University's Twenty-Ninth Annual Institute on Foreign Transportation and Port Operations.

The free trade concept has actually come under fire from all segments of the labor movement in recent months. The AFL-CIO Executive Council maintains that free, or unrestricted, trade with foreign nations has resulted in the dumping of cheaply made foreign products into the U.S. market in direct competition with American made products. This cuts into the demand for American products. And U.S. workers, especially those in the manufacturing trades, are losing their jobs.

The free trade concept hurts American maritime in much the same way. Without Government restrictions, foreign vessels have infiltrated and are dominating all aspects of water transportation in the U.S. foreign trades.

President Hall said that foreign nations are taking advantage of America's "naïve" stand on the policy of free trade and free markets. As an example of this, Hall pointed to the SIU's fight for the 9.5 percent oil cargo preference bill last year.



SIU President Paul Hall, right, at Tulane University in New Orleans, La. with SIU Vice President Lindsey Williams. Hall told the Tulane group that the U.S. policy of free trade was strangling competitiveness of the U.S. merchant fleet.

He said that some of the principal opponents of the bill were foreign nations, which claimed the bill was a violation of the free trade concept. Yet, said Hall, "several of these countries had cargo preference legislation of their own."

President Hall said that the free trade concept has been a major factor in enabling foreign flag vessels to capture 95 percent of all U.S. foreign waterborne commerce, leaving only 5 percent for the U.S. flag.

He maintained that other leading

maritime nations would never allow this to happen to their national flag fleets. He noted that Japan carries 44 percent of its foreign trade; France carries 34 percent of its trade; Britain 34 percent, and Norway carries 30 percent. And, said Hall, "the Soviet Union, a country that makes a mockery of the free market, carries more than half of its own trade."

President Hall also attacked the multinational oil companies for their phony support of the free trade concept.

He said that the oil companies opposed the 9.5 percent oil preference bill on the basis that the use of foreign ships for U.S. oil transportation would keep consumer prices down on oil and gas.

However, said Hall, last year the Federal Energy Administration charged 20 multinational oil corporations with illegally overcharging American consumers by \$336 million.

Hall told the Tulane University gathering that the U.S. must re-examine the concept of free trade in relation to the real world. He said, "we need only to look at the persistent problems of unemployment, inflation and the balance of trade to realize that current economic theories are not as useful as we have been led to believe."

President Hall concluded that unless the Government revamps "counterproductive" economic policies such as the free trade concept, "we will be flirting with our own economic demise and possibly with the demise of the democratic institutions that we all cherish."

Murphy, Blackwell, Daschbach Say U.S. Must Bolster Maritime

It's often difficult, if not impossible, to get Government people to agree on anything. But last month, three top ranking officials involved in the U.S. maritime industry agreed on one thing—the U.S. Government must take steps to bolster the American merchant fleet.

The three officials, all long time supporters of a strong U.S. maritime industry, are Richard Daschbach, chairman of the Federal Maritime Commission; Robert Blackwell, U.S. assistant secretary of commerce for maritime affairs, and Rep. John Murphy (D-N.Y.), chairman of the House Merchant Marine and Fisheries Committee.

Although they agreed that the maritime industry needed help from the Government, each emphasized a different point on how it should be done. The three expressed their ideas at Tulane University's Institute on Foreign Transportation and Port Operations in New Orleans last month.

FMC Chairman Richard Daschbach told the Tulane audience that "the lack of a coordinated maritime policy" has had a devastating impact on U.S. ocean carriers and American shippers.

He said, "most of our trading partners have well-defined national ship-

ping programs and policies in addition to heavily subsidized merchant fleets whose operation is fully integrated with other aspects of their national economy and policy."

Daschbach said that the FMC would be participating in discussions in order to come up with a new maritime policy for America. He said the FMC is doing this "because it is clear that the maintenance of a strong U.S.-flag merchant marine and a competitive shipping industry are not only in our national interest, but in the larger public interest."

Rate Cutting

MARAD Chief Robert Blackwell blamed much of the industry's woes on "predatory rate-cutting" by foreign ships operating in the U.S. foreign trades.

He singled out the Soviet Union, saying that the Russians have cut deeply into the U.S. liner trades "by offering rates ranging from 10 to 40 percent below the shipping conferences levels."

Blackwell noted that "whether subsidized or not, our privately owned carriers must make profits to survive.

State-owned fleets may cross trade at discount rates for political reasons, for the accumulation of hard currencies or



Rep. John Murphy (D-N.Y.), chairman of the House Merchant Marine and Fisheries Committee, told the Tulane forum that U.S. ships should be carrying up to 50 percent of all U.S. foreign commerce.

with other non-profit factors as primary goals."

Blackwell said he supports legislation that would enable the FMC to crack down on rate cutting by the Russians and other foreign fleets as well as on other anti-competitive maneuvers by foreigners.

More Cargo

Rep. John Murphy, probably the staunchest maritime supporter in the House of Representatives, said that the U.S.-flag fleet simply needs more cargo.

He said that U.S. ships should be carrying 50 percent or more of the nation's foreign commerce, instead of the 5 percent they presently carry.

Murphy said he is supporting several bills in Congress that would help secure added cargo for U.S. ships.

Among them is a bill that would force cutrate foreign operators to raise their rates to equal levels with U.S. ship rates or be banned from American ports.

Murphy also said he supports "equal access" legislation, or bilateral shipping agreements with America's trading partners.

Great Lakes COLA

Great Lakes Seafarers received a cost of living adjustment effective May 1, 1978. The increase comes to 12 cents.

Cost of living adjustments are computed on the basis of a one cent increase for every .3 point climb in the Consumer Price Index.

Navy League: Beef Up U.S. Maritime

The Navy League of the United States of America has called for "strengthening of U.S. seapower through formulation of a comprehensive national maritime policy."

It stressed that the U.S. lacks a definite long-range maritime policy. The league said that "deterioration of our seapower endangers national security from the defense and economic perspective."

The league's position was set forth in its Maritime Affairs Committee Report which was adopted at the annual convention in Seattle, Wash. May 2-5.

The 500 convention delegates also adopted a range of resolutions affecting the nation's seapower posture and ocean policy. Included were:

- a call for creation of a cabinet level officer to coordinate the sea services in achieving defense readiness.

- urge the U.S. Government to adopt a seaborne trade policy similar to that existing for airborne trade.

Vincent T. Hirsch of Asbury Park, N.J., a strong advocate of Navy-merchant marine cooperation, was re-elected president of the league. The next annual convention of the 10,000-member organization will be held in Dallas, Tex.



Great Lakes

SIU Boatmen have ratified a new contract with Great Lakes Towing, the biggest SIU-contracted inland operator on the Lakes. The contract includes the industry-wide SIU Inland Vacation Plan, a first for Lakes Boatmen. Great Lakes Towing employs 150 SIU deckhands, known as linesmen on the Lakes.

* * *

A dyke construction and harbor dredging project is under way in Milwaukee, Wis. Boatmen with SIU-contracted Luedtke Engineering are doing the job.

Norfolk

SIU Boatmen with Stone Towing of Wilmington, N.C. (serviced out of Norfolk) ended a three week strike against the company on Apr. 22 and recently ratified a new contract. They hit the bricks when Stone Towing, a shipdocking firm, refused to come up with an acceptable offer for wage increases.

The new contract, effective Apr. 22, provides substantial increases in wages, pension, and welfare, as well as improved working conditions. It also includes the SIU Inland Vacation Plan.

St. Louis

SIU-contracted American Commercial Barge Lines, which operates the largest fleet on the inland waterways, recently put in shipyard orders for two 4,200 hp. towboats. ACBL currently has 52 boats and 1,350 barges that work primarily on the Mississippi River system.

Houston

Another new contract was just ratified in this port by SIU Boatmen with Barge Harbor. It includes the SIU Inland Vacation Plan and standard language for the harbor fleet operation as well as substantial wage increases.

A 9th Grade Dropout, He Gets His H.S. Diploma at HLS

Brother Pete Reed is 22 years old and can no longer be called a high school dropout.

In 1973, he graduated from the basic vocational program of the Lundeberg School.

During his training at HLS, Brother Reed enrolled in the high school equivalency program but shipped out before completing it.

He dropped out of school in the ninth grade. And he realized that "I really had a lot to learn before I would be able to get my diploma."

Seafarer Reed's willingness to keep trying paid off. Recently, he successfully completed the high school equivalency program and achieved his GED diploma. "It took me three times and a lot of studying but I finally got it," he said. There are now 1,021 Seafarers and Boatmen who have gone through the program.

Brother Reed really liked the small classes and the individual attention he received at HLS. He said, "the teachers gave me support and worked with me when I had a problem. They know what they are teaching." After being out of school and out of the habit of studying, Seafarer Reed commented that "I enjoyed studying again. The GED diploma was something I've wanted for a long time."

Reed found out about HLS from his grandfather, who was a seafarer and from a friend, Brother Roland Williams, of the port of Baltimore. "The Lundeberg School is good. It is really great for young people. It makes them better than what they were before," Brother Reed commented.



Pete Reed

Seafarer Reed recommends the basic vocational program and the high school equivalency program to his fellow seafarers and to any young person. He said, "the school is a great opportunity and I recommend that everyone should take advantage of it."

If you are interested in attending the Lundeberg School to study for your high school equivalency diploma like Brother Reed did, contact the SIU representative in your port or write to the following address:

HARRY LUNDEBERG SCHOOL
Academic Education Department
Piney Point, Maryland 20674

A pre-test and information will be sent to you.

Personals

Diana Bandeleian

Mrs. R. Y. Van Pelt would like you to contact her at 1114 Joe Annie No. 5, Houston, Tex. 77019.

Personals

Henry E. Green

Your wife, Maxine, asks that you call her as soon as possible at (314) 333-1770, or write Box 722, Caruthersville, Mo. 63830.

Bill Guernsey

Your brother, Don, asks that you call him collect in Sydney, Australia at 522-4062. He says that it is urgent.

John Medvesky

Evelyn asks that you call her at (504) 821-7791.

Bobby Messerol

Teddy Aldridge asks that you get in touch with him.

Nathaniel Aunero Noble

Your son, Nathaniel Noble, would like you to contact him at (301) 433-4196.

Candelario Ramos

Your son, Enrique, would like you to contact him at 1227 North East 1st Ave., Miami, Fla. 33132.

Edward "Chick" Schindler

Your sister, Sue Dolbow, would like you to call her at (609) 845-1709 or write 13 Lauderdale Rd., Woodbury, N.J. 08096. She says that it is urgent.

H. G. Treddin

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

MTD Charters New Port Council In Jacksonville

The AFL-CIO Maritime Trades Department has established a new Port Maritime Council in the northeast Florida port of Jacksonville.

The MTD, the largest industrial department of the AFL-CIO, now has 28 Port Maritime Councils operating in local port areas throughout the United States, Canada, and Puerto Rico.

The Jacksonville Council is the latest in the MTD's growing network of political action groups working to enhance the strength of the labor movement in all areas of the country.

MTD Administrator Jean Ingrao presented a charter to the new Council at the group's first meeting on Apr. 6, 1978. Forty-five representatives of 17 national and international AFL-CIO unions attended the initial conference.

The SIU Hall in Jacksonville will serve as the meeting place and center of activity for the new Port Council.

Highlights of the Council's opening session included welcoming addresses by: Jim Deaton, president of the AFL-CIO Central Labor Council of Jacksonville; SIU Vice President Cal Tanner, and Jake Godbold, a Jacksonville city councilman noted for his support of working people.

Election of officers also took place at the opening session with Doyle Kearns



Jean Ingrao, right, administrator of the Maritime Trades Department, presents charter for new Jacksonville Port Maritime Council to SIU Jacksonville Port Agent Leo Bonser. The MTD now operates 28 port councils throughout the U.S., Canada, and Puerto Rico.

of the United Association (representing plumbers, pipefitters and steamfitters) being elected as president of the Council. William Smith of the Boilermakers was elected executive vice president. SIU Jacksonville Port Agent Leo Bonser was elected secretary-treasurer.

The MTD will soon be opening a 29th Port Council in Juneau, Alaska. With Headquarters in Washington, D.C., the MTD counts 44 national and international unions, representing eight million workers, in its family. SIU President Paul Hall is president of the MTD.



Headquarters

Notes

by SIU Executive Vice President
Frank Drozak

The SIU is involved in legislative activity for one very good reason. We can't afford not to be.

Almost every day, decisions are made in Washington, D. C. that affect the basis of your job security as a Seafarer or Boatman. Generally these decisions impact only one segment of the industry at a time. But once a year, a bill comes up in Congress that goes to the very heart of the entire maritime industry.

This is the Maritime Appropriation Authorization Act. I'm happy to say that this year's Bill for fiscal year 1979, has now passed both Houses of Congress.

It was approved first without opposition in the Senate. But it had to overcome a number of proposed amendments in the House of Representatives which could have cut the bill down to a meaningless piece of legislation. The news story on page 3 of this issue of the *Log* gives the details of the legislative action.

The victory in the House this month was significant in more ways than one. It clears the way, first of all, for likely approval by President Carter and then for crucial benefits to flow into the maritime industry.

But the fight in the House once again proves something we can never forget in the SIU—that even with a bill that has always been considered routine, we can't afford to relax our efforts in Washington.

Let me explain exactly what the Bill does. Unlike the title, the meaning of the Maritime Appropriation Authorization Act can be said in one word—money. Very simply, it determines how much money Government will spend each year on subsidies and other financial help for the U.S. maritime industry.

This does not just go to ocean shipping. The Act also authorizes back up funds for the construction loan guarantee program (Title XI) which covers inland waters equipment.

Up until this year, there has been very little controversy about the provisions of the Authorization Act since its important purpose—to strengthen the U.S. merchant marine—is a matter of national policy going back to the Merchant Marine Act of 1936.

But as we have learned all too well, policy and practice are two very different matters.

The maritime subsidy program, funded by the Authorization Act, is Government's biggest incentive for industry to build, ship and man American. Yet the defeated amendments to the Act would have virtually destroyed the entire subsidy program.

Lost in the bargain would have been new U.S.-flag LNG ships, American shipping's share of Russian grain shipments and even American seamen's hard-won wage levels.

All this may be hard to believe. But the SIU couldn't afford not to take every part of this threat seriously. We stepped up our political efforts immediately to support what always had been okayed before by Congress as a routine matter.

Those efforts paid off, but we can't congratulate ourselves too much.

While the battle over the Authorization Act is over in Congress, another fight is gearing up over a bill that also will affect the future of the U.S. maritime industry in a big way.

The Deep Seabed Mineral Resources Act (S.2053) can make sure that the benefits of a major maritime development don't backfire into another "run-away" industry. Ocean mining promises enormous economic and employment benefits for this country. But without the guarantees of this Bill, they can be lost through the same kind of practices that have weakened U.S. shipping.

The educational feature on pages 26-27 of the *Log* and the editorial on page 17 give full details of this new industry and the importance of the Bill designed to give American workers a fair share in it.

The Bill insures jobs for American seamen and shipbuilders through amendments that will require the use of U.S.-flag vessels for ocean mining. It works something like the money set aside for construction loan guarantees by the Authorization Act. The ocean mining bill would provide Government investment guarantees to industry for the construction cost of vessels and other deep sea mining equipment—but only if they are built and registered in the U.S.

This is policy and practice working together to build up the U.S. merchant marine. It makes good sense for the American economy. But those companies who want to avoid American taxes and American labor don't think so.

The ocean mining bill is going to be another tough fight in Washington. But we'll be ready for it—and for the next one.

Delta's Clark Named To N.O. Dock Board

It took more than a year of hard work and political action on the state level. But the MTD Port Maritime Council of Greater New Orleans and Vicinity has succeeded in getting a strong voice for American-flag shipping installed on the New Orleans Dock Board.

The new member of the Board is Capt. J. W. Clark, president of the SIU-contracted Delta Steamship Co. He was named to the influential post recently by Louisiana Governor Edwin Edwards.

The Dock Board is run by a seven-man commission and is responsible for all activities of the Port of New Orleans. Part of the Board's duties also include trade missions to attract more shippers to the port.

SIU Vice President Lindsey Williams, who heads up the MTD's New Orleans Port Council, placed Clark's name in nomination nearly a year ago.

Up until 1976, neither the MTD, nor any other labor organization, was allowed to participate in nominating procedures for the Dock Board.

The MTD worked to change this. It succeeded when the 1976 regular session of the State Legislature okayed the MTD Port Council to become one of 10 organizations able to submit nominations for Dock Board openings.

The MTD Council remains the only voice of organized labor in the nominating procedure.

Selected Among 20

Capt. Clark was selected from among 20 other nominees. He has been president of Delta since 1959.

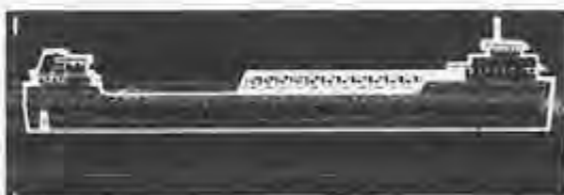
Clark is a graduate of the U.S. Merchant Marine Academy and commanded troop and supply vessels during World War II. A native of Mobile, Ala., Clark has been honored by a number of nations for his work in promoting trade between the U.S. and South America.

Among other honors he has received during his long association with the U.S. merchant marine, Clark was named Man of the Year by the New Orleans Propeller Club in 1965.

Gets Inland Vacation Check



Thomas Ernst (r.), a mate with National Marine Services, received his SIU Inland Vacation check this month at the St. Louis Hall from Port Agent Mike Worley. Brother Ernst pointed out that he works at least 200 days a year and for each of those days he also earns vacation benefits that he can collect every 90 days.



Dispatchers Report for Great Lakes

APR. 1-29, 1978

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqs.)	82	6	6	95	38	10	63	8	11
ENGINE DEPARTMENT									
Algonac (Hdqs.)	46	9	10	71	16	2	33	8	12
STEWARD DEPARTMENT									
Algonac (Hdqs.)	10	2	2	27	6	1	6	2	2
ENTRY DEPARTMENT									
Algonac (Hdqs.)	69	56	38				56	62	64
Totals All Departments	207	73	56	193	60	13	158	80	89

*"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.

Deposit in the

SIU Blood Bank—

It's Your Life



The Lakes Picture

All the Lakes

The fit out on the Lakes is completed and SIU-contracted vessels have begun the shipping season.

The start of the season was delayed several times because of bad weather and the prolonged coal miner's strike. It was almost put off again when it looked like MEBA-District 2 would strike the Lakes vessels. MEBA members did walk out for about six hours on Apr. 15, but a contract agreement was reached and the men returned to work.

Cleveland

The *ST Crapo* (Huron Cement) opened the Port of Cleveland when she arrived with 8,500 tons of cement. The trip from Alpena to Cleveland, which usually takes 30 hours in the summer, took 52 hours because the ship ran into heavy ice ridges.

Frankfort

The car ferry *M/V Viking* (Michigan Interstate Railway Co.) will make her first run from Frankfort, Mich. to Manitowic, Wisc. on May 29. The Manitowic port was closed in 1974 because there was not enough traffic for a regular run.

The *Viking* had been ferrying between Frankfort and Kewanee, Wisc. but will now alternate between the two ports.

Buffalo

The port of Buffalo is now open after an ice boom was removed from the mouth of the Niagara River on May 1 and 2. The boom was in place to keep ice from the intakes of the Niagara Mohawk Power Corp.

The port was filled with ice until the boom was removed and some ships had to be moved with the help of Coast Guard cutters at the end of April.

Most of the ice is gone now and coal, ore, sand and a lot of grain are beginning to move through the port.

Chicago

Traffic at the port of Chicago was bottle-necked for three days recently when an ore carrier lost her anchor in the harbor. Divers located the anchor and a crane had to remove it before the back-up of ships could start moving again.

St. Lawrence Seaway

The St. Lawrence Seaway System opened for the season last month with the first toll increase since 1959 in effect.

The increase may have less of an immediate impact than it might have because U.S. and Canadian officials agreed to a three-year phase-in of the tolls rather than implementing them all at once.

The St. Lawrence Seaway Development Corp. and the St. Lawrence Seaway Authority have proposed rule changes which would affect the closing date of the Seaway.

The U.S. and Canadian agencies that administer the Seaway have drafted rules setting a firm closing date for the Seaway and penalties for any vessel still in the System after that date.

The proposals call for a midnight, Dec. 17 closing time for the international section of the Seaway. Ships would be required to reach call-in points 48 hours earlier.

Late transits would bear an "operational surcharge" of \$25,000 per day, up to a maximum of \$100,000.

The called-for closing date of the Welland Canal is Dec. 6. There are also time restrictions on low-powered vessels as they're the most likely to have problems with late-season ice and weather conditions.

*Earning top pay can be safe and simple
as pushing a button...*



but you've got to know what button to push.

Crew training and advanced technology are the reasons U.S.-flag LNG ships are so safe. These new vessels are so automated they're practically push-button controlled. But you've got to understand LNG and automation before you can work aboard one. The LNG course at HLS qualifies you to work aboard these vessels—so you qualify for the top pay LNG crews earn, too.

Come to HLS Take the LNG Course
Work aboard a ship of the future—today

LNG Course Starts June 26

To enroll, See Your SIU Representative or contact:

Vocational Education Department
Harry Lundeberg School
Piney Point, Maryland 20674
Phone: (301) 994-0010

NMC Affair in Seattle



The SIU's George McCartney (right) is with Board Chairman Patrick C. Johnstone (center) of the Spokane Seed Co. who was presented with a certificate naming him to the National Maritime Council's (NMC) Shipper Advisory Board, Western Region, recently in Seattle. At left is Bob Buckingham of the Seaport Shipping Co. there. Johnstone succeeds Ed Dumas in the NMC, head of the Dumas Seed Co., who retired. The NMC is made up of more than 100 top executives of U.S. shipping companies, maritime labor unions, shipyards, and the U.S. Maritime Administration. Its purpose is to promote cargo for the American merchant marine.

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

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

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

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

**SUPPORT
SPAD**

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

MAY 1978

Legislative, Administrative and Regulatory Happenings

Outer Continental Shelf:

House Bill Would Promote U.S. Industry, Protect Jobs of U.S. Maritime Workers

The House and Senate are getting together to draft a final version of the Outer Continental Shelf Lands Act. The SIU's Washington legislative staff is working closely with a number of other AFL-CIO national unions to ensure the jobs of many thousands of American workers who

would be involved in the manning of offshore drilling equipment.

This is what has been happening:

The Senate passed its version of the OCS Bill almost a year ago. That bill does not contain any provisions requiring that offshore drilling equipment be crewed by American

workers.

