

LOG

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AFL-CIO Backs All-Out Effort to Bolster Maritime

THE AFL-CIO has roundly endorsed a comprehensive legislative effort aimed at uplifting America's maritime industry. This commitment gives increased strength and new clout to maritime labor's ongoing efforts to protect and expand job opportunities for American maritime workers in all segments of our industry.

This new legislative package was developed by the AFL-CIO Ad Hoc Committee on Maritime Legislative Policy. Contributing maritime unions on the Committee include the SIU, NMU, MEBA, Radio Operators, MM&P, ILA and other seagoing and shoreside maritime unions. The package will be a key part of labor's legislative goals in the 96th Congress.

Development and adoption of this program is an especially important victory for the maritime labor movement. Such a unified effort on the part of maritime unions could not have taken place a number of years ago. But increased unity and cooperation across-the-board among U.S. maritime unions in recent years have laid the cornerstone for the reconstruction and revitalization of the nation's maritime industry.

Largest Trading Nation

In endorsing the program at their meetings last month in Bal Harbor, the AFL-CIO Executive Board pointed out the "serious problems" faced not only by the U.S. maritime industry but by all the world's free trading nations. As stated, "these problems are directly traceable to the cut-throat competition of runaway

flag fleets and the predatory practices of the Soviet bloc maritime interests."

The United States is the largest trading nation in the world. And while U.S. waterborne tonnage has gone up almost 600 percent in the past 30 years, the number of ships bearing the U.S. flag has gone down 75 percent.

The less than 550 American flag vessels carry only five percent of this nation's foreign commerce. However, "if American ships were