Then, in February 1978, the House passed its version of the bill (H.R. 1614). A Select Committee of the House added a very important provision (Section 31) which has the following requirements:

One year after enactment of the

bill, all drilling rigs and platforms off the U.S. coast must be crewed by U.S. citizens; all new or rebuilt drilling rigs must be registered in the U.S.; and all rigs and platforms must meet U.S. Coast Guard standards of design and construction to ensure the safety of workers and prevent damage to the environment.

Senate Moves to Protect U.S. Maritime Interests

A bill to encourage U.S. companies to move into the new frontier of deep sea ocean mining is also giving a much-needed boost to the U.S. maritime industry.

The SIU's Washington legislative team reported that the Senate Energy and Natural Resources Committee earlier this month made some improvements in the proposed Deep Seabed Mineral Resources Act (S. 2053) which would effectively require that mining and processing vessels—and ore carriers—be built in U.S. shipyards, be U.S. registered, and be crewed by American workers.

The vote to support U.S. maritime was 15-0.

Here's what happened. The original Senate Energy Bill had these requirements dealing with vessel documentation: Mining vessels must be registered in the U.S. or in one of

the nations which are a part of the mining venture; processing of the minerals mined from the seabed must be done in the U.S. or on a U.S.-flag vessel. There are no requirements for ore carriers—they can be U.S.-flag or foreign.

But, the important change in the bill is this: investment guarantees for vessels and other equipment owned by the mining companies will only be given to vessels that are built in the U.S. and documented in the U.S.

What this change means is that if U.S. mining companies want their very costly investments protected, they are going to have to use U.S.-flag ships and American crews. And this means, not only the mining and processing vessels, but the ore carriers as well.

It is estimated that some 20 mining ships and 60 ore carriers will be

involved in the beginning phase of mining operations by U.S. companies.

The SIU legislative staff has been working closely with the AFL-CIO Maritime Trades Department on this bill in both the Senate and the House. There has been a lot of resistance to the "Build American" and "Hire American" provisions of the Ocean Mining Bills from the State Department which, once again, wants to trade off the well-being of American maritime industry and labor in the interest of "better relations" with other nations.

The Senate bill now goes to the Committee on Commerce, Science and Transportation. Meanwhile, the House Bill (H.R. 3350) has cleared three committees and is awaiting action in the House Rules Committee.

The benefits of the House version of the bill will be that they will lead to the hiring of hundreds of Americans on jobs which are now held by foreign workers. And, because it will require strict Coast Guard standards for the construction and design of the rigs, it could encourage U.S. construction of the rigs and platforms leading to thousands more jobs for American workers.

Lastly, the House bill would lead to better protection of America's marine environment as well as promote the health and safety of workers on the offshore equipment.

As the House and Senate are getting ready to meet in conference to draft a final bill, the nine national unions—including the SIU—which comprise the General Presidents' Offshore Construction Industry Committee have been meeting to organize a direct lobbying effort to make certain that the bill will contain provisions to protect the jobs of American workers.

SIU President Paul Hall, who is chairman of the General Presidents' Offshore Committee, warned that failure to enact this legislation would lead to further loss of American jobs. In a letter to Sen. Henry M. Jackson, chairman of the Senate Committee on Energy and Natural Resources, Hall noted that while other nations have been shutting American industry out of their offshore operations, "U.S. offshore areas have remained open to penetration by foreign workers and equipment."

Senate Adopts User Charge, Domenici Bill Is Defeated

The Senate earlier this month—by a vote of 80-13—adopted its version of legislation imposing a fuel tax on inland waterways operators. The compromise Senate Bill also authorizes reconstruction of Locks & Dam 26 at Alton, Ill. The bill will now go to a Senate-House conference to iron out differences between the House and Senate versions.

The key vote during floor debate came on the SIU opposed amendment offered by Senator Pete Domenici (R-N.M.), and

supported by Senator Adlai Stevenson (D-Ill.), which would have resulted in an immediate 4 cents a gallon fuel tax. The Domenici proposal would have hiked the tax to 12 cents by 1985—and would have set up a system of user charges to recover 10 percent of all construction costs on the inland waterways.

That proposal was supported by Secretary of Transportation Brock Adams.

Following the defeat by the Domenici amendment, the Senate

passed a compromise amendment sponsored by Senator Russell Long (D-La.) which would impose a 4 cents a gallon tax to begin in 1982, or when construction of Locks & Dam 26 begins. That proposal was supported by virtually all of our domestic waterways operators. The tax would rise to 12 cents a gallon by 1990.

Supporting the Long amendment were Senators James Eastland (D-Miss.), Thomas Eagleton (D-Mo.), John Danforth (R-Mo.), and Dewey Bartlett (R-Okla.).

STATE-OWNED CARRIERS.

The House Subcommittee on Merchant Marine has scheduled a hearing May 24 to make final revisions on a bill which would set regulations on the rates charged by certain state-owned carriers which are now operating in the U.S. foreign commerce.

CLOSED SHIPPERS' COUNCILS. Hearings are continuing on a bill which provides for the formation of closed liner conferences and shippers' councils in the U.S. foreign trades. The bill (H.R. 11422) is before the House Merchant Marine Subcommittee. This bill, as with others which are pending in Congress, is aimed at bringing some

stability to the rate-making conference system.

OIL IMPORT CONTROL. The Trade Subcommittee of the House Ways and Means Committee will begin hearings early next month on proposals to establish an oil import quota system.

COAL SLURRY PIPELINE. After some delay, the Senate Energy Committee is beginning public hearings on two bills which would authorize construction of coal slurry pipelines. In the House, both the Interior

Committee and the Interstate and Foreign Commerce Committee have reported similar legislation, and those bills are now awaiting clearance by the House Rules Committee. This legislation would give the go-ahead to slushing pulverized coal from the mine fields through a series of pipelines. We're opposed to it because it would seriously affect the business of our barge operators, and undercut the job opportunities of inland Boatmen.

MERCHANT MARINE SAFETY. The Coast Guard Sub-

committee of the House Merchant Marine and Fisheries Committee will hold hearings on merchant marine safety. The hearings will begin May 23 by Committee Chairman Mario Biaggi (D-N.Y.).

LAW OF THE SEA. The House International Relations Committee will get a special briefing from Elliot Richardson, President Carter's Special Representative, on the status of the Law of the Sea Conference. The session will take place May 24. The big issue at the conference has been an effort by Third World nations to set up an international system to control the development and production of deep seabed mining.

On the Agenda in Congress...

Coast Guard Chided for Lax Safety Oversight

The Coast Guard should maintain stricter safety regulations to help prevent catastrophic explosions caused by marine repair accidents.

The National Transportation Safety Board made this recommendation in its recent report on the explosion and fire aboard an inland tank barge that killed four people on Nov. 13, 1975 at Greenville, Miss.

The cargo tank of the 290 ft. long, Brent Towing Company barge, B-924, was being repaired when welding sparks ignited fuel oil residues. The violent explosion which followed took the lives of three Brent employees and a marine chemist, an inspector of marine repair work conditions.

Two other employees were seriously injured. Pieces of the wrecked barge were blown up to 500 yards away and the fire raged for more than 90 minutes before firemen could extinguish it.

"This accident demonstrates the critical need for stringent Coast Guard

regulations regarding the establishment and maintenance of a safe working environment for personnel who repair vessels," the Safety Board stated in a letter to the Coast Guard Commandant, Admiral Owen Siler.

Federal regulations require vessel repairers to notify the Coast Guard and receive approval before repairs begin. "Ideally, Coast Guard personnel inspect before welding or other hot work

is done," the Board said, "to insure that such repairs can be made safely. However, the local Coast Guard Marine Safety Detachment often approved repairs similar to those done on the B-924 via telephone without inspection."

The Board maintained that marine chemists are allowed "too much discretion" in determining the hazards on vessels to be repaired and in setting

safe repair conditions. The marine chemist aboard the B-924 had allowed electric arc welding to begin in a cargo tank that contained flammable residues.

Marine chemists are now certified by the National Fire Protection Association. But the Board found that NFPA standards are "inadequate" to insure safety.

The Board, therefore, recommended that the Coast Guard expand its oversight role in monitoring vessel repairs by establishing a strict program for licensing marine chemists. This would include setting more specific safety procedures and criteria for marine chemists to follow before they can allow personnel to enter and repair vessels.

In the meantime, it urged the NFPA to revise its own standards for marine chemists by requiring better testing techniques and more specific ways to determine gas hazards on vessels to be repaired.

New Towboat Joe Bobzien

One of the biggest towboats on the Mississippi River system was recently crewed by SIU Boatmen. She is the *Joe Bobzien*, an 8,400 hp. beauty that belongs to the fleet of Southern Ohio Towing Company, Inc. This company is a new SIU-contracted division of Ameri-

can Commercial Barge Lines of Jeffersonville, Ind.

The *Joe Bobzien* has a gross tonnage of 1,155.5 and a 9-foot draft. She is 180 feet long, 52 feet wide and has three engines. She was built in the Jeffboat Shipyard and will handle mostly coal barges on the Rivers.

U.S. Jobless Rate for April Drops to 6%; the Lowest in 3 1/2 Years

WASHINGTON, D.C.—The U.S. unemployment rate eased to 6 percent in April from March's 6.2 percent. This is the lowest national jobless rate since October 1974's 5.9 percent.

This means 535,000 workers found jobs last month. This represents a 165,000 drop in the ranks of the 6-million unemployed bringing the total of employed to a record 93.8 million. During the last 12 months, the number of jobs in the U.S. economy grew by 3.5 million with nearly two-thirds of that growth happening in the last six months.

The U.S. Labor Department's Bureau of Statistics reported that adult men accounted for nearly all the improve-

ment in the unemployment picture in April. Their rate fell to 4.2 percent from 4.5 percent, its lowest level since October 1971's 4.1 percent.

The jobless rate for blacks eased slightly to 11.8 percent from March's 12.4 percent. It is still more than twice the rate (5.2 percent) for white workers.

More than a third of all black teenagers were jobless last month. White teenager unemployment was 16.9 percent in April, a drop from March's 17.3 percent.

The jobless rate for Vietnam veterans declined to 4.5 percent, down from 5 percent last month. The rate for non-

Vietnam veterans was down to 6.5 percent.

Adult women continued to enter the work force in large numbers—37 million. Their unemployment rate was unchanged over the month at 5.8 percent.

AFL-CIO Research Director Rudy Oswald commented that the declining unemployment and rising wages were not responsible for accelerating inflation. The cost of commodities and services, such as food, fuel, oil, medical care, and interest rates, is what is driving up prices, he declared.

New SIU Contracted Tanker, Brooks Range

SIU members took the brand new tanker *Brooks Range* on her maiden voyage this month. The vessel sailed May 15 from the port of New Orleans with her first port-of-call scheduled to be Long Beach, Calif.

Because of her 906-ft. length, 173-ft. beam and 55-ft. draft, the *Brooks Range* is too big to traverse the Panama Canal. Instead, the 165,000-dwt tanker will sail around Cape Horn enroute to the West Coast. Her top speed of 15.6 knots will get her there around June 13.

The *Brooks Range* will then enter the Alaska oil trade running between Valdez and Panama.

The vessel was built at Avondale Shipyard in New Orleans. She is owned and operated by SIU-contracted InterOcean Management Corp.

A sister vessel, the *Thompson Pass*, is scheduled for delivery in August. Seafarers will also man this ship.

WANTED



CHIEF COOKS

Enroll now!

Job Opportunities in the Steward Department have never been better. Make these opportunities your own—get your Chief Cook Certificate at HLS.

Length of Course: 6 weeks

Starting Dates: June 26, July 10, July 24

See your SIU Representative or contact the Vocational Education Department, Harry Lundeberg School, Piney Point, Maryland 20674.



Notice to Members On Shipping Procedure

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

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

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

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

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

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

Criticizes Time Bomb

Naval Architect Gives Reaction to Book About LNG

You won't recognize the ship drawn on the cover of the new book called *Time Bomb*. She's meant to be an LNG carrier, but instead of a series of cargo tanks, one enormous sphere that is smoking at the top, rises above her deck.

Closer observation reveals that the sphere is a bomb and the ship is nothing more than an editorial cartoon of a floating bomb.

And its message is quite clear. Printed across the sphere itself is the subtitle of the book: "LNG: The truth about our newest and most dangerous energy source."

The author, Peter van der Linde, a young captain in the U.S. merchant marine, believes that the growing use of liquefied natural gas—and especially LNG carriers—potentially can turn into "a catastrophe that will boggle the mind."

But his book, like its cover drawing, relies on a long stretch of the imagination, well beyond the known facts of LNG safety.

This is clear from the first chapter, which is a fictional account—actually a hypothetical horror story—of a collision between an oil tanker and an LNG carrier. It takes place in a concentrated area of LNG, oil, and chemical terminals. The result is a holocaust that wipes out all of Staten Island, N.Y. and most of northern New Jersey.

Time Bomb's horrifying message has received a lot of publicity. But one reaction seems to prove the old saying that "you can't judge a book by its cover." It came from William duBarry Thomas, a naval architect who writes that he has 20 years experience "in the design, testing, construction, operation, maintenance and repair of LNG carriers and their containment systems and cargo handling equipment."

He had this to say in his recent letter to *Time Bomb's* publisher:

"I am keenly and sincerely disappointed that Capt. van der Linde's book should fall so short of the promise voiced by its subtitle. In spite of your well-intended efforts, I am afraid that your readers unfortunately are still not privy to the truth about LNG."

Thomas does not dismiss the book,

but points out that it is a mixture of fact and fable that must be separated. The El Paso Company has also released a booklet to set the record straight on LNG. El Paso is building six U.S.-flag LNG carriers, with one already under contract by the SIU.

These two documents supply technical facts about LNG that undercut much of the emotional impact of *Time Bomb*. Thomas points out about the first chapter, for example, that if a collision did occur, which he adds is highly unlikely as described in the book, the LNG vessel and her cargo would be protected by her double hulls.

In the book, the oil tanker "rips at full speed ahead into the midsection of the LNGC's (Liquid Natural Gas Carrier) hull, splintering the steel of one of her five cargo tanks." Her cargo escapes as a vapor cloud, which travels until it finds an ignition source—"a spark will suffice, a cigarette, a pilot light, a back-yard barbecue." The flame returns in a flash-back effect to the vessel and causes explosions in her remaining LNG tanks.

The same thing happens to nearby LNG storage tanks when they are hit by shards of steel from the exploding ship. The long reach of their vapor cloud over Staten Island causes the enormity of the disaster.

Trip to Repair Yard

In reality, Thomas says, "the probable result of the collision would have been nothing more than side shell damage and a trip to the repair yard. The inner hull plating of the LNG ship would probably not have been affected at all."

Even if the LNG carrier's cargo tanks were ruptured, he explains, "ignition would undoubtedly come almost instantaneously. The picture of a vapor cloud stretching for miles before ignition, while theoretically possible, is just not realistic in the collision case."

Evidence from El Paso's booklet, entitled *For the Record: Questions and Answers About the Safety of LNG, December, 1977*, makes an even stronger case against the massive explosion of the vapor cloud:

"No one has been able to get uncon-

fined vapor clouds of LNG on land or water to detonate." The Coast Guard tried, "but was unable to get unconfined LNG vapor to detonate even when using explosives such as TNT as the initiator."

In the case of a disaster in Cleveland, Ohio in 1944, LNG escaped through a leak in a storage tank, not because of a collision. It seeped into sewers and "in this confined space exploded," El Paso explains. Thomas adds that "the appreciation of what happened in Cleveland had such an impact upon design and construction" that the probability of a similar accident is "nearly zero."

Overall, van der Linde claims that not enough is known about LNG. He says that what is known either hasn't been sufficiently tested or can't be believed. But Thomas and El Paso present facts about LNG technology and its 20-year safety record of marine transport which provide many of the answers that van der Linde refuses to accept.

It is interesting to note that van der Linde actually cites El Paso as an example of "certain responsible members of industry." He praises the company's consideration of safety and environmental factors in choosing remote, rather than densely populated locations, for LNG terminals.

But for the most part, *Time Bomb* raises a lot of questions that do not directly relate to LNG. The book is "a curious mixture," as Thomas calls it, of fact, personal observations, sea stories, and the state of the maritime industry in general.

Van der Linde's long list of marine accidents from the *Titanic* to the *Edmund Fitzgerald*—including unconfirmed stories of collisions with ghost ships—makes good reading, but offers little concrete evidence that can be applied to LNG. He does raise the important consideration, however, of the danger of runaway-flag LNG vessels that cannot be held any more accountable for safety under present laws and practices than runaway oil tankers have been.

The problem with the book, as Thomas says, is that "the average reader will have an extremely difficult time in deciding how much not to believe. If he believes all, he is being misled, but if he believes none, he is being misled to an equal degree."

At its best, *Time Bomb* is an effective alert to the need for necessary controls in a rapidly growing industry. At its worst, it is an alarmist reaction which could trigger exaggerated fears about an important energy source.

SIU Efforts Win Demand for U.S. Ships In Overseas Mail

Strong lobbying efforts by the SIU in Washington resulted in a key amendment to the Postal Services Act which would require the use of U.S.-flag ships in the transportation of international surface mail.

The "Ship U.S." amendment was retained in the House bill despite serious threats by anti-maritime interests to have it taken out.

SIU legislative representatives have been in close touch with the members of the House Post Office Committee since the postal reorganization legislation was first introduced last fall. The SIU's Washington staff has worked closely with the legislative and research staff at Transportation Institute from the very beginning to make certain that a "Ship U.S." provision would be in-

cluded in the draft of the postal bill. Transportation Institute is a Washington, D.C.-based educational and research organization for the maritime industry.

The final House bill states that the Postal Service will be required "to contract with available U.S. steamships for international mail transportation by sea."

The bill has now been sent to the Senate where it is awaiting action by the Governmental Affairs Committee. The SIU Washington legislative staff will continue to keep a close contact with members of Congress to make certain that the "Ship U.S." provision is retained in the bill when it comes up for final action.

Pollution Control Regulations Published in Federal Register

The worsening problems of oil spills and pollution in international waters was the focus of a recent conference held by the International Maritime Consultative Organization (IMCO).

Ways to improve inspection and certification standards of tank vessels were considered at the International Conference on Safety and Pollution Prevention. The 44 participating IMCO nations also studied methods for upgrading construction and equipment standards for both new and existing tankers.

The recommendations coming out of the conference, along with the U.S. Coast Guard's timetable for implementation, were published in the Federal Register on Apr. 20 as proposed regulations for tankers plying U.S. waters. These suggestions then go to Congress for advice and consent before they are issued as formal regulations by the Coast Guard.

The Coast Guard is aiming for implementation dates ranging from June, 1979 to June, 1985. The six-year span allows for time differences in installing or constructing the new pollution prevention devices.

Factors like whether a system is being fitted to an existing tanker or included in construction plans for a new vessel are taken into consideration.

The results of the IMCO conference are, more or less, an update of proposals that came out of two earlier meetings. These were the 1973 International Convention for the Prevention of Pollution from Ships and the 1974 International Convention for the Safety of Life at Sea.

Some of the safety features oil carriers will be required to have include: segregated ballast tanks; crude oil washing systems; improved drainage and discharge systems; inert gas systems for protection of cargo tanks; better steering gear, and radar and collision avoidance aids.

Overseas Valdez Committee



N.Y. Patrolman Teddy Babkowski (seated center) looks on as Recertified Bosun Leonard Olbrantz (seated right), ship's chairman of the *ST Overseas Valdez* (Maritime Overseas), signs his report on May 15. Others on the Ship's Committee and a crewmember at the payoff are (l. to r.): Steward Delegate Lonnie Gamble; Chief Electrician Pete Jordan, educational director, and Dave Sacher of the steward department. The tanker paid off at the Chevron Oil Dock in Perth Amboy, N.J.

3 Seafarers, 4 Dependents Win SIU Scholarships

Continued from Page 3

Clark Community College, Godfrey, Ill.; Dr. Charles Lyons, dean of admissions, Fayetteville State University, Fayetteville, N.C.; Professor Donald Maley of the University of Maryland, College Park, Md.; Dr. Gayle A. Olson, professor at the University of New Orleans, New Orleans, La., and Mr. Charles D. O'Connell, vice president and dean of students at the University of Chicago, Chicago, Ill.

Seafarer John Merriam

When he continues his studies as a pre-law student at the University of Washington in Seattle, John Merriam has a clear idea of his future. Brother Merriam, who's been shipping deep sea since 1969, wants to specialize in admiralty law so he can help his fellow seamen.

"The circumstances surrounding the lives of seamen are such that they are exploited as a class," Brother Merriam wrote in his application essay. "We need an advocate," he said.

Merriam went through the Entry Program at the SIU's Harry Lundeberg School in 1970. His first trip was as a messman on a freighter to Saigon.

Seafarer Merriam's dedication to his education is obvious. It's taken him seven years to complete an undergraduate degree. He alternated between shipping out and spending a quarter term in residence at the university.

One of his professors at the University of Washington called Merriam a "true man of the sea," and said he had a "deep loyalty to merchant shipping in general and his union in particular."

Seafarer Patrick Graham

One of the winners of the two-year scholarship awarded to Seafarers and Boatmen is Patrick Michael Graham. Brother Graham joined the SIU in 1972, sailing as a wiper in the engine department. He upgraded to AB at HLS in 1974 and holds firefighting and lifeboat tickets.

Graham plans to use his scholarship to learn more about navigation and meteorology, and hopes to prepare for a career as a deck officer. In his own words, Brother Graham said he hopes to use the scholarship, "to gain both knowledge of my profession and a stronger foundation for future advancements in this industry."

Seafarer James Mann

James Mann may have salt water in his veins but there's music in his heart. Mann, who came out of the Third Cook's Trainee Program at Piney Point in 1973, plans to use his scholarship money to attend the Berklee College of Music in Boston, Mass.

His ultimate goals, Mann said in his application essay, are "jazz performing, composing, arranging and teaching." He added he'd like to do "any or all of it. I love it."

Brother Mann maintained good grades through high school, two semesters at Ramapo College in New Jersey and one at Berklee.

After completing the trainee program at HLS, Mann returned to HLS in 1974 to upgrade to second cook and baker. In 1977 he went through the "A" Seniority Upgrading Program.

Having given his career choice a lot of thought, it seems likely that Mann will achieve the goals he's set for himself just as he's achieved the scholarship.



Members of the Scholarship Selection Committee met in New Orleans on May 5 to choose the winners of the SIU's annual four and two-year awards. They are (standing, l.-r.): Prof. R. M. Keefe of Lewis and Clark Community College in Godfrey, Ill.; Dr. Charles D. O'Connell, vice president and dean of students, University of Chicago, Chicago, Ill.; Dr. Elwood Kastner, dean of registration, New York University, New York, N.Y.; Prof. Donald Maley, University of Maryland, College Park, Md. Seated (l.-r.) are: Dr. Charles Lyons, dean of admissions, Fayetteville State University, Fayetteville, N.C.; Dr. Gayle A. Olson, professor at the University of New Orleans, New Orleans, La., and Dr. Bernard Ireland, a retired official of the College Boards.

Vincent Cantrell

A member of the National Honor Society, Vincent Craig Cantrell maintained an outstanding average through four years of high school, ranking third in a class of 550.

The principal of Murphy High School in Mobile, Ala. said Craig was "involved in more worthwhile extra-curricular activities than any student who has attended Murphy High School during the last 10 years." These activities included being president of two clubs and an editor of the school's annual yearbook.

Craig has already enrolled at the University of Alabama, where he plans to continue in a pre-law program. A dean of the University said Craig "shows promise of being an excellent student."

And the faculty of Murphy High School certainly agreed since they voted

Craig the "Most Outstanding Senior" at Murphy.

Craig's father, John D. Cantrell, Jr., has been an SIU member since 1944. He ships as a chief electrician out of the port of Mobile.

Michael LaMothe

Michael LaMothe is planning a career in research science because, he said, "it is my feeling that this would be an important and fulfilling vocation."

A member of the National Honor Society, LaMothe has earned awards in math and English at Dollar Bay High School in Michigan. He will use his \$10,000 scholarship to attend Michigan Technological University.

In addition to maintaining high grades, Michael LaMothe was a member of the senior band, and was his class treasurer and yearbook photographer.

Michael's step-father, Raymond

Christina, sails on the Lakes in the engine department as an FOWT. Brother Christina joined the Union in 1956 and ships out of Lakes ports.

Sigmund Seiler

Winning the SIU's four-year scholarship will enable Sigmund Seiler to begin studying for a degree in medicine. Being a doctor has been Seiler's goal for a long time. "Since the age of 12," he said, "I have aspired to become a doctor and feel called to this purpose."

Ranking top in a class of 474, Seiler ran a straight "A" average during his four years at Highland Regional High School in Blackwood, N.J.

He was vice president of the Student Council, co-chairperson of the Student Faculty Administration Board, a member of several clubs and societies and active on the tennis and swimming teams. Seiler also spent some of his time tutoring students with academic problems.

Since he has a twin sister entering college at the same time, the scholarship money will allow Sigmund Seiler to go to his first choice school—Eastern Mennonite College—where he'll be in the pre-med program.

Seiler's father, SIU Boatman Alfred Seiler, joined the Union in the port of Philadelphia in 1969, after moving to the U.S. from his native Switzerland. Boatman Seiler ships as a cook and is presently working on Independent Towing's tug *Neptune*.

Paul Skinner

When Paul Skinner was in his first year of junior high school he was the top ranking student in his class. He held that distinction all the way through high school and graduated number one in his senior class of 485 at Milby Senior High School in Houston, Tex.

The list of clubs and honor societies Paul Skinner belongs to is a long one. He is a member of the Student Council and National Mathematics and Science Honor Societies, his high school's marching and symphonic bands, and the Milby Key Club which is involved in community service projects.

Skinner has his future all mapped out. He plans to use the SIU scholarship money to attend Rice University in Texas where he'll pursue a pre-med course.

He wants to go to medical school after college and become a neurosurgeon. His reason for choosing neurosurgery, Skinner said, is because there's a "terrific need for qualified persons in that field and a tremendous amount of research going on which I feel I would enjoy participating in."

When Paul Skinner received the scholarship, it made his family doubly proud. His sister Sheila is attending college on the four-year SIU scholarship she won in 1976.

Skinner's father, Seafarer Russell Skinner, joined the Union in the port of New York in 1944 after moving to the U.S. from Chile, South America. He sails in the deck department.

In the 26 years of its existence, the SIU's scholarship awards have made it possible for Seafarers and their dependents to get an education they might not have been able to afford otherwise.

The Union wants to encourage its members and their families to continue applying for these grants, and to extend its congratulations and best wishes for the future to the winners of the 1978 awards.



On a recent trip to New Orleans to address a Transportation Forum at Tulane University, SIU President Paul Hall spoke with Charlie Logan's widow, Irma. Logan was a consultant for the Union's Plans' Board of Trustees and the scholarship program was named in his memory after he died in 1975.

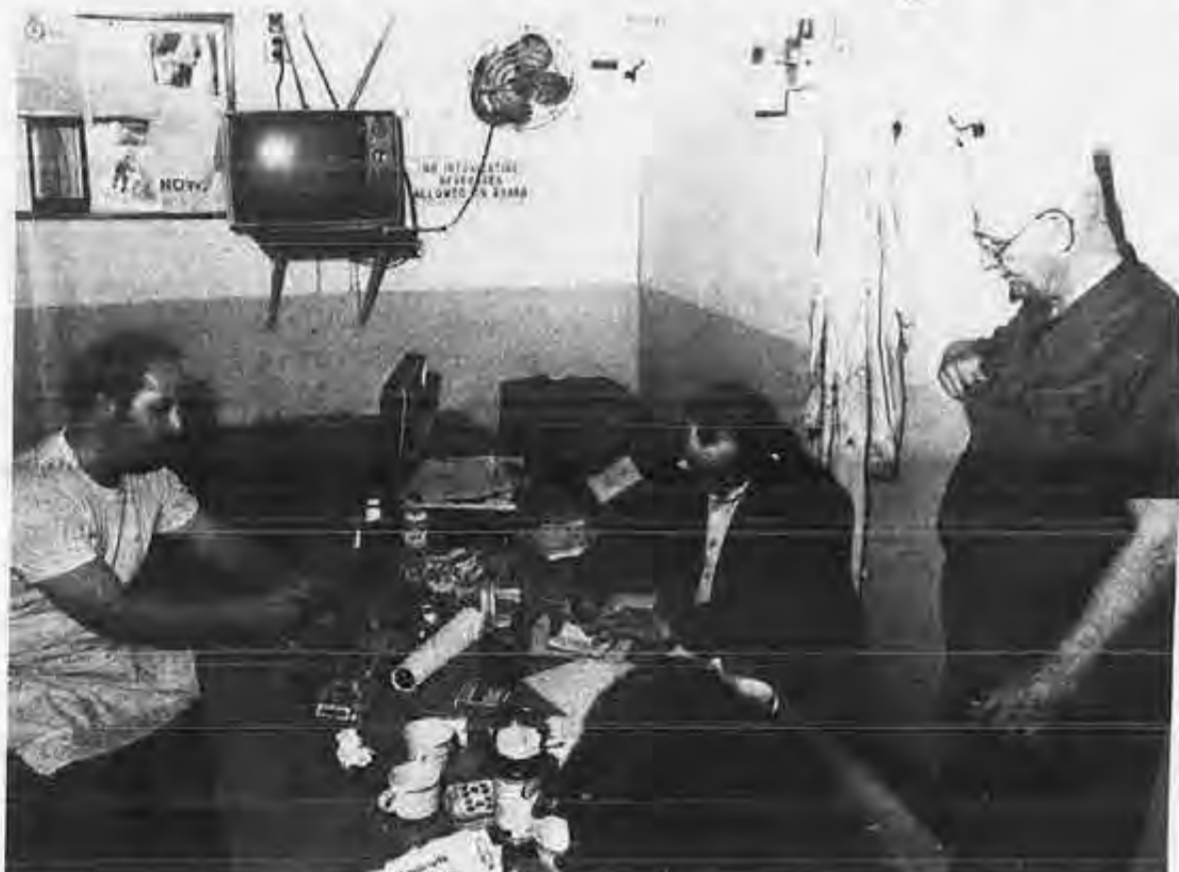


The *Nicolet* (American Steamship Co.) has been plying the Great Lakes since 1905, but the winter of 1977-78 almost did her in. It took the 22 SIU crewmembers aboard the *Nicolet* longer than usual to fit her out because of the extensive repairs to the ship.



QMED Ralph Swierczynski, an SIU member since 1954, checks the *Nicolet's* newly installed sewage treatment equipment that's designed to cut down pollution on the Lakes.

Lakers Ready for Summer Shipping



Duluth Port Agent Jack Allen (seated, center) checks off SIU crewmembers who've just returned to the *Nicolet* for fit out. Shown (seated, left) is Porter Louie Czachor. Porter George McKinnon is standing right.



Second Cook Donald James Horn, who hails from Bay City, Mich., gets lunch ready in the *Nicolet's* galley.

Fit out on the Great Lakes is always a big occasion and it's counted as one of the true signs that winter is finally over.

When the SIU crews began returning to their ships for the Spring, 1978 fit out, it was an even bigger event than usual.

The start of the shipping season had to be put off several times. Between the brutal winter and the coal miner's strike, which had many SIU ore carriers laid up for its duration, it looked like the season might never get underway.

But by the second week in April, crews had been recalled and the business of painting, repairing, cleaning, and checking the equipment had started.

For some SIU-contracted Lakers, the fit out was pretty routine. For others, though, the job was tougher.

American Steamship Company's

Continued on Page 14



Two QMED's aboard American Steamship's *Roger M. Kyes* are changing the air starters in the *Kyes's* engine room. They are Clarence Elder (l.) and James Schutt.



The *Consumers Power* (American Steamship Co.) sails with an SIU crew of 26. The ship, which fit out in Cleveland, Ohio has something different about her. One of the three SIU porters aboard is a woman. Christine Kielbasa, 25, has been shipping on the *Consumers Power* for three seasons.



American Steamship's *Adam E. Cornelius* fit out in Toledo, Ohio during the second week in April. The *Cornelius*, a self-unloader, has an SIU crew of 27.

Another Freezing Winter Thaws Out—

Continued from Page 13

Nicolet, the oldest vessel in that fleet, spent a few days last winter stuck in the ice. That caused about \$1 million worth of damage and the ship probably would have been scrapped if it wasn't for her new unloading equipment.

Making sure all equipment is in working order is part of a fit out. This year there's a new feature on Lakes



It doesn't make a difference if it's fit out or if the ship is making a run, the galley crew keeps turning out meals. Shown here in the galley of the *Cornelius* are (l.-r.): Ahmed Ali Ahmed, porter; Herb Jacobs, steward, and Burley DeVries, second cook.



Painting fresh draft markings on the *Cornelius*' side is AB John Stalter who's been an SIU member since 1963.



Wheelsman Ed Bailey mixes paint for the big job of re-painting the *Cornelius*. It takes four to five days to do the whole ship.



Oiler Edward Kwiatkowski has been shipping out for 35 years. Here he's checking out the evaporator which distills water for the boiler in the *Cornelius*' engine room.



American Steamship Co.'s McKee Sons was fitting out in Toledo along with several of the company's other vessels.

And the Great Lakes Fleet Fits Out

vessels. It's a sewage treatment system required by the Federal government. These systems are designed to cut down on the pollution going into the Lakes. New ships will be built with them; the older vessels have to have them installed.

When the ice melts and the ships are ready to face the changeable weather of the Great Lakes for the shipping season, you know it's finally spring.

SIU Gateman Scott Coristine was working down in the engine room during the fit out. Gatemen on the Lakers unload the ships, clean the after and forward ends, and help conveyormen with repairs.



Porter Jack Steinberg has been shipping on American Steamship Co. vessels for the past seven years. Before joining the Union, Brother Steinberg was in the Navy.



AB Earl Fink puts a coat of paint on the *Cornelius*. The ship was built in 1959 and hauls coal and stone.



Rick Neveau, a deckwatch, is shown painting the *Cornelius*. Brother Neveau joined the Union in 1976. At 19, he's the *Cornelius*' youngest crew-member.



Tom Fox, an assistant conveyorman, does some welding repairs on the *Cornelius*.

You May Be Eligible for Medicaid

By A. A. Bernstein
SIU Welfare Director

If you're having trouble paying medical bills, you're not the only one. Nobody has to tell you health care costs are so high that a long illness or hospital stay can wipe a family's savings out, especially if it's the head-of-the-household who is unable to work.

There are several Federal and state assistance programs that are designed

to help people with precisely that problem. The eligibility requirements vary from program-to-program and from state-to-state.

Medicaid is an assistance program that taps money from Federal, state and local taxes to pay medical bills for eligible people. The key word is "eligible." As with most Government aid programs, the lines between those who are and are not eligible to receive Medicaid can be pretty fuzzy.

Basically, though, Medicaid recipients are people who are aged, blind, or otherwise disabled, or members of families with dependent children.

Families with dependent children are families that have one parent dead, absent, or incapacitated. Some states also include families with an unemployed or underemployed father.

For Seafarers, the eligibility clause covering disability is probably the one that would apply in most cases. Even if you have health insurance or are covered by a health plan and that plan doesn't pay all your medical expenses, you may still be eligible. Though the insurance you have has to be considered the primary source for payment of medical bills, it's possible that Medicaid could pick up the tab for the balance.

Each state designs its own Medicaid program within overall Federal guidelines. Every state, except for Arizona, currently has a Medicaid program.

The basic services Medicaid covers are:

- inpatient hospital care

- outpatient hospital services
- laboratory and X-ray services
- skilled nursing facility services
- physicians' services
- screening, diagnosis, and treatment of children under 21
- home health care services
- family planning services

In some states Medicaid also pays for dental care, prescribed drugs, eyeglasses, clinic services, intermediate care facility services, and other diagnostic, screening, preventive and rehabilitative services.

To determine financial eligibility, Medicaid has two classifications: categorically needy and medically needy. To qualify as categorically needy means your income is under the limit allowed for assistance. Medically needy just means you can't afford to pay your medical bills.

To find out where to apply for Medicaid, contact your local state or city welfare office. If there's a possibility that you could be receiving Medicaid assistance, you should apply for it.

Iowa Beef Boycott, 14 Month Strike Ends

A 14-month nationwide consumer boycott imposed by the AFL-CIO against Iowa Beef Processors Inc. of Dakota City, Neb. ended May 1 with the signing of a new, four-year contract. The U.S. Mediation and Conciliation Service settlement also ended the 14-month strike there, the third in eight years. The company is the world's largest meat packer.

More than half of the 2,000 workers at the main Nebraska plant, members of the Amalgamated Meat Cutters and Butchers Union, Local 222, voted to ratify the contract. It gives the workers \$1.25 an hour more over the four years, continued cost-of-living semi-annual increases, and a 10 cent an hour hike for working nights.

Processing division workers had their base pay rate upped to \$5.92 an hour and slaughterhouse employees had theirs increased to \$6.22 an hour. These are the rates of pay the company was paying scabs at the plant since Dec. 12.

Additional contract improvements were made in major medical coverage,

maternity and dental benefits, life insurance, and sick leave contributions by Iowa Beef. Paid holidays are now nine with the addition of Christmas Eve.

The new wage rates are not as high as those earned at other big beef packing plants, but are higher than those offered and rejected at the start of the strike.

The union also won full seniority rights for about 300 workers who had worked in a special fabrication section of the plant.

Dispatchers Report for Inland Waters

APR. 1-29, 1978

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	6	4	1	1	3	0	7	4	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	4	2	4	2	0	2	4	3	5
Mobile	3	0	0	2	0	0	6	1	1
New Orleans	6	6	13	6	2	10	9	9	16
Jacksonville	4	1	4	2	0	4	4	1	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	7	0	0	1	2	0	15
Houston	2	5	8	1	7	4	4	7	16
Port Arthur	7	6	28	12	4	15	13	5	67
Algonac	51	2	2	54	0	0	41	7	3
St. Louis	10	13	12	7	10	17	14	19	14
Piney Point	0	24	0	0	24	0	0	0	0
Paducah	8	5	51	9	5	39	10	6	78
Totals	101	68	130	96	55	92	114	62	216
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	0	0	0	0	2	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	1	0	0	0	1	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	0	0	0	0	0	0	1
Houston	0	0	0	1	1	0	3	0	1
Port Arthur	0	0	1	0	0	0	0	0	2
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	2	0	2	1	1	0	6	0	6
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	2	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	1	1	0	1	2	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	1	1	0	0	0	1	2	2
Jacksonville	0	0	1	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	1	0	6	0	0	2	1	0	6
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	0	0	1	1	0	1	2	0	4
Algonac	0	0	0	0	0	0	2	0	1
St. Louis	1	0	2	0	0	2	3	2	5
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	2	1	6	2	1	2	0	1	16
Totals	6	2	18	5	1	8	11	5	34
Totals All Departments	109	70	150	103	57	100	131	67	256

*"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.

Aaron Backs Stevens Boycott



Home run king, Hank Aaron, formerly of the Atlanta Braves, says of the J.P. Stevens boycott: "As a citizen who believes in social justice, I support the courageous J.P. Stevens workers in their struggle to achieve their just rights." Recently, the company had to agree with the NLRB not to interfere with employees wanting to join a union and to reinstate 13 fired workers for union organizing activities.

Mining Ships Should Be U.S.-Built, Manned

A major new industry is literally bursting at the seams to break out of its cocoon and get into high gear.

It has the potential to put a significant dent in America's unemployment problems. And it could go a long way in helping the U.S. economy to start operating in the black instead of taking a beating each month in our balance of payments picture.

This new industry is ocean mining. Already, several consortiums of mostly American companies have invested millions to develop ocean mining technology. Japan, Canada and Britain are also involved in these consortiums.

The whole point of ocean mining is to begin retrieving some of the millions of manganese nodules that line the ocean floor.

The nodules have a high content of the four basic minerals necessary to keep the wheels of an industrial nation turning. These extractable minerals are nickel, cobalt, copper, and manganese. (See special feature on pages 26-27 of this Log).

The four minerals are especially important to the U.S. since we are almost totally dependent on foreign sources for them. This is a very vulnerable situation for any nation to be in.

The consortiums that have invested their time and money in developing technology for mining and processing the minerals are ready to embark on a full scale venture.

This could include the construction of 20 mining vessels as well as 60 ore carriers to service them. With this kind of effort, the U.S. could be totally self sufficient in the four crucial minerals by the year 2000.

However, the mining concerns want guaranteed protection of their investments in ocean mining from the American government. The companies are basically fearful of investing huge amounts of money into a fundamentally untried industry.

The SIU has nothing against these concerns receiving government protection on their investments. The

U.S. will benefit greatly from a successful mining effort.

But the Union is concerned that without further legislative guides, the new ocean mining industry could very well join the growing ranks of so-called "runaway" industries. That is an industry controlled by American concerns, yet manned by foreign workers. The "runaway-flag" shipping industry is a good example of this.

Right now there is a bill moving through the U.S. Senate that would serve a dual purpose. It provides protection on investments. And it contains two amendments aimed at protecting the rights of American workers. The bill is known as the Deep Seabed Mineral Resources Act (S-2053).

The two worker oriented amendments maintain:

- Processing of the nodules removed from the ocean floor must take place in the U.S. or on a U.S.-flag vessel.

- The U.S. government will give investment guarantees only to vessels and other equipment that are built and documented in the U.S.

Both are important amendments. But from the viewpoint of maritime workers, the amendment concerning investment guarantees is an absolute necessity because it amounts to a build-American, man-American clause in the bill.

None of the consortiums want to risk millions of dollars on a venture that could go wrong. So if they want government guarantees—and they most certainly do—the Senate bill insures that mining vessels will be built and manned by American workers.

The ocean mining bill has already been favorably reported out by the Senate Energy and Natural Resources Committee. It now must make its way through the Senate Committee on Commerce, Science and Transportation.

However, when the bill finally hits the Senate floor for a vote, there will

no doubt be a great deal of opposition to the build-American, man-American clause.

The State Department is opposing it. The mining consortiums will also be lobbying against it.

The SIU, and virtually the entire labor movement, though, will be making an all-out effort to secure the thousands of jobs a full scale ocean mining industry will create for U.S. workers.

It's too bad we have to conduct such a fight at all to protect the rights of U.S. workers. You'd think that Congress would take it upon itself to do this in the best interests of the nation and its people.

But the trend in the last decade has been to export America's jobs and industries.

It's time to reverse this trend. The SIU intends to see that the reversal starts with ocean mining.



A NECESSARY PASSENGER

LETTERS

TO THE EDITOR

"Efforts" Appreciated

As a lifetime member of the SIU, I want to express my deep appreciation for the Union's continuous efforts on behalf of SIU members and their families.

The Negron family has always been very proud and thankful of our Union for the benefits it has provided us, and today the benefits it is providing our sons.

I think it appropriate to extend my thanks to the Harry Lundeberg School and its staff for their wonderful dedication on behalf of our children, the future members of this Union.

At this time, I would like to give special thanks for my son, Anthony Negron, one of the recipients of the opportunities available at the Lundeberg School.

Fraternally,
Cruz Negron
Bronx, N.Y.

Regrets Death of Paul Drozak

I recently received a copy of the March 1978 issue of the Log which carried a story concerning the death of SIU Vice President Paul Drozak. I was very sorry to hear about it.

I believe the Union lost one of its best officers, a man who worked hard for the benefit of all seafarers for many years.

Fraternally,
P. Malpas
New York, N.Y.

LOG

May, 1978

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M/T Zapata Patriot

The Navy's MSC chartered the 35,100 dwt *M/T Zapata Patriot* (Zapata Bulk) early last month to transfer 260,000 barrels of Strategic Petroleum Reserve (SPR) crude from South Riding, Bahamas to Freeport, Tex. The oil was stored in the natural Bryan Mound Salt Caverns around the middle of April.

By the end of March, the MSC had moved almost 35.5 million barrels of SPR oil.

Houston

This port's commissioners have reported some good news for Houston at their regular monthly meeting here early this month. For the first quarter of 1978, the port chalked up an unprecedented tonnage and earnings record led by a 151.69 percent jump in import steel, a general cargo increase of 57 percent, a 61.5 percent hike in grain exports, and a 21 percent auto import boost over the 1977 first quarter.

Although April's tonnage and revenue will be below that of the monthly rate in the first quarter, the outlook for the balance of the year appears promising enough to indicate 1978 will be equal or better than last year's total of more than 100 million tons, a record high for the port.

Governor's Island, N.Y.

Twelve British coastal radio stations were added recently to the U.S. Coast Guard's 20-year-old Automated Mutual Assistance Vessel Rescue (AMVER) network based here. AMVER is a free, computerized communications system which plots merchant ships' positions worldwide, channeling this updated information to coordinated search and rescue agencies at sea. Last year there were 6,900 ships in the system with 2,200 of them "on plot" daily.

Ships in the system relay sailing routes before leaving port and report enroute to the 95 cooperating radio stations. They in turn forward the data (680 messages a day) to the AMVER Center here. It is then fed into a computer which keeps track of all voyaging ships in the system. At the first SOS, the computer prints out a list of ships at the emergency scene so rescue controllers can pick out the best vessel to effect a rescue.

AMVER is voluntary except for Norwegian ships which must join according to law. Great Britain now has half her merchant fleet of 800 vessels in the system. And Denmark is expected to join soon.

Washington, D.C.

Elementary school teachers and pupils in grades 5 through 8 who wish their classrooms to take part in the Adopt-A-Ship Plan for the coming school year starting this fall, should send in their applications now to The Propeller Club of the United States, 1730 M St., N.W., Washington, D.C. 20036.

Teachers say that the program helps them greatly in sparking the attention and education of their pupils. There is no limit to the number of classrooms or teachers from a single school that may participate. Nearly all the 50 states and other countries' schools are enrolled in the program.

The 40-year-old program has 320 U.S.-flag merchant ships doing the "adopting." The pupils write to the ships' captains, officers, and crewmembers. They ask questions about the ship, crew, weather, cargo, and countries visited. The ship's crew replies with information about trade routes, climate, geography, history and people of the foreign lands. Captains and pupils often visit one another when their ships are in port.

Potomac Committee



Here's the Ship's Committee of the *USNS Potomac* (Hudson) at a payoff on Apr. 6 at Port Reading, N.J. They are (l. to r.): Deck Delegate J. B. Osmond; Engine Delegate Jose Rivera; Bosun Vincent Guyamon, ship's chairman, and Chief Steward Roosevelt Robbins, secretary-reporter.

Freeport, Tex.

Late last month a spokesman for the Texas Deepwater Port Authority said he is confident the state will eventually build a deepwater oil port in the Gulf off this city.

After the Seadock Commercial Co. failed in its efforts to build the \$750-million superport, U.S. Transport Secretary Brock Adams decided to extend the Apr. 20 licensing deadline "for a reasonable period" providing the breathing space needed to mount an all out drive for a more favorable and amended agreement.

The Seadock company and its nine-member oil and chemical firms combination quit the project on Mar. 31. Three of its charter members and the biggest investors decided that the proposed Department of Transportation license was too restrictive.

A spokesman said that the revised licensing agreement would still have to be approved by the users of the superport who would hold the mortgage for the revenue bonds arranged by the state of Texas.

Seadock turned down the original license because of the threat of antitrust suits and the possibility that problems might arise over the charges paid by its members and outside users of the facility.

SS Tamara Guilden

The 23,200 dwt *SS Tamara Guilden* (Transport Commercial) will haul coal for the MSC for a year. She is scheduled to take on cargo on May 23-4 at either the ports of Philadelphia or Norfolk.



These Courses Starting Soon

LNG—June 26, July 24

FOWT—July 10

Diesel Engineer—July 31

Welding—June 26, July 10, July 24

AB—July 10

Chief Steward—June 26, July 24
(maximum of 1 student per class)

Chief Cook—June 26, July 10
(only 2 students per class)

Cook and Baker—June 26, July 10
(only 2 students per class)

Lifeboat—June 22, July 6, July 20

Tankerman—June 22, July 6, July 20

To enroll contact HLS or your SIU Representative

Sign Up Now!

**Upgrading Pays Off
When It's Time to Pay Off**



For the industry
For the SIU Boatman

THIS IS THE ANSWER



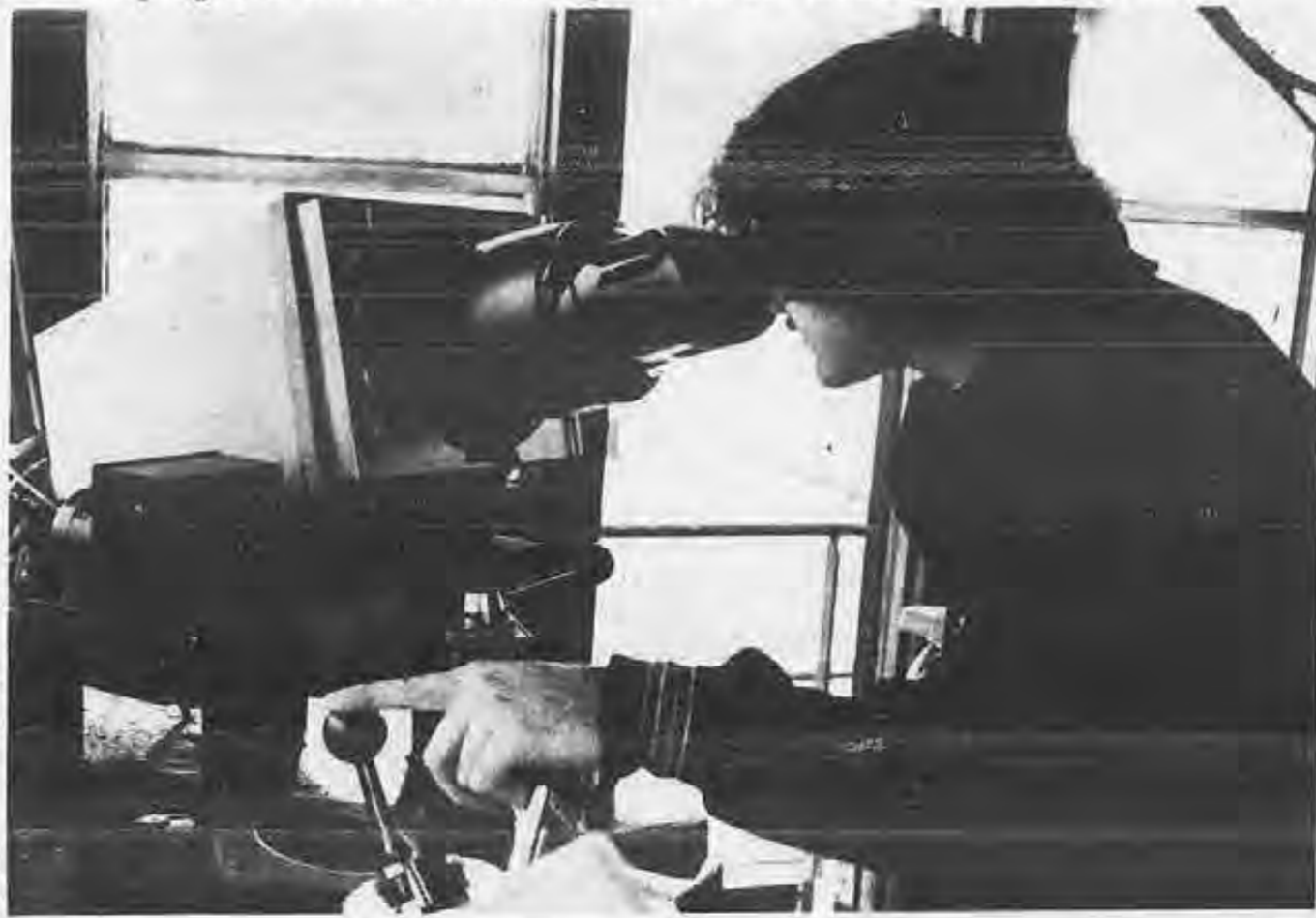
The Transportation Institute Towboat Operator Scholarship Program is one of the most unique curriculums ever offered at HLS. It combines individualized classroom instruction with extensive on-the-job training. Graduates of the program are equipped with all the skills they need to serve in the wheelhouse aboard SIU-contracted boats. This program is an important—and very successful—effort to meet the need for trained manpower in the towing industry today.

The Transportation Institute Towboat Operator Scholarship Program at the Harry Lundeberg School recently graduated the first class of SIU Boatmen.

When these graduates complete the licensing examinations, they will return to SIU-contracted domestic shipping fleets ready to take their place in the wheelhouse—ready to operate their employers' equipment safely and efficiently. As a result of the scholarship program, they can look forward to exceptional job security, good pay, and rewarding careers.

The Transportation Institute Towboat Operator Scholarship Program is a fine example of the kind of progress that results when labor and management cooperate for the benefit of both the industry and the worker. This program is an important first step towards meeting the towing industry's need for wheelhouse personnel. At the same time, it has opened up career advancement opportunities for SIU Boatmen.

In short, this program is making a big impact on domestic shipping—it's helping SIU-contracted companies man their equipment with safe, skilled workers and it's helping SIU Boatmen move up the career ladder in their profession.



A PROGRAM THAT ANSWERS EVERY NEED



Paul Pont (right) practices steering under the direction of Captain Irvin Gros.

How to provide well-trained wheelhouse personnel for SIU-contracted boats? How to be certain that these Boatmen would be skilled, safe, competent, and experienced? How to help motivated, talented Boatmen get ahead quickly? How to provide career-minded SIU Boatmen with the wheelhouse time they needed to upgrade, but couldn't get because low manning scales gave them so little free time at work to practice steering?

These are questions that the SIU and its contracted companies have been trying to answer for a long time. Now we have the answer—the Transportation Institute Towboat Operator Scholarship Program.

The Transportation Institute is a non-profit maritime research organization composed of about 150 member companies. The organization established the scholarship fund in response to a clear industry-wide need for trained wheelhouse personnel. The scholarships were designed to provide talented Boatmen with the opportunity to advance in their careers. The awards were granted on a very competitive basis and they provided for room, board, books and other necessities. To ensure that the Boatmen would be financially able to take advantage of the program, a weekly stipend of 125 dollars was included in the award to each scholarship winner.

The graduates of the first Transportation Institute Scholarship program range in age from 20 to 55. They represent 15 SIU-contracted companies. Ten of these students are graduates of the basic vocational course for deckhands at HLS.

The scholarship program was conducted at the Harry Lundeberg School, where all the necessary books, training aids, OJT equipment and other facilities were readily available. The educators at HLS prepared a special curriculum just for this program so that every student would receive plenty of individual instruction both in the classroom and aboard the HLS boats. The curriculum ensured that the students would know the theory and the practice of chart reading, navigation, rules of the road, use of navigational instruments, rules, regulations, safety and pollution prevention.

In developing the course, the instructors at HLS made sure that every student got the chance to actually apply the things he learned in class by spending many hours aboard the HLS tug boat, pushboat and barges. This on-the-job training was as individualized as the classroom instruction. Every student experienced real boathandling situations like those he will encounter when in command of his own boat. During these OJT sessions, crews of HLS trainees worked under the direction and supervision of the scholarship winners. Thus each Boatman got practical experience in leadership and crew management.

When the curriculum was prepared, HLS submitted it to the U.S. Coast Guard, which not only gave its official approval but also agreed to count the OJT time of each student as valid wheelhouse time in computing his qualifications for a license. Such a unique policy clearly shows how in-depth the OJT for the scholarship winners was and how many boathandling and crew-management skills the graduates learned.

In addition to their new job skills, the scholarship winners also acquired a new understanding of the industry in which they work. During their time at HLS, the Boatmen visited the Transportation Institute in Washington, D.C. Here they learned of the economic factors which affect their industry, the impact of government policies on their job responsibilities, and projected growth patterns for the towing industry. Visits to the Maritime Trades Department of the AFL-CIO and to Congress gave the Boatmen a new understanding of the SIU and the industry's concern about such issues as user taxes, OCS mining, Navy tugs and other political questions. They learned the importance of SPAD and the SIU's legislative efforts in protecting their job security in the political arena.

With this kind of knowledge, in addition to their excellent job skills, the scholarship winners acquired all the tools they need to be good workers, good citizens and good union members.



Instructor Chuck Dwyer (right) explains a point of chart navigation to Luis Garcia.



Bob Hudgins uses dividers to measure mileage on a latitude scale. As a graduate of the basic vocational program at HLS, Bob has been able to move up to the wheelhouse in about 18 months.



Each scholarship winner recorded his daily OJT sessions in the log of the Susan Collins.



The scholarship winners listen as Herb Brand, President of the Transportation Institute, explains its policies and functions.



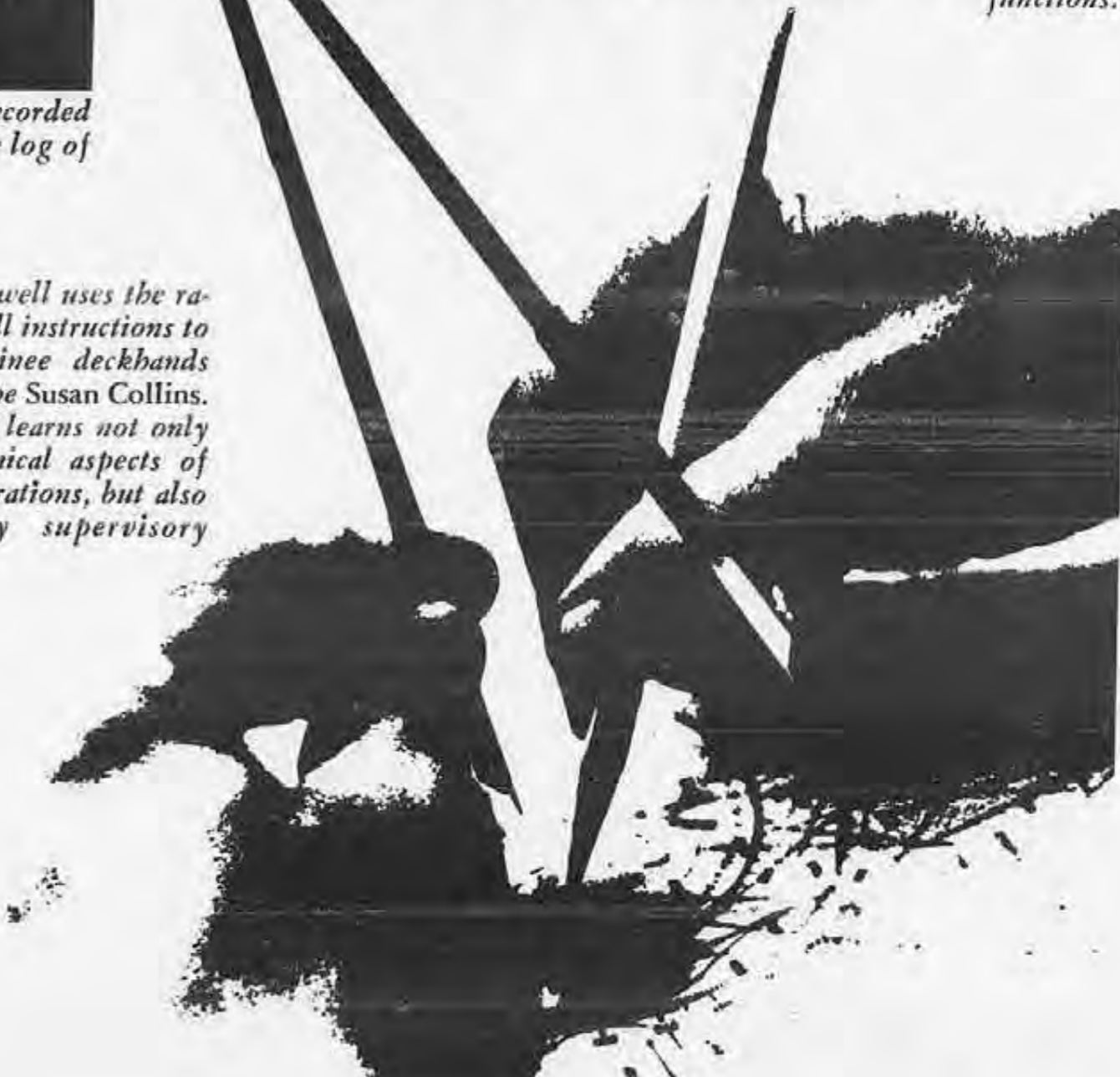
Students spent their classroom time learning such important skills as chart drawing, reading, and navigation (above). These skills were put to good use during OJT sessions aboard the Susan Collins (below).



During an OJT session, George Moubray practices using the fathometer. George completed the basic vocational program at HLS in April 1977. The Coast Guard counts the time graduates of this program spend at HLS as the equivalent of time on the job, so George is advancing to the top of his profession in less than one year.



Frank Jewell uses the radio to call instructions to HLS trainee deckhands aboard the Susan Collins. Thus, he learns not only the technical aspects of boat operations, but also necessary supervisory skills.





Captain Irvin Gros (right), of the HLS pushboat Susan Collins, joins James James and some of his classmates in displaying a certificate of appreciation which was presented to him by the scholarship recipients. Boat Captain Jack Miller and HLS instructors Paul Allman and Chuck Dwyer were also honored by the graduates.



HLS President Hazel Brown accepts a plaque expressing the gratitude of the scholarship winners to the Lundeberg School and the SIU. Herb Brand accepted a similar plaque from the class on behalf of the Transportation Institute. The presentations were made before the assembled HLS student body at evening colors.

QUALITY COUNTS!

If you're going to develop a program that's supposed to help an industry and its workers, you've got to care about that industry and those workers. Right now, there are lots of so-called schools offering quick, in-expensive courses to "prep" their students for licensing exams. Lots of people take these courses and some pass the exams. So why bother to develop a scholarship fund and prepare a brand new curriculum for SIU Boatmen who want to earn a Towboat Operator license?

Because the SIU, the Transportation Institute, and the Harry Lundeberg School care about the future of the towing industry and the Boatmen who work in it. Because of this caring attitude, a program which emphasizes quality and skill as

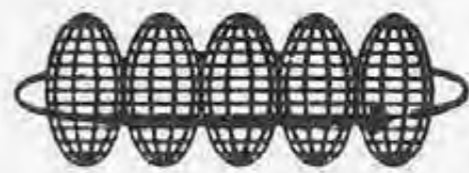
well as the licensing exam itself was developed.

Quality is the outstanding characteristic of the Scholarship Program and its graduates—the courses were taught by qualified, knowledgeable instructors. The on-the-job training sessions were conducted by experienced boat captains. The students didn't just memorize answers; they learned important facts and theory and they applied this knowledge in real-life training situations.

So what does all this mean for the industry and for the SIU Boatmen who will crew the equipment that's operated by these graduates? It means that SIU-contracted companies will have Towboat Operators who have more than a license—they also have skill and experience.



Following the presentation of the plaques, Transportation Institute President Herb Brand, stops to congratulate some of the scholarship winners on their successful completion of the special program.



It means that SIU deckhands and tankermen will work under the supervision of Brother Boatmen who know how to protect them by operating the boats safely and expertly—Brothers who are trained to handle emer-

gencies and prevent accidents. The Towboat Operator Scholarship Program means cost reductions and trained manpower for industry. It means safety and security for SIU Boatmen. It means quality.



Shown left to right are Miss Brown, President of the Lundeberg School, graduates Rich Kulakowski, Glenn McDonough, Emmett Proudfoot, Dave Marotta, James James, Don Braddy, Darrell Looney, Don Hyde, George Johnson, Luis Garcia, Mike Hladky, Instructor Captain Irvin Gros, Frank Jewell, John Norris, Fred Shiferdek, Jim Price, Bob Hudgins, John Brown, Monte Cross, George Mowbray, Paul Pont. Not shown are graduates Alex Sweeney and Robert Lukowski.

Digest of SIU Ships' Meetings



TAMARA GULDEN (Transport Commercial), March 19—Chairman, Recertified Bosun Peter Loik; Secretary N. Hatgimios; Educational Director R. Henley; Deck Delegate Walter Wright; Engine Delegate Emmett Burke; Steward Delegate Patrick Devine. No disputed OT. All communications received were read and posted. Captain to see about getting the vent in the rooms fixed before it gets hot. The Captain is pleased with the whole crew and thanks the steward department for a wonderful job.

GALVESTON (Sea-Land Service), March 26—Chairman, Recertified Bosun W. M. Smith; Secretary R. V. Geiling; Educational Director H. Martin. No disputed OT. Chairman reported that an answer from Headquarters had been received in reply to letter of inquiry about time off relief. Letter was read and posted. The membership was asked to cite any safety factors that should be attended to so they could be brought up at the next safety meeting. Next port, Anchorage.

GOLDEN MONARCH (Apex Shipping), March 26—Chairman, Recertified Bosun J. L. Bourgeois; Secretary Pedro Laboy. Some disputed OT in deck department. A ship's fund is to be started for use in sending telegrams to the Union in case of members being put ashore sick overseas. Posted letters from Executive Vice President Frank Drozak about quitting ship without a replacement. Also letters about letting Union know by telegram if any members get put off sick overseas. We are receiving our *Logs* regularly and they are being enjoyed by everyone. Discussed the importance of donating to SPAD. A vote of thanks to the steward department for fine food.

MONTICELLO VICTORY (Victory Carriers), March 5—Chairman, Recertified Bosun G. Troche; Secretary F. Paylor, Jr.; Educational Director P. Andrefont. Some disputed OT in deck department. Treasurer reported that \$100 was collected to donate to the Cancer Society in memory of our departed Brother Mickey Wilburn. Brother Wilburn had his body donated to the Baylor Medical School. We shall all miss him. It was requested that the deck and engine departments take turns keeping the crew laundry clean and the steward department to keep the recreation room clean.

DELTA SUD (Delta Steamship), March 19—Chairman, Recertified Bosun R. Lambert; Secretary E. Vieira; Educational Director J. C. Dial. \$56 in ship's fund. No disputed OT. The crew was commended during the last safety meeting for their good record having lost no time due to accidents. This makes them available for a two year safety award. It was also noted that those who have no passports be sure to get one as soon as possible. Crewmembers who intend to return for the next voyage should be sure to register at the Union hall within the 72 hour payoff period. Next port, New Orleans.

SEA-LAND RESOURCE (Sea-Land Service), March 5—Chairman, Recertified Bosun P. Drewes; Secretary T. Goodman; Educational Director N. Reitti; Deck Delegate John Walken; Engine Delegate Rod Borlase; Steward Delegate Richard Williams. No disputed OT. Chairman reported that there was \$130 in the movie fund. He expressed the thanks of the crew to Brother Charlie Wilson for taking care of the films while in New York. Observed one minute of silence in memory of our departed brothers. Next port, New York.

OVERSEAS CHICAGO (Maritime Overseas), March 5—Chairman, Recertified Bosun R. Palmer; Secretary P. Fluker; Educational Director J. Boone; Deck Delegate R. Carraway. No disputed OT. Chairman would like to know if there is any way the Union could speak to the Company about putting video TV movies on the Alaska run. A vote of thanks from Brother J. Conner for the flowers sent in regard to his departed brother. Observed one minute of silence in memory of our departed brothers.

BALTIMORE (Sea-Land Service), March 16—Chairman, Recertified Bosun Joseph Puglisi; Secretary Geroge W. Gibbons; Educational Director W. L. Dunnigan; Engine Delegate Frederick W. Neil. \$15.25 in ship's fund. No disputed OT. Chairman requested that all repairs necessary be reported right away so they can be fixed. Also discussed the importance of SPAD. Educational Director advised all crewmembers that if he could help with anything to let him know. Everyone is very cooperative and getting along fine. A vote of thanks to the steward department for a job well done. Next port, Elizabeth.

ZAPATA ROVER (Zapata Bulk Transport), March 13—Chairman, Recertified Bosun Kenneth Gahagan; Secretary J. Young; Educational Director C. Sullivan. \$15 in ship's fund. Some disputed OT in deck and steward departments. Chairman held a talk on the education series that was received. Requested all crewmembers to read them and pass them around when you are finished so everyone can read them. Next port, Freeport, Tex.

SEA-LAND TRADE (Sea-Land Service), March 12—Chairman, Recertified Bosun E. D. Christiansen; Secretary R. P. Taylor; Educational Director R. Tjong. \$50 in ship's fund. Some disputed OT in deck, engine, and steward departments. Chairman discussed the repairs that were taken care of and the importance of donating to SPAD. Also that there will be a safety meeting about the lines going ashore on stern of the ship. A vote of thanks to the steward department for a job well done.

SEA-LAND MARKET (Sea-Land Service), March 29—Chairman, Recertified Bosun Donald Rood; Secretary R. Hutchins; Deck Delegate F. Fromm; Engine Delegate E. Liwag; Steward Delegate E. Verveniotis. No disputed OT. Chairman reported that the delegates, department heads, and members of watch were shown a very interesting movie by the Chief Mate about safety. Noted that every crewmember should be safety conscious especially in the clothing and gear that is worn while working. The importance of safety was further emphasized due to the cargo that is carried today in containers; that all signs that are posted should be obeyed since often there is dangerous cargo. A vote of thanks was extended to the department delegates for their cooperation in helping to make this a smooth voyage. Also a vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

PENN (Alpine Steamship), March 12—Chairman, Recertified Bosun Carl Thompson; Secretary S. Gutierrez; Educational Director O. Zambrano; Engine Delegate Tim S. Teague. No disputed OT. A vote of thanks was extended to the officials of the Harry Lundeberg School for sending out such good hard working young men. A vote of thanks to the steward department for a job well done. Next port in Indonesia.

OVERSEAS JOYCE (Maritime Overseas), March 19—Chairman, Recertified Bosun E. Wallace; Secretary D. Collins; Educational Director C. S. Galbrath; Deck Delegate J. Canard; Engine Delegate D. Van Natta; Steward Delegate A. Rodriguez. No disputed OT. Secretary reported that the new *Log* was brought aboard in Marcus Hook and it was suggested to crew to read it as some of the finest reading material is in the *Log*. Also advised the membership to take advantage of the Harry Lundeberg School of Seamanship. A vote of thanks to the steward department for a job well done. Next port, Beaumont.

ERNA ELIZABETH (Hudson Waterways), March 26—Chairman, Recertified Bosun N. Matthey; Secretary B. Fletcher; Educational Director J. Beatty. \$6.39 in ship's fund. \$131.65 in movie fund. No disputed OT. The Chairman held a very good discussion on various Union topics including safety procedure on board tankers. The steward department will try to have a barbecue cookout on the stern if weather permits.

OGDEN WILLAMETTE (Ogden Marine), March 5—Chairman, Recertified Bosun Ray Broadus; Secretary E. Kelly; Educational Director J. Neel. No disputed OT. All communications received were read and posted. Chairman held a discussion on the Seafarers Alcohol Center at Piney Point and how much good it does for our drinking brothers. Also noted President's report in *Log*. A vote of thanks to the steward department for a job well done.

LNG AQUARIUS (Energy Transportation), March 19—Chairman, Recertified Bosun B. Nuckols; Secretary F. Costango; Educational Director D. Orsini; Deck Delegate Charles Loveland; Engine Delegate Charles Dahlhaus; Steward Delegate Larry Dockwiller. No disputed OT. A telex was sent to the port agent in Yokohama to call on the ship this trip in Nagoya. A vote of thanks to D. Orsini, QMED, for his efforts to adjust and regulate air conditioning flow to balance temperatures in crew quarters. A vote of thanks to the steward department for a job well done. Next port, Nagoya.

MOUNT WASHINGTON (Victory Carriers), March 12—Chairman, Recertified Bosun R. D. Schwarz; Secretary C. Vesin; Educational Director D. White; Steward Delegate E. Mathews. No disputed OT. Chairman held a discussion on firefighting and how passports are necessary for all SIU seamen; also on President Paul Hall's report in the *Log*. Requested all members to give twenty-four hour notice before getting off ship. A vote of thanks to the steward department for a job well done.

OGDEN WABASH (Ogden Marine), March 19—Chairman, Recertified Bosun Floyd Pence; Secretary R. Maldonado; Educational Director A. Ratchovick; Deck Delegate F. Gumm; Engine Delegate F. Ramos. \$19.90 in ship's fund. No disputed OT. Chairman held a discussion on Union activities and the importance of donating to SPAD. It was requested that the messroom and pantry be kept clean. A vote of thanks to the steward department for good food and good service. Observed one minute of silence in memory of our departed brothers.

WESTWARD VENTURE (Inter-ocean Mgt.), March 26—Chairman, Recertified Bosun T. Marineau; Secretary L. Crane; Educational Director J. Ross; Deck Delegate G. Dukmir; Engine Delegate M. McKnight; Steward Delegate H. McAleer. \$8 in ship's fund. No disputed OT. Chairman held a discussion on the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Next port, Tacoma.

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

WALTER RICE
SEA-LAND EXCHANGE
MARY
OVERSEAS ARCTIC
DELTA BRASIL
MAYAGUEZ
STUYVESANT
SEA-LAND CONSUMER
SEA-LAND FINANCE
BOSTON
ARIES
POTOMAC
CAPRICORN
BORINQUEN
DELTA MAR
OVERSEAS ULLA
SEA-LAND ECONOMY
MOUNT EXPLORER
TEX
SEA-LAND GALLOWAY
BAYAMON
GEORGE WALTON
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ALLEGIANCE
OVERSEAS ALICE
TAMPA
VIRGO
BANNER
ROSE CITY
SAN JUAN
PITTSBURGH

Alcoholism is a disease.



It can be treated.



Marvin Z. Moore, 66, joined the Union in the port of Philadelphia in 1962 and sailed in the engine department for Wilson Lines in 1961, Mariner Towing, Curtis Bay Towing, IOT, McAllister Brothers and the NBC Line from 1966 to 1971. Brother Moore was born in Crittenden, Va, and is a resident of Virginia Beach, Va.



Valentin Acabeo, 62, joined the SIU in 1940 in the port of New York and sailed as a bosun. Brother Acabeo sailed 41 years. He hit the bricks in the 1961 Greater N.Y. Harbor beef. Born in Ponce, P.R., he is a resident of Sierra Bayamon, P.R.



Harold Aspeter, 65, joined the Union in the port of Chicago in 1959 sailing as an AB for the Gartland Co. in 1960. Brother Aspeter sailed 40 years. He was born in Terryville, S.D. and is a resident of Exeland, Wisc.



Evarusto Aldahondo, 65, joined the SIU in 1941 in the port of Boston and sailed as a bosun. Brother Aldahondo sailed 36 years and during the Korean War. He walked the picket line in the 1961 N.Y. Harbor beef. A native of Puerto Rico, he is a resident of Brooklyn, N.Y.



William F. "Bill" Doran, 69, joined the SIU in 1943 in the port of New Orleans and sailed in the engine department. Brother Doran was also a ship delegate. He sailed 32 years and during the Korean and Vietnam Wars. Seafarer Doran was a Union organizer in 1943. He was on the picket line in the 1948 Southern Bell Telephone Co. strike, 1961 N.Y. Harbor strike, 1963 J & H beef, 1965 Chicago Rotobroil strike, Farm Workers beef, and the San Rafael printers strike. In 1970, he attended a HLSS Crew Conference in Piney Point, Md. Born in Rockland County, N.Y., he is a resident of San Francisco.

NEW PENSIONERS



Edward E. Douglas, 59, joined the SIU in 1946 in the port of Galveston sailing as a fireman-watertender. Brother Douglas sailed 27 years and during the Vietnam War. He walked the picket line in the 1946 maritime strike. Seafarer Douglas is a World War II veteran of the U.S. Army. A native of Texas, he is a resident of Galveston.



Oscar Figueroa, 66, joined the SIU in 1944 in the port of New York sailing as a wiper. Brother Figueroa sailed 36 years. He was born in Puerto Rico and is a resident of New Orleans.



Candelario Ramos, 65, joined the SIU in 1944 in the port of New York and sailed as an electrician. Brother Ramos sailed 33 years. He hit the bricks in the 1943 Rotobroil beef and the 1962 Robin Line strike. Born in Puerto Rico, he is a resident of San Francisco.



Leroy C. Swiger, 61, joined the SIU in the port of New York in 1958 and sailed as a pumpman. Brother Swiger also served as a ship delegate. He is a veteran of the U.S. Navy in World War II. Born in West Virginia, he is a resident of Clarksburg, W. Va.



Paul E. Tatman, 68, joined the SIU in the port of New Orleans in 1962 and sailed as a bosun. Brother Tatman sailed 44 years. He walked the picket line in the 1934 maritime strike. Seafarer Tatman was born in Spokane, Wash. and is a resident of Kent, Wash.



Constantine Venardis, 69, joined the SIU in the port of New York in 1963 sailing as an OS. Brother Venardis sailed 23 years and rode the Bull and Isthmian Lines. He was on the picket line in the 1965 District Council 37 beef. Born in Kymi, Greece, he is a resident of Kearny, N.J.



Berger Wilhelmsen, 65, joined the SIU in 1943 in the port of New York and sailed as a deck engineer. Brother Wilhelmsen sailed 46 years. He is also a tool and diemaker. A native of Skjberg, Norway, he is a naturalized U.S. citizen. Seafarer Wilhelmsen is a resident of Molalla, Ore.



Albert A. Williams, 64, joined the SIU in 1942 in the port of New York and sailed as a chief cook. Brother Williams sailed 36 years. He walked the picket line in the 1961 N.Y. Harbor strike and the 1962 Robin Line beef. Seafarer Williams was born in South Carolina and is a resident of the Bronx, N.Y.



Alphonse J. Tremer, Jr., joined the SIU in 1942 in the port of Mobile and sailed as a junior and deck engineer and as a pumpman. He sailed for 33 years. Brother Tremer was born in Mobile and is a resident there.



John H. C. Ratliff, 65, joined the SIU in the port of Galveston in 1951 and sailed as a chief steward. Brother Ratliff sailed 29 years. A native of Houston, he is a resident of Rayne, La.



Esteban Cruz, 66, joined the SIU in 1939 in the port of Baltimore and sailed as a chief steward. Brother Cruz sailed 46 years. He was on the picket line in the 1962 Robin Line beef. Seafarer Cruz was born in Puerto Rico and is a resident of Bayamon, P.R.



MEMBERSHIP MEETINGS' SCHEDULE

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	June 5	2:30 p.m.	7:00 p.m.
Philadelphia	June 6	2:30 p.m.	7:00 p.m.
Baltimore	June 7	2:30 p.m.	7:00 p.m.
Norfolk	June 8	9:30 a.m.	7:00 p.m.
Jacksonville	June 8	2:00 p.m.	—
Algonac	June 9	2:30 p.m.	—
Houston	June 12	2:30 p.m.	7:00 p.m.
New Orleans	June 13	2:30 p.m.	7:00 p.m.
Mobile	June 14	2:30 p.m.	—
San Francisco	June 15	2:30 p.m.	—
Wilmington	June 19	2:30 p.m.	—
Seattle	June 23	2:30 p.m.	—
Piney Point	June 10	10:30 a.m.	—
San Juan	June 8	2:30 p.m.	—
Columbus	June 17	—	1:00 p.m.
Chicago	June 13	—	—
Port Arthur	June 13	2:30 p.m.	—
Buffalo	June 14	—	—
St. Louis	June 16	2:30 p.m.	—
Cleveland	June 15	—	—

Fort Hoskins Committee



Recertified Bosun James "Tennessee" Northcull (far left) ship's chairman of the *ST Fort Hoskins* (IOT) is with the Ship's Committee of (l. to r.): Steward Delegate Harold Walker; Deck Delegate Bob Munroe; Engine Delegate Wayne Gravey, and Chief Steward Paul Stubblefield, secretary-reporter. The tanker paid off at the GATX Docks, Carteret, N.J. on Apr. 26.

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



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

Ocean Mining—A New Industry: But

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

Nestled snugly in some of the deepest recesses of the ocean lies a treasure of immense proportions. It is a treasure that has been nurtured throughout the eons by the chemical and organic phenomena of nature.

This treasure of the deep is millions upon millions of manganese nodules that pave the ocean floor like an eternal black cobblestone highway.

The nodules are highly valued because of the extractable minerals locked in their round, dark potatoe sized bodies.

The nodules have a high content of the four minerals—nickel, copper, cobalt, and manganese—considered basic and essential to the economy and productivity of industrialized nations.

For instance, nickel is used in petroleum refining and in the production of gas turbines, aircraft frames, marine and automotive bodies, and ceramics.



A researcher inspects a scoop of nodules rich in nickel, copper and cobalt. (courtesy International Nickel)

Copper is used in the manufacture of electric motors, power generators, transformers, plumbing, and automotive brakes, radiators, heaters, and carburetors.

Cobalt is used for the production of industrialized magnets, telephones, gas turbines and radiation research and treatment.

Manganese, probably the most important of the four minerals, is basic to all iron and steel products.

Recent research projects have estimated that the near infinite supply of nodules contain 15 billion tons of nickel, 8 billion tons of copper, and 5 billion tons of cobalt. These statistics far exceed the known land-based resources of these minerals.

Research has also shown that the heaviest concentration of the nodules lie two to three miles deep in the Pacific Ocean, mostly near undersea volcanoes.

Despite all the research, though, it is still only speculation as to how the nodules grow. One theory is that a nodule starts to grow around some particle, such as animal remains or pumice. Then, somewhat like a pearl, it grows slowly through some sort of chemical and organic activity.

Unlike a pearl, though, which grows in years, it is estimated that the nodules grow only a few millimeters per million years.

But one thing is sure. The nodules do grow. And according to one estimate, they are forming at the rate of 10 million tons a year. This is an extremely small figure when compared to estimates which claim the Pacific Ocean alone contains 1.5 trillion tons of the nodules.

Discovered in 1872

Up until 1872, no one even knew that the nodules existed. At that time, one of Her Majesty's ships dredged a few off the ocean floor and brought them back to England as conversation pieces.

It wasn't until 15 years ago that anyone gave much serious thought to bringing the nodules to the surface in large amounts and extracting the minerals housed inside.

However, the increasing demand for these minerals in an ever growing industrialized world has given birth to a potentially massive new industry—ocean mining.

The United States, the most highly industrialized nation of the world and the biggest consumer of the four minerals, has taken the lead in developing an ocean mining capacity.

Besides being the biggest consumer of these minerals, the U.S. is also the biggest importer of the essential substances. In fact, the U.S. is almost totally dependent on foreign imports for these minerals.

Right now, the U.S. imports 98 percent of its manganese, 98 percent of its cobalt, 90 percent of its primary nickel, and 15 percent of its copper.

Considering that the nation's economy depends on the uninterrupted flow of these minerals, the fact that we are so dependent on the outside world for them is a very disturbing fact.

Consortiums of mainly American companies have pumped millions into the research of developing an ocean mining and processing capacity. Several ocean mining vessels and processing plants are already operating successfully on an experimental basis.

Their research has shown that the full development of an American ocean mining industry would enable the U.S. to become completely self sufficient in the four essential minerals by the year 2000.

Many Political Obstacles

Development of such an industry also carries a potential for creating many thousands of jobs for American workers—especially maritime workers.

It sounds good. But unfortunately a number of



Camera and lighting equipment attached to tripod are lowered into the ocean in the search for nodule concentrations. (courtesy Kennecott Copper)



Researchers lower one of several types of nodule collectors off stern of mining vessel. This particular collector is designed to gather the most nodules while raising the least amount of sediment and using the least amount of power. (courtesy Kennecott Copper)

Will U.S. Workers Benefit From It?



T.V. cameras are part of the technical equipment used to search for heavy concentrations of sunken nodules. (courtesy Deepsea Ventures)

difficult international political and economic obstacles stand in the way.

The focal point of the controversy surrounding the ocean mining issue is centered in the United Nations Law of the Sea Conference.

This Conference has been going on periodically since 1973. It has contributed to resolving such international problems as territorial fishing and offshore oil rights, ocean pollution, and the principle of unimpeded passage for world commerce.

But the haggling over ocean mining has been intense, and very little progress has been made toward a resolution of this issue.

The real stumbling block in the negotiations is a strong coalition of some 100 small and underdeveloped nations.

This solid political block wants a monopolistic international authority to exert total control over marketing and production of the nodules. They feel that without such an authority, the smaller nations will realize little or no economic benefits from the undersea ventures of larger countries.

The group also fears that the fragile economies of the coalition's developing countries might be destroyed. These countries depend heavily on the land-based production of the four minerals as one of their main economic resources.

Need Domestic Legislation

The Law of the Sea Conference is now in session in Geneva. And ocean mining is the main subject.

Representing the U.S. at the conference is former Attorney General and Secretary of Commerce Elliott Richardson.

American labor feels very strongly that any treaty involving ocean mining that comes out of the Law of the Sea Conference will spell disaster for creation of an American deep sea mining capacity, and the jobs it would create.

SIU President Paul Hall recently gave his viewpoint on the ocean mining controversy. Speaking very bluntly, Hall said: "We have no expectations that any agreement entered into by Elliott Richardson would bring any benefits to the American maritime industry, the American worker or our national economy."

Hall continued: "We can and should begin developing our own ocean mining procedures through legislation, and where necessary, bilateral agreements with other nations."

He concluded: "Following the trends emerging from recent Law of the Sea Conferences could only result in the domination of this vast new industrial frontier by the multinational corporate giants at the expense of the American economy and the workers who depend on its growth."

It appears unlikely that the Law of the Sea Conference will come up with anything concrete or binding in this session.

In the meantime, the labor movement and major industrial concerns feel that Congress must pass strong ocean mining legislation to get full scale development of our ocean mining capacity under way.

Prompt passage of such legislation would insure that an American deep sea mining capability would be well on its way to fruition by as early as 1983.

Presently, there are bills in both Houses of Congress concerning ocean mining. In fact, the Senate Energy Committee is scheduled to mark up the ocean mining bill this month.

Hire American Amendment

The SIU, along with the entire labor movement, is working for the inclusion of an amendment in this bill requiring that mining ships and ore carriers be documented under the U.S. flag and manned by American workers.

A full scale ocean mining operation could include the use of 20 mining vessels and 60 ore

carriers to service these vessels by the turn of the century.

The SIU feels that a "hire American" amendment is an absolute necessity in the bill. It is needed to insure that ocean mining does not become another "runaway" industry, managed by American companies but operated by foreign workers.

To make any definite predictions concerning ocean mining and how it will benefit American workers would be premature at this time. There are too many sensitive political issues still to be resolved in this area.

However, one thing is sure. The labor movement is prepared for the fight to reserve American-operated ocean mining jobs for American workers.

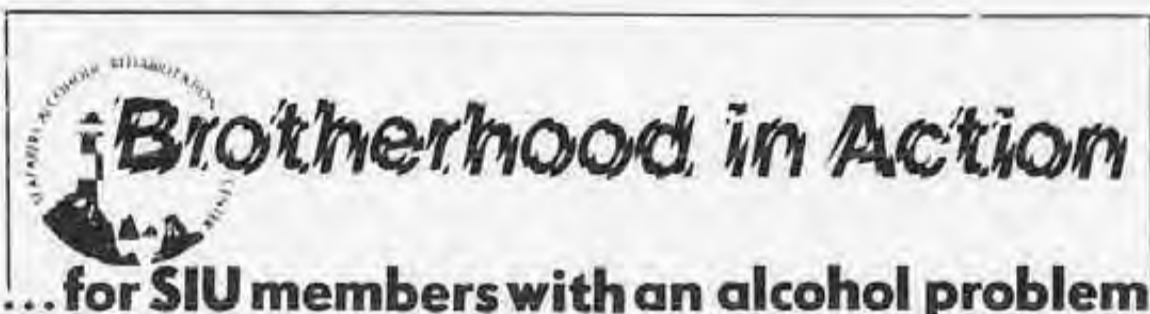


Research vessels use a simple dredge bucket and line to bring up samples of the nodules. (courtesy Kennecott Copper)

My Three Sons



Maurilio Zepeda (standing right) AB on the SIU-contracted tanker *Ogden Willamette* (Ogden Marine Inc.) believes in keeping his family together, even while they're at sea. He and his three sons make up a good part of the *Willamette's* deck department. The younger Zepeda's are (l.-r.): Lawrence and Ernest, both of whom sail OS, and eldest son John who is an AB. All of the boys are HLS grads.



...for SIU members with an alcohol problem

Seafarer Lionel "Biff" Shaw will celebrate one year of sobriety in the month of May due to the help he received from the Seafarers Alcoholic Rehabilitation Center.

Brother Shaw is 43 years old. He first realized that he was an alcoholic when he was hospitalized for alcoholic hepatitis. Brother Shaw said, "I left a ship because I was sick and had to go before the Coast Guard. Louis Guarino (SIU rep., N.O.) went with me and told them that the Center could help me with my alcohol problem."

Shaw went to the Center and found the help he needed to get and stay sober.

Seafarer Shaw said his life before he was sober was a nightmare. "I used to think that I was going crazy. I had terrible nightmares and I was always sick. I probably would not be alive today without the help I got from the Center."

Before he came to the Center, Brother Shaw said that he didn't want to admit that he was an alcoholic. "I hardly knew who or what an alcoholic was," he said.

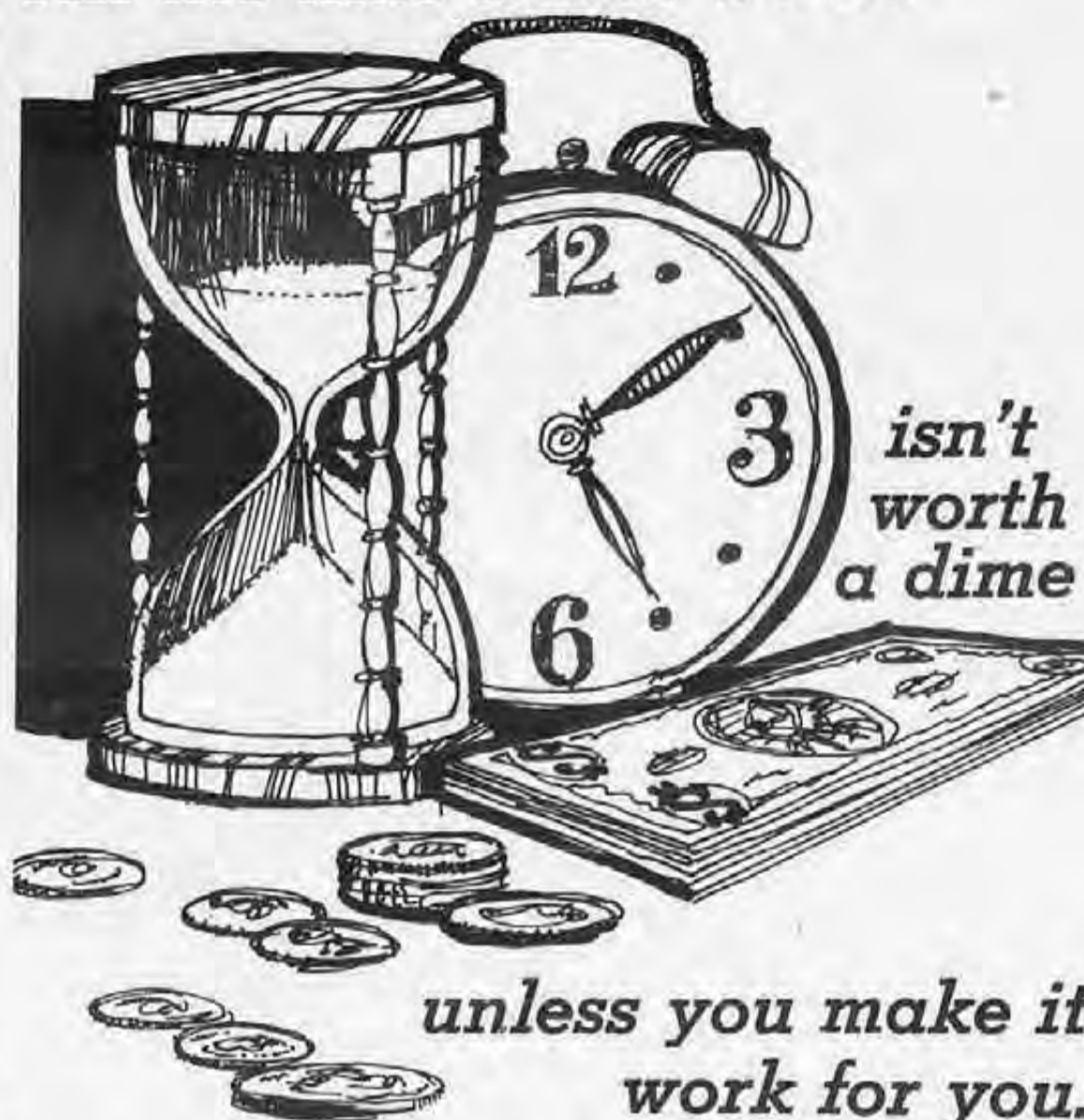
Shaw attends AA meetings regularly.

When he is at work on a vessel, he writes letters to his friends who are also recovering alcoholics. He commented, "by staying conscious of my alcoholism, I am able to stay sober. The Center is a good way to get sober. I am glad



Lionel "Biff" Shaw

All the time in the world



**Make your time in the engineroom pay
Take the Diesel Engineer's Course
at HLS**

Course begins July 31

To enroll, see your SIU Representative or contact:

Vocational Education Department
Harry Lundeberg School
Piney Point, Maryland 20674

Phone: (301) 994-0010

With a Diesel Engineer's License, Time Is Money

that I did. I now have a family, my self-respect, a little money in my pocket, and my health is much better."

Brother Shaw feels that the program at the Center is "just great." When he signs off a ship, he calls the Center just to let them know that he has been working and is still sober. "I owe it to the staff at the Center for all the help that they gave me," he said.

Shaw would like to tell his fellow

Seafarers, "any guys who even think that they have a problem with alcohol should contact the Center or an ex-resident. We will do anything that we can to help him."

If you feel that you have a drinking problem, remember that there is always someone to listen. Just call (301) 994-0010 any time and ask for the "Center" or contact your SIU representative.

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

Senate Passes Inland User Charges, L & D 26

Continued from Page 4

boat industry might be willing to accept a higher tax.

By playing the various waterway managements off against each other, user charges supporters undermined the operators' credibility in Congress, and sought to increase the level of the charge. Shippers and operators, on the other hand, having given up so much in the initial stages of the battle, now found themselves in a defensive position trying to contain the tide for increased charges.

Recognizing its weakened position and its inability to single-handedly cope with its opponents, the towboat industry sought the help of SIU. The SIU worked

strongly on behalf of the barge industry. But the Union noted that while the industry acknowledged it could pay a tax, it also stressed the many harmful effects that high user charges would have on regional economies and on the nation as a whole.

Champion the Cause

Together with its friends in the Senate, the SIU began to study the future of H.R. 8309. It was felt that without the forceful leadership of a person to champion the cause of the towboat industry, the battle to put a lid on user charges would be lost.

Shortly thereafter the position of the waterway supporters was strengthened with the emergence of Sen. Russell Long as the leader of the pro-waterway forces in the Senate. Sen. Long, a long-time opponent of user charges, worked to undercut the anti-waterway forces by developing a compromise position.

The SIU strongly supported Sen. Long recognizing that if it did not, the Senate would surely pass a stronger tax bill which would affect the stability of the towboat industry and that of its workers, especially SIU Boatmen. It

urged the Senate to adopt his compromise proposal, saying:

"The SIUNA has never believed in the need for user charges, however, the towing industry supports the provisions in Sen. Long's amendment as a reasonable approach to this complex and controversial issue."

The passage of H.R. 8309 means that the towboat companies including SIU-contracted companies, will probably within the next five years be paying a fuel tax which they worked for and which they agree is at a level they can afford.

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



Arecibo Committee



With a coffee mug in hand, Recertified Bosun Herminio Pacheco (second right), ship's chairman of the SS *Arecibo* (Puerto Rico Marine), is with part of the Ship's Committee and a crewmember at a payoff on May 9 at Port Elizabeth, N.J. They are (l. to r.): Deck Delegate Radames Vargas; AB David Bonefont, and Steward Delegate Joe Righetti.



**There's Strength in Numbers
And Our Numbers
are Growing!**

Celebrate the growing number of Seafarers who are recovering from alcoholism thanks to the Seafarers Alcoholic Rehabilitation Program. Join the festivities at the Second Annual Living Sober Reunion.

Activities include:

- Living Sober Banquet at the Harry Lundeberg School
- Cookout at the ARC
- Boat Rides
- Speakers and Educational Programs

All friends and former residents of the Alcoholic Rehabilitation Center are invited. Make plans now to attend. Reunion weekend is August 25, 26, and 27. For reservations or more information, contact:

Seafarers Alcoholic Rehabilitation Center
Star Route Box 183-A
Valley Lee, Maryland 20692

A MESSAGE FROM YOUR UNION

IT STARTS OFF SMALL...



AND GETS BIGGER AND BIGGER AND BIGGER!



**NARCOTICS
ARE FOR
KNOTHEADS
WHEN YOU
ARE CAUGHT
YOU
LOSE
YOUR
PAPERS
FOR
LIFE
!**

Working for Coors With a Lie Detector Strapped to

By David Sickler

(At the 1977 International Labor Press Association Convention, AFL-CIO Field Representative David Sickler gave a very moving talk about the Coors boycott. A member of Brewery Workers Local 366 for 15 years, Sickler discusses what it is like to work for Coors.)

My name is A. David Sickler and I was employed by the Adolph Coors Brewery of Golden, Colorado on March 26, 1963.

I was then 19 years old and had worked as a laborer on a construction crew outside Denver.

When I first learned of the possibility of working for Coors I was very happy. The company had a reputation for paying high wages.

Compared to the heavy and dirty type of construction work I was doing as a laborer, which included carrying 80 lb. cement forms and shoveling sand all day, Coors seemed like a gift from heaven.

Little did I know what a price this "slice of heaven" would cost.

When I reported to the Coors personnel office I was instructed to fill out a psychological questionnaire called the "runner test" consisting of over 200 questions designed to trip you up by asking the same questions in several different ways.

Then came the biggest shock. I was scheduled for a lie detector test. When I reported, the polygraph operator was a heavy set man dressed in white. He looked like a guard in a mental institution. The operator instructed me to sit in a chair next to the lie detector machine.

Once in the chair, the operator attached straps around my chest, stomach and arms. I felt helpless and wondered why all this was necessary to make beer.

When the polygraph operator began the test he dealt with the questions I had answered on the employment application. However, it didn't take long before the operator began asking extremely personal questions like: "Are you having sexual relations with your girl friend?" "Have you had sex with more than one person?" "What kind of sex?" "Are you a Communist?" "Have you ever committed an undetected crime?"

"Have you ever done anything in your past that if known could bring embarrassment upon this company?" "Have you ever participated in a march, riot or demonstration?" "Have you ever stolen anything from anyone in your life?" "What?" "What was its worth?" "What is the total worth of what you have stolen in your life?"

At this point, I was angry and felt dirty. It is hard to put into words the anger I felt at being forced to go through an interrogation in which every particle of one's life is slid under a microscope. There is no doubt in my mind that the company asked extremely personal questions for their own prurient and twisted pleasure. Many of those questions had absolutely nothing to do with employment or protection of the Adolph Coors Co.

In September, 1977, long after the current strike against Coors started, a number of workers swore out affidavits listing the questions they were asked when applying for employment at the brewery.

That affirmed something I really knew already: that every Coors employee was put through the ringer. The workers listed questions they'd been asked like: How many bank accounts do you have? What kind, what banks, and how much money in each? Do you have any other securities such as stocks and bonds and how much are they worth? How much do you owe on your home, what are your monthly payments, and when does your mortgage expire?

Of course, Coors seldom omitted the purely prurient questions, such standards designed to make you sweat and squirm, like: Have you ever done anything with your wife that could be considered immoral? Have you ever been involved with homosexuals? Is there anything that you know of for which you could be blackmailed?

You had to wonder what would happen if the machine said you were lying to some unbelievably vague question. Would you not get the job? Suppose one of your friends, relatives or acquaintances was a homosexual. Does that mean that if you answered "no" to ever having been "involved" with homosexuals that the polygraph would say you had lied?

My first job assignment with Coors was in the basement area of the packaging department. This was an area where returnable bottles were uncased, washed and sent upstairs to be filled with beer, and then labeled, packaged and transported to distributors. The area was dirty, dusty and gloomy. We worked 12 hours a day, seven days a week.

Shortly after I was employed, a co-worker asked me if I had paid my initiation fee to the union. I asked, "What union?" He informed me that we had a union, Brewery Workers Local 366, but that it was weak. He went on to say that the local had gone out on strike against Coors in 1957 and had gotten "busted" pretty bad.

At the time I didn't pay much attention to the relationship between Coors and the local. I was new and didn't know much about either Coors or the local union.

One fact I was quickly becoming aware of was the fear that the men had

of Coors and its supervision. Coors management reigned and ruled with an iron hand.

Another thing I became aware of was that there were virtually no minorities or women working in production. I remember only three Mexican-Americans and one black employee between 1963 and 1964.

During the probationary period, we would be called into the office by a supervisor and our work discussed.

Supervision always used these opportunities to emphasize that the "company" should be the most important thing in our lives. That without the company our families would be nothing. Therefore, we were expected to always be at work and on time. My supervisor was happy to explain that he was a good example of what the company wanted in loyalty. He told me that when his wife was in labor with their last child that he simply dropped her off in front of the hospital and sped on to work. He stated further that he lost no time from work nor was he ever late because of family problems or responsibilities. He also loved to remind us that there was always someone else on the street to take our place.

I remember feeling sympathy for him and pity for his family.

I was beginning to feel resentment towards Coors because of its attitude towards people and its blackmail towards workers, always mentioning unemployment and low wages in the Denver area.

Approximately two months after I was hired I was working with a man that had been at Coors for about a year. An incident occurred that clearly showed me what Coors management was all about.

This man and I were working side by side when the manager of the department approached us and began yelling at and cursing my co-worker, threatening to fire him and accusing him of something of which I knew him to be innocent.

I was outraged by this unfair assault on an innocent man. Even if he had been guilty, no human being deserved to be berated in that fashion in front of his peers.

I told another worker that I was

going to the supervisor and explain to him the innocence of my co-worker. This worker said that I should "leave it alone" or I would be sorry, that supervision didn't like being questioned or told that they made a mistake. It was difficult to believe that once the truth was known there would be repercussions.

However, after I went to my supervisor and explained the unfair treatment of my co-worker, I was promptly told by the supervisor to "keep my mouth shut" and "stay out of it" or I would be "sorry".

At this period of time I just kept my mouth shut, as did the rest of my co-workers.

After six months had passed I became a "permanent employee" and a member of Brewery Workers Local 366.

Many Felt Hostility

About this time I attended my first union meeting. I remember being surprised at the number of men I worked with who were at the meeting. It turned out that many of the members felt the same hostility towards management that I did. Although it wasn't said, it was obvious that the membership at the union meetings felt helpless about ever being able to act on those feelings. Although there were members who were willing to fight Coors again—as they had in the past—it was also obvious that most of the membership thought it was useless and that Coors was just too powerful.

I began to learn more about the 1957 strike and its effect on the workers. An old-timer explained to me that Bill Coors (son of founder Adolph) made many of the strikers apologize for going out on strike. He said that Bill Coors told them, "I have the club now and intend to use it."

While on the job no one discussed the union much. It was as though it was an embarrassing and dangerous subject.

Not too long after probation I was sent upstairs to work in the "bullpen," an area where bottles were sent to the filler machines to be filled with beer, capped and sighted for proper fill levels and quality. Above the bullpen area were cat walks and mezzanines where supervisors would sometimes spend an entire shift watching you.

These supervisors would time breaks with a stop watch and just wait for a worker to make a mistake so that they could call a worker in and, as they would put it, "chew ass."

I remember an incident where one worker was working on "the old labelers." He was a nervous, quiet and conscientious man. One night a supervisor stood over him and glared at him with hands on hips. The longer the supervisor stood there glaring, the more nervous this poor guy got. Finally this worker made a mistake and had to shut off one of the machines. The supervisor was in seventh heaven, he now had someone to rip into. He called the worker into the office and berated him for over 45 minutes. This supervisor threatened his job and made the worker feel terrible.

I later overheard this same supervisor discussing the episode with another supervisor and they were laughing at how frightened this worker was. It was not an isolated case. It went on in many departments for years.

Management had a total lack of re-



Your Body

guard for workers time away from the brewery. Most of us worked six to seven days a week, 10 to 13 hours a day. A day off or reduction in hours was important to us. We would make plans to be with our families, but management would think nothing of making last-minute changes that cancelled our plans. Even if they had prior knowledge of the changes, they would still wait until the last minute.

When we complained, management would smile, show us the contract clause called "rights of management" and tell us they had the right to do as they pleased. They loved to sprinkle salt into our wounds.

It was a well-known fact that Coors busted every union that dared strike them. The Brewery Workers were throttled after a long strike in 1957, then in 1962 the Electrical Workers struck and never obtained a contract. In 1968 and 1969 the Building Trades struck Coors, but the 14 craft unions never obtained a contract. In every case Coors hired and utilized scabs to break the union. Coors later went on to bust the Teamsters locals that had contracts with their distributors in California.

In 1964 our local became aware of the farm workers' struggle and many of us supported their boycott of grapes. Several of us would encourage co-workers to not purchase grapes.

That same year Coors held a meeting which we were paid to attend. Bill Coors mentioned our activity on behalf of the farm workers' boycott of grapes and said that he personally bought all the grapes that a local Safeway store had and gave them to his friends.

I remember feeling totally frustrated. No matter what we did it would always be offset by Coors' money!

Also in 1964 Coors called a meeting which we were also paid to attend—and told us that the pending Civil Rights bill was bad and that we should write our congressmen to vote against it. Bill Coors went on to say that if the bill became law, he would be forced to fire 60 of the whites and replace us with 60 blacks.

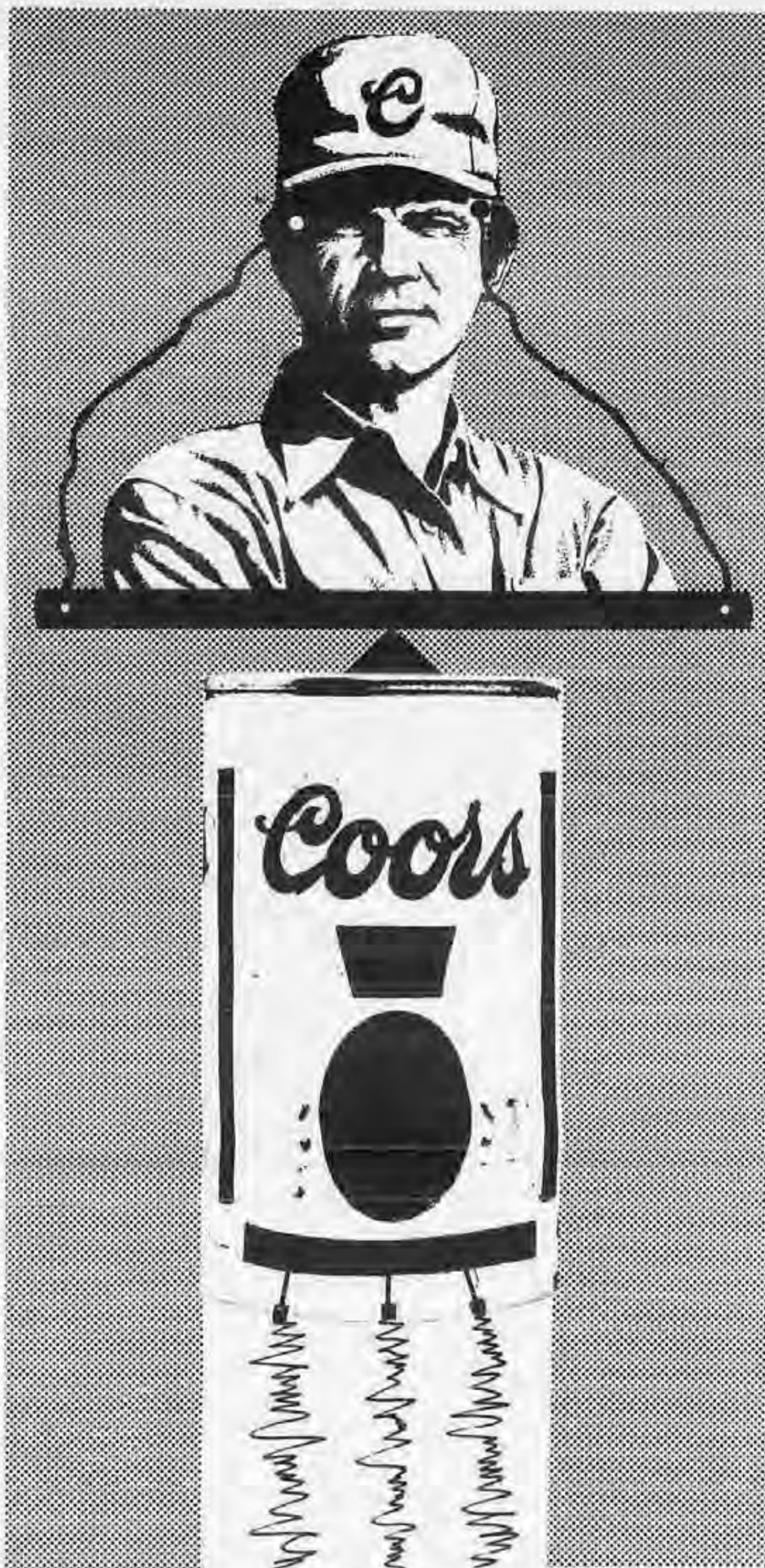
Four years after I was hired, many more young men were brought on and they wanted the right to wear their hair long, as was then the style.

Coors management refused to relax their "military code" for hair and the fight was on. Many employees were disciplined, suspended and fired for refusal to get haircuts. Even the older members supported the right of the young workers to wear their hair long. Many of these young members had just returned from Vietnam and were in no mood to be hassled because of their hair. After a long and bitter fight with Coors, through many grievances and complaints, the battle was won.

It was a milestone for the local because it was the first real battle that had been fought by the membership since the 1957 strike. You could sense the pride that the entire membership felt when we finally won something.

As the membership grew over the years and the members began to file more grievances and fight back, management changed a little but still insisted on complete loyalty, on its terms.

More and more at that time, Coors management used the lie detector. When a disagreement came up between a supervisor and a worker regarding a disciplinary case, management would call upon the lie detector. A supervisor suspecting one or more workers to be



guilty of "horse play" would threaten or call upon the lie detector. The lie detector was and is a "God" to Coors. Its use and results—although not accepted in courts—were and are law at Coors.

The lie detector was well ingrained within the contract. Coors insisted upon its inclusion as part of the arbitration procedure. Under the arbitration provision Coors could require any witness to take a lie detector test; refusal to do so made the testimony of that witness inadmissible.

The lie detector is also contained within the contract under the title of "general provision," which states that Coors "may require any employee to submit to a lie detector test for:

- (1) suspected sabotage;
- (2) willful destruction of the employer's property, willful destruction or misappropriation of the property of the employer or other employees;
- (3) gross negligence.

Being a shop steward, member or officer of the Brewery Workers under this contract was very frustrating.

Ironically, although Coors demanded

complete loyalty from every worker, it had no loyalty to the workers.

Management had no hesitation in playing favorites in job assignments, shifts, disciplinary action, and so forth.

In 10 years of working in the brewery and three years as the business representative-sec.-treas. for the Brewery Workers, Coors maintained the same attitude, that of the paternalistic father who knew better than anyone what was best for his employees. Once he had determined what he felt was fair, there could be no questioning of his decision.

The Adolph Coors Co. believes that the only proper role of a union is to assist the company in making a profit.

During negotiations in the 1960s, when the local was extremely weak and helpless, Coors spokesmen would taunt the union: "If you don't like our proposal, why don't you strike?" Then they would laugh, knowing full well there would be no strike.

It was during the 1968 negotiations that Coors management made a statement that best defines its attitude towards workers. They said: "We buy our

help, like we buy our barley."

During the 1960s Coors mailed a publication to its employees called "News in a Nutshell," a paper filled with hatred for minorities, unions and any politician that has anything to do with them. The publication gave a good example of Coors attitude and thinking.

In 1967 the American G.I. Forum, a Mexican-American organization made up of veterans, began a boycott of Coors beer. Their reason was Coors refusal to hire minorities. Many other Mexican-American organizations joined the boycott.

Ironically, Coors was to become the number one beer among Mexican-Americans in California.

Because of the company's success in breaking unions and the failure of previous boycotts, Coors management became very arrogant. When the subject of a strike or boycott came up in negotiations, the Coors people would always laugh at us, dare us to strike and stated many times to "go ahead and boycott," adding that it was free advertising and would increase their sales. Coors has always boasted about spending less money for advertising than any other brewery.

When the union would protest in negotiations constitutional rights being taken away by regressive contract language, Coors would always reply that "you have the constitutional right not to work for Coors."

The most obvious of constitutional and privacy violations is the company's use of the lie detector, and contract language that denies freedom of speech off as well as on the job, like the clause forbidding "making disparaging remarks about the employer or the employers products, or any words or deeds which would discourage any person from drinking Coors beer." To do so is cause for "immediate discharge."

We fared better in our negotiations of 1974 than at any time in the past. We were able to obtain straight shifts for those departments voting 60 percent or more in favor of them. Straight shifts had been a major goal of the local for over 10 years. We also obtained a shift differential of 4 percent and 6 percent of a member's hourly wage for working the swing and graveyard shifts respectively. We obtained a dental plan for the first time. Also, we were able to lock into writing a guarantee of one double-time paid Sunday per month and picked up time-and-one-half for those required to work weekdays of a long weekend.

At the same time, though, we were forced to accept even harsher language under the discipline and discharge section.

Coors' policies, practices and our contracts have always been geared to full production. Coors has never to my knowledge had to cut back its production. But in 1975, when Coors decided to bust Local 888 of the Teamsters in Oakland, Ca., they were faced with another boycott of their now famous brew.

This time the boycott had an effect. Coors was forced to lay off employees. And lay off they did! Over 150 workers were laid off during the year. Workers were reduced in classification, transferred from department to department and total chaos ensued.

Coors violated the contract several times each lay off, reduction and transfer. Women were upset by always being laid off, transferred or reduced first because of low seniority. The reason they had low seniority was because

Continued on Page 32

Coors: With a Lie Detector Strapped to Your Body

Continued from Page 31

Coors refused to hire women until 1971. They also refused to build rest-room facilities for women for two years after that.

Many minorities were angered by the lay offs as well, because of their low seniority. Regardless of Coors' claims to be a fair employer, they had only begun to hire minorities to any degree in the early '70s, and only after many charges had been filed against them. Consequently, blacks, Chicanos and women had low seniority.

Because of the lay offs, some sections of the contract were used for the first time. Some of this language was to the local's benefit, and for the first time Coors felt they didn't have total control over us.

Discrimination by Coors

Much attention has been given to Coors discriminatory attitude towards minorities.

I witnessed more discrimination against women by Coors than any other group. They were the very last to be hired, the first fired and discriminated against daily on the job. Small, frail women in many cases were required to do some of the heaviest and dirtiest work as a way for the company to fire them for being unable to do the work.

Many were required to swing big heavy industrial mops for an entire shift. At first the women wouldn't complain. They were on probation for six months and the union couldn't file a

grievance for them until they became permanent employees. Once the situation became unbearable for these women they were faced with either correcting it or quitting. They then began coming to the union for help.

When we protested the treatment of the women to the Coors personnel department, we were told that, "if women were going to be paid a man's wage, by God they were going to do a man's work." Many were required to move 55 gallon drums filled with broken glass. Some of these barrels weighed over 200 pounds. There are many men who couldn't do that type of work, either, but that didn't matter to Coors. There were many jobs that women could do, but never got the chance if they couldn't do what Coors called "a man's work."

By 1975 and 1976 the local had developed an education committee, a blood-bank program, and an entertainment committee, and the local became very active in politics.

In 1976 the Colorado Supreme Court ruled that the old Colorado Labor Peace Act of 1943 was valid. The Communications Workers had sued Mountain Bell Telephone Co., after the union had negotiated an agency shop clause which Mountain Bell refused to honor.

For unions in the state, the court decision threatened every "union shop" contract—including ours, since, under the long-dormant law, a union is required to go through a state-conducted

election that requires 75 percent of the eligible members of a bargaining unit to vote in favor of "union shop" before a local can legally negotiate the issue at the bargaining table.

When this issue was initially discussed between the company and the union, Coors said they would not call for an election. Later that fall, during contract negotiations, Coors demanded that the local union go through the election. We were prepared for the double cross. The preceding July the AFL-CIO assigned me to assist Local 366 with the "peace act" election. The key to winning was getting the membership to the polls.

Coors worked very hard to persuade the membership to vote against the union shop. Bill Coors held meetings which he paid the employees to attend. In these meetings Coors would explain that a union wasn't necessary at Coors. He sent letters to the members' homes encouraging them to vote against the union.

The election was held during Christmas week of 1976 and the union won, with 92.4 percent of those in the unit favoring a union shop and with 96.8 percent of the total unit voting.

Management was surprised and disappointed with the election results.

When the local returned to the bargaining table it was obvious that Coors sought even more control over the membership than they had in previous years. Coors wanted to expand the use of the lie detector, strip seniority rights, impose forced physical examinations, eliminate the shift differential and weaken the discrimination clause.

In essence what Coors wanted was for the Brewery Workers to sign a contract giving away all rights on the job and giving total and complete control to Coors.

A vote was held in January, 1977 to reject the final proposal and strike, with the time to strike to be called by the negotiating committee. The results of the strike vote were 1,152 to strike and 8 abstentions.

Not one member voted for the contract.

The negotiating committee returned to the bargaining table only to be met with a "take-it or leave-it" attitude by Coors.

Then on February 7, 1977 Coors offered what they called their "last and final proposal." However, the language promised and the language proposed at the table were different.

The Federal Mediation & Conciliation Service was called in to no avail.

On April 4, 1977, one last futile attempt by the Brewery Workers was made to reach an agreement with Coors. Coors refused to budge.

Strike Called

On April 5, 1977 at 10:00 a.m. a strike was called and picket lines were placed around the giant brewery.

Coors went to work immediately to break the strike. Both Bill Coors and his brother, Joe, who finances many right-wing, anti-union groups, went on television, radio and to the press to announce that the membership had better return to work or face "permanent replacement." Because Coors is self-insured, all medical and hospitalization coverage was cut off.

Coors sent a battery of letters to the homes of strikers attacking the AFL-CIO and the local union and telling workers they were being replaced.

In some of these letters Coors denounced the officers of Local 366 because they used "labor principles" at the bargaining table instead of helping management with the "operational problems of the brewery."

Twelve days after the strike began the AFL-CIO endorsed a nation-wide boycott of Coors beer. Boycott headquarters were set up in Oakland and Los Angeles. Boycott teams were sent into both these areas. At the beginning of the boycott, Coors publicly scoffed at President Meany's announcement of the AFL-CIO sanctioned action.

However, a few months later when Coors beer sales began to plunge, Coors stopped laughing and went to work expanding his sales territory, taking full page ads to attack the brewery workers, hiring a public relations firm to publish his TV and radio advertising.

Many groups have had a tremendous impact in cutting Coors sales, but none are more important than the striking members of Brewery Workers Local 366 who have gone into the field to fight this most important struggle.

The story of Brewery Workers Local 366 has been one of tragedy and hope. With support and assistance now, Coors workers can win a victory that will affirm their human rights and dignity. As President Meany has said, "This is a boycott for human rights." It is a boycott to show Coors that the Bill of Rights doesn't stop at the plant gate.



Are you going to stay down there on your hands and knees all your life?

Get up out of the grease spills. Come to HLS. Take the FOWT course. Earn your rating. Make more money.

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Vocational Education Department

Harry Lundeberg School

Piney Point, Maryland 20674

Phone: (301) 994-0010

Add 2 More to the Family



Brother Frank Selbel says it was no surprise to him (although he says it apparently was to a lot of other people) when twin daughters were born to him and his wife on Jan. 2. Weighing 5 lbs. 7 oz. and 5 lbs. 10½ oz. respectively, are Holly on the left and Heidi on the right. The twins join their two older sisters, Leanna (far left) who will be seven on June 20 and Heather who is four years old. Seafarer Selbel lives with his wife, Denise, and their daughters in Reynoldsville, W. Va. He joined the SIU in 1966 and sails as an AB.



Pensioner Joseph R. Hubert, 70, died of a brain tumor in the Resthaven Nursing Home, Bremer-ton, Wash. on Mar. 6. Brother Hubert joined the SIU in the port of Seattle in 1957 and sailed as a chief electrician. He sailed 39 years. Seafarer Hubert was a veteran of the U.S. Navy. A native of Savannah, Ga., he was a resident of Port Orchard, Wash. Cremation took place in the Bleitz Crematory, Seattle. Surviving is his widow, Elizabeth.



Lester E. Miles, 42, died on Dec. 1, 1977. Brother Miles joined the SIU in the port of Norfolk in 1962 and sailed as a fireman-watertender. He sailed 17 years. Seafarer Miles was a veteran of the U.S. Army in which he was a PFC auto-truck mechanic. Born in Akron, Ohio, he was a resident of Bayamon, P.R. Surviving are his widow, Julia, and his parents, Mr. and Mrs. E. L. Miles of West Richfield, Ohio.



Charles E. Smith, 55, died of lung failure in the New Orleans USPHS Hospital on Feb. 19. Brother Smith joined the SIU in the port of New York in 1961 and sailed as a QMED which he earned at Piney Point in 1976. He sailed 32 years. Seafarer Smith was a World War II veteran of the U.S. Navy. Born in Orange City-Bonifay, Fla., he was a resident of Orange City. Burial was in Oakdale Cemetery, Deland, Fla. Surviving is his father, Simon of Orange City.



Raymond Ruppert, 53, died on Feb. 27. Brother Ruppert joined the SIU in 1943 in the port of New York sailing as an OS and cook. He walked the picket line in the 1961 Greater N.Y. Harbor strike and in many other Union beefs. Seafarer Ruppert was a World War II veteran of the U.S. Army. Born in New York, he was a resident of Brooklyn, N.Y. Surviving are three sisters, Mrs. Eleanor Elsner of Brooklyn, Mrs. Adelaide Mihalchik of Astoria, Queens, N.Y., and Mrs. Belle A. Elukowicz of Massapequa Park, L.I., N.Y.



Pensioner Florian R. Kaziukewicz, 56, died of arteriosclerosis in the San Francisco USPHS Hospital on Jan. 25. Brother Kaziukewicz joined the SIU in 1946 in the port of New York and sailed as a chief steward. He sailed 35 years. And he hit the bricks in the 1965 District Council 37 beef. Seafarer Kaziukewicz was a World War II veteran of the U.S. Army. He also upgraded at the HLS. A native of Ashland, Wisc., he was a resident of Chicago, Ill. Cremation took place in the Evergreen Cemetery Crematory, Oakland, Calif. Surviving are his mother, Felecia of Ashland and a sister, Mrs. Anne Riley of Chicago.



Frank Naklicki, 62, died of a heart attack on the *ST Overseas Ulla* (Maritime Overseas) while at sea on Mar. 12. Brother Naklicki joined the SIU in 1944 in the port of New York and sailed as a chief steward. He sailed 35 years and walked the picket line in the 1965 District Council 37 strike. A native of Eastford, Conn., he was a resident of New York City. Surviving are his widow, Patricia and his mother, Lena of Eastford.



Douglas L. Smith, Sr., 48, died of heart failure in the Baltimore City (Md.) Hospital on Jan. 8. Brother Smith joined the SIU in the port of Baltimore in 1967 and sailed as a chief electrician and QMED. He graduated from the SIU-District 2 MEBA School, Brooklyn, N.Y. as a third assistant engineer in 1969. Last year he studied welding at the HLS. He had been a railroad conductor and brakeman. And he was a veteran of the U.S. Army. A native of Dickerson, Md., he was a resident of Baltimore. Interment was in Westview Cemetery, Elicott City, Md. Surviving are two sons, Douglas and Daniel of New Carrollton, Md.



Pensioner Casimir Szymanski, 62, died of lung failure in Pennsylvania Hospital, Philadelphia on Feb. 23. Brother Szymanski joined the SIU in 1947 in the port of Philadelphia sailing as a chief cook. He sailed 37 years. Seafarer Szymanski was a veteran of the U.S. Army. Born in Philadelphia, he was a resident there. Surviving are his mother, Eleanor; a brother, Matthew of Parkerstown, N.Y., and two sisters, Mrs. Theodora Dobozinski of South Plainfield, N.J. and Mrs. Eleanor Mills of Morrisville, Pa.



Pensioner Charles M. Kellogg, 77, passed away on Jan. 19. Brother Kellogg joined the SIU in 1938 in the port of New York and sailed as a bosun. He sailed 48 years. Seafarer Kellogg broke his elbow when a World War II torpedo blasted his ship, the *SS Catahoula* (Cuba Distillery). Born in New York, he was a resident of Aberdeen, Wash. Surviving are a sister, Mary of Washington, D.C., and a nephew, Morgan of Stratford, Conn.



Eugene A. Reed, 59, died on Dec. 13, 1977. Brother Reed joined the SIU in 1942 in the port of New Orleans and sailed as an AB. He sailed during World War II. Seafarer Reed was also a World War II veteran of the U.S. Navy. Born in Whittier, Calif., he was a resident of La Pine, Ore. Surviving is his widow, Frances.



Theodoros Spanos, 52, died in February. Brother Spanos joined the SIU in the port of New York in 1970 sailing as a fireman-watertender and pumpman. He sailed 24 years. Seafarer Spanos attended the School of Marine Engineering, Brooklyn, N.Y. from 1969 to 1970. From 1944 to 1949, he was in the Greek Navy. Born in Piraeus, Greece, he was a resident of New York City. Surviving are his widow, Ursula; a son, George, and a daughter, Chrisoula.



Pensioner James R. Williams, 61, died on Mar. 17. Brother Williams joined the SIU in the port of New Orleans in 1955 and sailed as a fireman-watertender. He sailed 29 years. Seafarer Williams was a World War II veteran of the U.S. Air Forces. A native of Laurel, Miss., he was a resident there. Surviving are his mother, Mary; a sister, Mrs. Alatha M.W. Simmons, and a nephew, Leroy Simmons, all of Laurel.



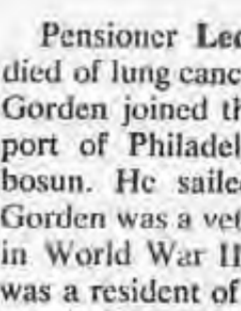
Samuel J. Langham, 69, died last year. Brother Langham joined the SIU in 1940 in the port of Baltimore and sailed as an AB. He sailed 31 years, was a member of the ISU, and helped to organize the Grand Island (La.) oil rigs. Seafarer Langham was born in Alabama and was a resident of Robertsdale, Ala. Surviving is a brother, Ernest of Pt. Clear, Ala.



James Regan, 80, passed away on July 3, 1977. Brother Regan joined the SIU in the port of Houston in 1960 and sailed as a fireman-watertender. He sailed 25 years. And he was a World War I veteran of the U.S. Navy. A native of New York City, he was a resident of New Orleans. Surviving is a daughter, Johnnie Ruth of Port Arthur, Tex.



Alonzo D. Sistrunk, 70, passed away last year. Brother Sistrunk joined the SIU in 1947 in the port of Baltimore and sailed as a chief steward. He sailed 46 years. Seafarer Sistrunk was a veteran of the U.S. Marine Corps in the early 1920s. Born in Mississippi, he was a resident of San Francisco. Surviving are his widow, Margrete of Covington, La.; two stepsons, William R. and Richard R. Craven; three stepdaughters, Libba S., Jennifer R. and Elizabeth Craven; a brother, O.K. Sistrunk of Jackson, Miss.; a nephew, Kenneth Sistrunk of Cleveland, Tenn., and a niece, Donna Sistrunk.



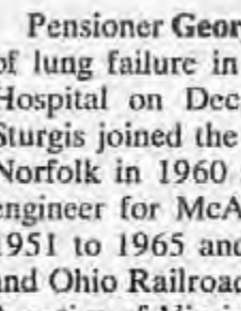
Pensioner Leonard L. Gorden, 73, died of lung cancer on Feb. 11. Brother Gorden joined the SIU in 1944 in the port of Philadelphia and sailed as a bosun. He sailed 31 years. Seafarer Gorden was a veteran of the U.S. Army in World War II. Born in Norway, he was a resident of Slidell, La. Interment was in Forest Lawn Cemetery, Slidell. Surviving are his widow, Rilda; a son, Leonard, both of Santos, Brazil, and a godchild, Gina R. Collins of Gretna, La.



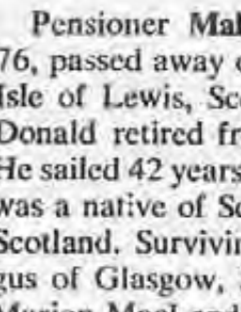
Pensioner Chris A. Markris, 54, died of a heart attack in the Mobile Infirmary on Jan. 18. Brother Markris joined the SIU in the port of Mobile in 1951 sailing as a cook. He was a veteran of the U.S. Army in World War II. Seafarer Markris was born in Mobile and was a resident there. Burial was in Magnolia Cemetery, Mobile. Surviving are his parents, Mr. and Mrs. Aleck Markris; a brother, Zackarias (Jack); a sister, Mrs. Daphne Zavros, and a niece, Adrienne Markris, all of Mobile.



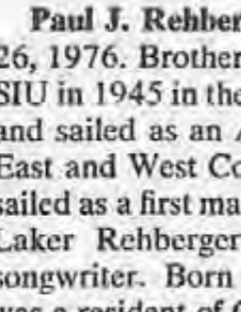
Willie Slater, Jr., 42, died on Mar. 23. Brother Slater joined the SIU in the port of Mobile in 1957 and sailed as a chief steward. He sailed 28 years. Last year he was on the Sea-Land Shoregang in San Francisco. Seafarer Slater was a veteran of the U.S. Air Force. A native of Prichard, Ala., he was a resident of Livermore, Calif. Surviving are his widow, Lydia; five sons, Van, John, Larry, Willie and Alphonse, and three daughters, Rosie, Julie and Gail.



Pensioner George T. Sturgis, 77, died of lung failure in the Norfolk USPHS Hospital on Dec. 18, 1977. Brother Sturgis joined the Union in the port of Norfolk in 1960 and sailed as a chief engineer for McAllister Brothers from 1951 to 1965 and for the Chesapeake and Ohio Railroad from 1950 to 1951. A native of Virginia, he was a resident of Norfolk. He was a veteran of the U.S. Navy in World War I. Interment was in Forest Lawn Cemetery, Norfolk. Surviving are his widow, Mary, and a son, Edward.



Pensioner Malcolm J. MacDonald, 76, passed away on Mar. 6 in Bacanal, Isle of Lewis, Scotland. Brother MacDonald retired from the SIU in 1967. He sailed 42 years. Seafarer MacDonald was a native of Scotland. Burial was in Scotland. Surviving are a brother, Angus of Glasgow, Scotland; two nieces, Marion MacLeod and Christiana MacDonald, both of Stornoway, Scotland and a cousin, John MacDonald of North Bragar, Stornoway.



Paul J. Rehberger, 51, died on Feb. 26, 1976. Brother Rehberger joined the SIU in 1945 in the port of Buffalo, N.Y. and sailed as an AB and bosun on the East and West Coasts for 17 years. He sailed as a first mate from 1970 to 1976. Laker Rehberger was also a lyricist songwriter. Born in Lebanon, Ill., he was a resident of Cypress, Ill. Surviving are his widow, Rita; a daughter, Lisa, and his mother, Mrs. Ralph Rehberger of Lebanon.

Raymond B. Bryne died on Mar. 13. Brother Bryne last sailed on the *SS Tamara Guilden* (Transport Commercial) in 1965. He was a resident of New Orleans.

The Mississippi River allows the biggest tows and some of the most complicated barge maneuvers on the inland waterways. Making it all look easy here is National Marine Services' 4,300 hp. *National Gateway* with ammonia barges in tow.



Barging on the Mississippi—

This story is the fourth in a regular feature on SIU-contracted towing companies. The feature is designed to provide SIU Boatmen with more knowledge of their industry, and to give all SIU members a closer look at the job opportunities on the inland waterways.

Last month an SIU crew took the *National Glory* and her tow of two 300-ft., 31,000-ton barges over the Chain of Rocks, a treacherous channel in the Mississippi River that hadn't been navigated in 20 years.



William Creelman, executive vice president of SIU-contracted National Marine Services and president of its transport division, is a strong supporter of the Lundeborg School.

The *National Glory's* crew is one of the top to bottom SIU crews that work for National Marine Service, Inc. of St. Louis, Mo. And they are among the reasons why the company president, David Wright, says, "Our greatest source of pride is in the people of National Marine. They are a thoroughly competent, resourceful and technically skilled group of people."

But the *National Glory's* crew and their SIU brothers at National Marine are content to be known by one word—rivermen—a proud breed of boatmen who closely identify with the vast network of Western Rivers that provides their livelihood.

Like the rivermen they rely on, river companies are a unique part of the towing industry. And their unique qualities are shaped by the River itself. The Mississippi River system allows the biggest tows and demands the most complicated barge maneuvers in the industry. It is also one of the country's greatest natural resources for commercial growth.

Began on Lakes

National Marine grew along with the barge industry's advances on the River, but it didn't start out there. This river company began on the Great Lakes in 1927 as Lake Tankers Corp. with a single tanker and offices in New York City.

Then as now, the company's main business was transporting bulk liquids. Its tanker service expanded to the Lakes, the New York State Barge Canal and the East Coast. But when the oil and chemical business started to move from the concentration of customers on the East Coast to the Gulf, Lake Tankers moved—and changed—along with it. Barges were added to the fleet in 1935 on the Mississippi and in 1943 on the Gulf Coast waterways.

This was the period when the barge industry reclaimed and surpassed the prominence that the Mississippi River steamboats had lost to the railroads in the 19th century. The introduction of the diesel-powered towboat in the 1930's enabled the transport of bulk commodities in quantities that

had never been possible before on the inland waterways. And by 1939, major work was completed on the extensive system of locks and dams that tamed the Mississippi for far-reaching navigation.

Lake Tankers expanded with the rebirth of river commerce and changed its name to fit its more widespread role in water transportation. Like the beaver which is the company trademark, National Marine Service went to work on the rivers and left its mark there.

17 Towboats

It set up corporate headquarters in St. Louis in 1966 and today provides transport throughout 14,000 miles on the Mississippi system and the Gulf Intracoastal Waterway. The tankers have been sold, but National Marine now does the job of carrying bulk liquids with a fleet of 17 towboats and 121 barges.

When the SIU organized National Marine in 1960, the company's fleet was less than half that size. The Union and the company have grown together and now serve more than 130 customers in the chemical, fertilizer and petroleum industries.

The way they do it illustrates what river towing is all about. National Marine's boats range from 700 hp. to 4,300 hp. and its barges from 1,200 tons to 3,200 tons. The smaller barges measure 100 feet long by 50 feet wide and the larger are 298 feet by 54 feet. The wide size range gives the fleet the flexibility that the rivers demand.

National Marine's main run from Corpus Christi, Tex. to Chicago is a good example. Since the Gulf Intracoastal Canal has a maximum width of 125 feet, the first leg of the run is limited to tows one barge wide. One of the smaller horsepower towboats takes up to five barges on the Canal to Baton Rouge, La.

Between Baton Rouge and St. Louis, the Mississippi opens up to over 1,000 feet wide at some points. A larger boat takes over at the beginning of this stretch with a typical tow of eight 20,000 ton barges, four barges wide.

National Marine spearheaded development of methods for transporting anhydrous ammonia, a fertilizer. Two of its ammonia barges are shown here loading at a fertilizer plant in Louisiana.



National Marine Does the Job

But the tow has to be broken up to pass through locks above and below St. Louis before it continues with a smaller boat up the Illinois Waterway to Chicago.

Must Swap Tows

What all this means is a looping series of runs in which the boats constantly swap tows and turn around to meet the next section of the run. It means complex scheduling coordinated with National Marine dispatchers in Houston and New Orleans. And it means rivermen capable of carrying out these changing maneuvers, from the captains to the tankermen who walk the rows of barges and are directly responsible for their secure connections.

The Corpus Christi to Chicago run takes about 15 days. But delays at the locks above St. Louis are a major problem. Almost all of these locks on the Mississippi are too small for the large tows on the River today. Double locking, that is, breaking up the tow and going through the locks in two sections, takes about one-and-one-half hours. Moreover maintenance and repairs on the locks create even bigger back-ups.

When the *National Glory* went over the Chain of Rocks, she avoided a three-day wait on the Chain of Rocks Bypass Canal that leads into Lock 27, one of the key locks on the River near St. Louis.

Trying out special ways of doing things on the rivers is nothing new for National Marine. In 1970 a National Marine boat set a record for moving the largest single shipment of anhydrous ammonia on the inland waterways—eight 20,000 ton barges of this fertilizer.

The company also introduced the first double skin, all aluminum tank barge for nitrogen fertilizers, acids and other chemical cargoes. In the 1940's it designed the first retractable pilot house used on the New York State Barge Canal. More recently it designed the first controllable pitch propellers on a towboat.

Keeping pace with technological advances in

the industry is as much of a challenge for rivermen as the River itself. And William Creelman, executive vice-president of National Marine, and president of its transport division, believes that the Harry Lundeberg School is the way to meet this challenge.

Company policy is to hire only tankermen who have trained at the School, he explained. Six steersmen recently went to work for the company after getting their towboat operator licenses at the School. They can expect to move up to pilot within six months, Creelman said. Moreover, National Marine encourages its long term pilots and captains to go to the School for refresher courses.

Capt. Irvin Gros, a former National Marine captain, is now the boat handling instructor for the HLS Inland Training Program.

National Marine has good reason to plan for the future. Although it is over half a century old, it hasn't stopped growing. Fourteen new barges are on order and long range plans will create even greater expansion.

Creelman explained that the company hopes to enter ocean and coastwise barging which is expanding rapidly in National Marine's old home, the East Coast. "We see our absence from the Lakes and the East Coast as strictly temporary," he said. "We'll be back."



The *National Voyager* is one of 17 towboats in National Marine's fleet. All are manned top to bottom by the SIU. The company has 121 barges that carry a wide range of bulk liquids, including oil, chemicals, and fertilizer.

HLS UPGRADING CLASS SCHEDULE 1978

Below is complete list of all upgrading courses, and their starting dates, that are available for SIU members in 1978. These include courses for deep sea, Great Lakes and inland waters. SIU members should be aware that certain

courses may be added or dropped from the schedule as the need arises. However, the Log will try to keep you abreast of these changes. For further information regarding the courses offered at the Lundeberg School, members

should contact their local SIU representative, or write to the Lundeberg School Vocational Education Department, Piney Point, Md. 20674. or call the School at (301) 994-0010

LNG	June 26 July 24 August 21 September 18 October 16 November 13 December 11		Towboat Operator Western Rivers	August 7
QMED	October 2		Towboat Operator Inland & Oceans	August 28
FOWT	July 10 August 31 October 16 November 23		Mate & Master	September 25
Pumproom, Maintenance & Operation	October 9		Chief Steward (maximum 1 student per class)	June 26 July 24 August 21 September 18 October 16 November 13 December 11
Maintenance of Shipboard Refrigeration Systems	June 2		Chief Cook and Cook & Baker (maximum 2 students for Chief Cook and 2 students for Cook & Baker for each class scheduled)	June 12 June 26 July 10 July 24 August 7 August 21 September 4 September 18 October 2 October 16 October 30 November 13 November 27 December 11 December 22
Diesel Engineer	July 31		Assistant Cook	Special Programs to be Set Up Upon Request
Welding	June 12 June 26 July 10 July 24 August 7 August 21 September 4 September 18 October 2 October 16 October 30 November 13 November 27 December 11 December 22		Lifeboat and Tankerman	June 8 June 22 July 6 July 20 August 3 August 17 August 31 September 14 September 28 October 12 October 26 November 9 November 24 December 7 December 21
Able Seaman	June 12 July 10 August 17 September 18 November 13		Quartermaster	October 16

A Few Hundred More Meals, He'll Be a Chief Steward

Training at the Lundeberg School means the difference between a promising career and just another job. Seafarer Chris Hagerty has a career that began at HLS two years ago and is still progressing. He is 24-years-old and works as a chief cook out of the port of Houston.

In 1976, Brother Hagerty attended the basic vocational program at the Lundeberg School. While in this program he enrolled in the Third Cook Program. He said, "I learned the basics of cooking while in the program. It has

improved so much since that time. The actual work experience helps the students to learn by doing. And I'm sure that the program will keep on improving."

After graduating from Class No. 199 at HLS, Seafarer Hagerty's first job was on the *USNS Potomac*. "I stayed on this vessel for seven months," he said.

Brother Hagerty then returned to HLS for his cook and baker endorsement. He said, "the baker program was really great. I enjoyed myself and learned a lot. The baker course is one

of the best at HLS in the steward department." With the knowledge he gained from this program, Brother Hagerty got his first baker's job. "I had no problem," said Chris.

After working for a while, he returned to HLS for the LNG Course and was a member of the first crew aboard the *LNG Aquarius*. He said, "I liked the LNG vessel and I learned a lot while aboard her. I worked under two very good stewards and the equipment in the galley was quite modern."

Brother Hagerty felt comfortable working on the *LNG Aquarius*. "Actually I got more sleep on the LNG vessel than I did on a tanker because I felt it was safe. The LNG vessels are not the big hazard that everyone is saying that they are," he commented.

Recently, Seafarer Hagerty completed the Chief Cook Program at the Lundeberg School. "In this program I learned how to prepare main dishes. I had actual experience in the HLS galleys and commissary," he said.

Improving his education and being a member of the SIU are two very important things in Seafarer Hagerty's life. After completing the Chief Cook Course, he attended the "A" Seniority Upgrading Class. He has plans of attending the Welding Course in May to have as he said, "a basic knowledge of welding so that I can do minor repairs." As soon as he gets the required seetime, Brother Hagerty wants to return to HLS for chief steward.

Hagerty regards HLS as a key factor in his career growth. In the two years since he completed the basic vocational program, he has advanced steadily as a professional Seafarer. "The Lundeberg School is a great place. It provides a way to get started in the industry and is a great way to get ahead."

SIU VP Gets Randolph Award



SIU Gulf Area Vice President Lindsey J. Williams (2nd right) receives the New Orleans A. Philip Randolph Institute Award recently at a testimonial banquet in his honor. The award was for his contributions to maritime labor, to education, and to politics. At the presentation were (l. to r.): Lena Craig Stewart, banquet chairwoman; Louisiana Rep. Johnny Jackson, Jr., and Wille H. Montgomery, staff representative of the AFL-CIO. Also at the dinner was Congresswoman Lindy Boggs (D-La). Among the Institute's goals are voter registration and political participation in the black community.



Chris Hagerty

Notice to Members On Job Call Procedure

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

- membership certificate
- registration card

- clinic card
- seaman's papers



KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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



Greg Hamilton



Seafarer Greg Hamilton, 22, is a 1972 trainee graduate of the Harry Lundeberg School (HLS) Piney Point, Md. He upgraded to AB there this year. Upgrader Hamilton has his firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. Born in California, he is a resident there and ships out of the port of San Francisco.

Robert Ivanauskas



Seafarer Robert Ivanauskas, 24, graduated from the HLS in 1973. He upgraded to fireman-watertender there in 1976 and to QMED in 1978. Upgrader Ivanauskas has the firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. He was born in Havre de Grace, Md., lives in Bel Air, Md., and ships out of the port of New York.

Bruce Swisher



Seafarer Bruce Swisher, 22, graduated from HLS in 1975. In 1976, he upgraded to fireman-watertender there and to QMED this year. He has all his tickets for firefighting, lifeboat, and cardio-pulmonary resuscitation. Born in Seattle, he is a resident there, and ships out of that port.

Chris Hagerty



Seafarer Chris Hagerty, 24, is a 1976 grad of the HLS. He upgraded to cook and baker in 1977 and to chief cook in 1978. Upgrader Hagerty has firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. A native of Denver, Colo., he resides and ships out of the port of Houston.

Glenn Bumpus



Seafarer Glenn Bumpus, 23, is a 1973 HLS grad. This year he upgraded to QMED there. He has earned his firefighting and lifeboat tickets. Upgrader Bumpus was born in Seagraves, Tex., resides in Galveston, and ships out of the port of Houston.

Dougal Young



Seafarer Dougal Young, 22, graduated from the Lundeberg School in 1974. Last year he upgraded to AB at the School. He holds firefighting and lifeboat tickets. Upgrader Young is a native of Sacramento, Calif. He resides and ships out of the port of San Francisco.

Kevin Cooper



Seafarer Kevin Cooper, 26, completed the HLS Trainee Program in 1969. He's been sailing as a fireman-watertender since he finished the upgrading course at Piney Point in 1972. Upgrader Cooper has got his lifeboat, cardio-pulmonary resuscitation, and firefighting tickets. He was born in New York City, resides in San Diego, Calif. and ships out of the port of Wilmington.

John Dierenfeld



Seafarer John Dierenfeld, 22, upgraded to AB at the HLS this year. He graduated from the School in 1975. Upgrader Dierenfeld has his firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. Born in Iowa, he lives in the port of New Orleans and ships out from there.

Bob Laube



Seafarer Bob Laube, 21, has been riding with the SIU since he graduated from the HLS in 1974. He returned to the School in 1977 to upgrade to fireman-watertender. He has the cardio-pulmonary resuscitation, firefighting, and lifeboat tickets. Upgrader Laube is a native of Long Beach, Calif., lives in Newport Beach, Calif., and ships out of the ports of San Francisco and Wilmington.

**DON'T UPGRADE AT HLS.
IT WON'T MAKE ANY
DIFFERENCE.**



**UNTIL YOU OPEN YOUR
WALLET.**

It's this simple—an AB earns more than an Ordinary. Getting your AB ticket is almost as simple. Come to HLS and take the AB course. It starts on July 10.

**To enroll, see your SIU Representative or contact:
Vocational Education Department
Harry Lundeberg School
Piney Point, Maryland 20674
Phone: (301) 994-0010**

Ogden Willamette Committee



Listening to Chief Steward E. C. Cooper (far left) secretary-reporter of the ST Ogden Willamette (Ogden Marine) tell a sea story is the Ship's Committee of (l. to r.): Engine Delegate G. "Fuzzy" Brannan; Deck Delegate S. Parr; Steward Delegate Juan Gonzales, and Bosun J. R. Broadus, ship's chairman. The tanker paid off on Apr. 14 at Stapleton Anchorage, S.I., N.Y.



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

The following SIU members and other concerned individuals, 292 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1978. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions. SPAD is the Union's separate segregated political fund. It solicits and accepts only voluntary contributions. It engages in political activities and makes contributions to candidates. A member may voluntarily contribute as he sees fit or make no contribution without fear of reprisal.) Eight who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, one has contributed \$300, one has given \$500, and one \$600. The Log runs the SPAD Honor Rolls because the Union feels that our political role must be maintained if the livelihoods of maritime workers are to be protected. (A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.)

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

SPAD Honor Roll

Adams, W. Demetrios, J.
Adamson, R. Dengate, H.
Air, R. Di Domenico, J.
Alcarin, G. Diaz, R.
Algina, J. Diercks, J.
Allen, E. DiGiorgio, J.
Allen, J. Doak, W.
Amat, K. Dobbins, D.
Ammann, W. Dolan, J.
Anderson, D. Donnelly, M.
Anderson, E. Donovan, P.
Antici, M. Dornes, R.
Antone, F. Drozak, F.
Appleby, D. Dryden, J.
Aronica, A. Ducote, C.
Atkinson, D. Dudley, K.
Aumiller, R. Dwyer, J.
Babkowski, T. Dyer, A.
Barnes, D. Eschukor, W.
Bauer, C. Evans, J.
Beeching, M. Fagan, W.
Bellinger, W. Faitz, F.
Berglund, B. Fanning, R.
Bjornsson, A. Fay, J.
Blackwell, J. Fergus, S.
Bluitt, J. Fgrshee, R.
Bluitt, T. Filer, W.
Bobalek, W. Firth, R.
Bonser, L. Fletcher, B.
Bourgeois, M. Florous, C.
Boyne, D. Foley, P.
Brady, J. Frank, S.
Brand, H. Frazier, J.
Brown, G. Frounfelter, D.
Brown, I. Fuller, E.
Brown, I. Fuller, G.
Bryant, N. Furukawa, H.
Bucci, P. Gallagher, L.
Buffinton, O. Gard, C.
Butch, R. Gavin, J.
Campbell, A. George, J.
Carr, J. Gimbert, P.
Carroll, J. Glenn, J.
Cavalcanti, R. Glenn, J., Jr.
Cherup, N. Glidewell, T.
Cinquemano, A. Gobrukouich, S.
Coffey, J. Graham, E.
Collier III, J. Grepo, P.
Comstock, P. Grima, U.
Conklin, K. Guillen, A.
Cookmans, R. Hager, B.
Corder, J. Hall, P.
Costa, F. Hall, W.
Costango, J. Hamblet, A.
Costango, G. Hamilton, G.
Craig, J. Haant, K.
Crocco, G. Harris, W.
Curtis, T. Hauf, M.
Dallas, C. Haykes, F.
Dalman, G. Heacox, E.
Davis, J. Heniken, E.
Debarrios, M. Higgins, J.
DeChamp, A. Horne, H.
Delea, G. Houlihan, M.
Del Moral, A. Hunter, W.

Hurley, M.
Huss, P.
Iovino, L.
Ipsen, L.
Jacobs, R.
Johnson, R.
Jolley, R.
Jones, C.
Jones, R.
Kastina, T.
Kenny, L.
Kirby, M.
Kitchens, B.
Kizzire, C.
Knoff, J.
Koffowich, W.
Kowalski, A.
Kramer, M.
Krittiansen, J.
Lance, W.
Lankford, J.
Larkin, J.
Lee, K.
Lelonek, L.
Lesnansky, A.
Lewin, A.
Lewis, J.
Libby, H.
Lindsey, H.
Lively, H.
Loleas, P.
Long, L.
Lunsford, J.
Macmberg, D.
Malesskey, G.
Mandene, S.
Mann, C.
Mann, J.
Marchaj, R.
Martin, T.
Mathil, M.
McCarthy, L.
McNeely, J.
McCartney, G.
McCorvey, D.
McElroy, E.
McKay, M.
McKay, R.
McKay, R.
Meacham, H.
Meffert, R.
Mollard, C.
Mongelli, F.
Moore, J.
Morris, W.
Morrison, J.
Mull, C.
Murray, R.
Myers, H.
Nash, W.
Nelson, D.

Newberry, H.
Nihom, W.
Novak, A.
Oldakowski, E.
Olds, T.
Olivera, W.

Olson, F.
Paczkowski, S.
Pagano, J.
Papuchis, S.
Passapera, F.
Paulovich, J.
Pelfrey, M.

Perez, J.
Petak, P.
Phillips, R.
Poer, G.
Pretare, G.
Prevas, P.

Raines, R.
Randazza, L.
Ratcliffe, C.
Reck, L.
Regan, F.
Reinosa, J.
Reza, O.
Richoux, J.
Roades, O.
Roberts, J.
Rodriguez, R.
Rondo, C.
Royal, F.
Rung, J.
Ryan, T.
Sacco, M.
Sacco, J.
Salazar, H.
Sanchez, M.
SanFillippo, J.
San Fillippo, J.
Sapp, C.
Schabland, J.
Schatz, G.
Scheard, H.
Schwartz, A.
Schwarz, R.
Seagord, E.
Selzer, R.
Selzer, S.
Shaw, L.
Sigler, M.
Smith, B.
Smith, L.
Somerville, G.
Soresi, T.
Spady, J.
Speller, J.

Spencer, G.
Stalgy, R.
Stearns, B.
Stravers, L.
Suentic, S.
Surrick, R.
Swain, C.
Tanner, C.
Taylor, F.
Terpe, K.
Thaxton, A.
Thomas, F.
Thomas, J.
Thorbjorsen, S.
Tilley, J.
Todd, R.
Troy, S.
Turner, B.
Uusciato, J.
Vanvoorhees, C.
Velandra, D.
Velez, R.
Vukmir, G.
Walker, T.
Ward, M.
Webb, J.
Whitmer, A.
Wilhelmsen, B.
Williams, L.
Wilson, C.
Wolf, P.
Wood, C.
Wright, A.
Wright, F.
Wydra, R.
Yarmola, J.
Zai, C.
Zeloy, J.

\$600 Honor Roll

Pomerlane, R.

\$500 Honor Roll

Antich, J.

\$300 Honor Roll

Chartier, W.

\$200 Honor Roll

Ahmed, F.
Bernstein, A.
Ellis, P.
Hagerty, C.
Kerngood, M.
Lombardo, J.
McCullough, L.
Pow, J.

SEAFARERS POLITICAL ACTIVITY DONATION (SPAD)

675 FOURTH AVENUE BROOKLYN, N.Y. 11232

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

Signature of Solicitor _____
Solicitor's No. _____

1978

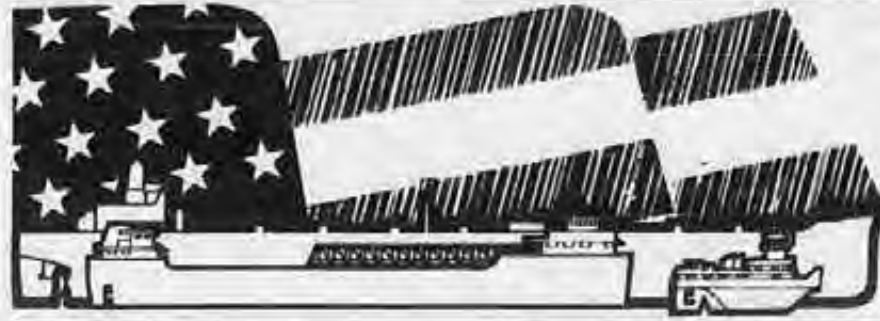
Port _____

\$ _____

The educational opportunities at HLS for Seafarers are now better than ever. Our school has established a new cooperative program with near-by Charles County Community College. Through this program, every graduate of a course at HLS earns college credit for that course.

This means that we can now earn college credits for the courses we take at HLS in two different ways. First of all, we can use the credits recommended by the American Council on Education at the school of our choice (see the December, 1977 Log for more information on this). And secondly, when we satisfactorily complete a course at HLS, we receive credits toward an Associate Degree at Charles County Community College. Seafarers who want to could complete a certain number of courses at HLS and then attend college for subjects like higher-level English and Math. We could receive an Associate Degree from the college, and the credits we got at HLS would count toward that degree just like the credits we earned right on the college campus.

So, the SIU's belief in education is really paying off for all of us. American Seafarers have long been among the best trained maritime workers in the world. Now, through the efforts of the educators at HLS who believe in us so much, we are going to get the recognition we de-



LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO

VOL. 40 NO. 5 MAY 1978

serve as professional seafarers.

Our educational programs at HLS have grown and developed to meet our needs. What we needed was very technical courses that trained us—from the beginning jobs right to the very top—in the skills we needed to handle automated engine rooms and cargo systems, LNG, radar, celestial navigation, portion-control galleys, and many, many other advances in the American maritime industries.

The days when we simply tied knots or read gauges are long gone—now we're trained, skilled professionals. This new opportunity for college credits recognizes our growth from "Jack Tar" of the old days to the professional seafarers we are today.

And, as our union has always believed, tomorrow is also a day. The progress we have made at our school creates new goals for us as well as new opportunities. As we continue to grow as professional seafarers, and our school continues

to grow to meet our needs, we can look forward to the day when HLS itself will become a degree-granting institution—an institution of higher

learning operated for the benefit of seafarers—a place where we can earn an Associate Degree in the art and the science of Seafaring.



The new college credit program at HLS is offered in cooperation with Charles County Community College. Seafarers can use the credits they earn at HLS to fulfill part of the requirements for an Associate Degree.

HLS Has College Credits for Seafarers



The advanced, technical nature of seafaring skills today certainly requires educational programs that equal college-level professional courses. For this reason, graduates of every upgrading course at HLS earn credits when they satisfactorily complete the course.



When a seafarer enrolls in a course at HLS, he registers for the Charles County Community College credits at the same time. The Registrar, Mrs. Susie Stedman, assists every student in completing the registration.



Graduates of the basic vocational courses at HLS earn college credits for these courses in much the same way as college freshmen earn credits for their first-year, introductory courses.

Important Facts for You

- ALL the vocational courses at HLS—basic, advanced and upgrading—carry college credit. SOME of the academic courses also carry credit.
- If you took a course at HLS a few years ago, you may be eligible for college credits—your eligibility depends on the date you took the course.
- Students who are attending HLS now, or who take courses at HLS in the future, pay no fees or charges—HLS pays all the costs for registration and credits.
- To get credits for courses taken at HLS in the past, Charles County Community College charges a small fee which the student must pay.

Find Out About The New College Credits Available at HLS

The Lundeberg School has a complete list of all the courses that carry credit and the beginning date of credit for each course. The school also has the forms needed to register and a complete explanation of all fees. To get this information—and any other help you may need—just contact: Mrs. Susie Stedman, Registrar CCC Harry Lundeberg School Piney Point, Maryland 20674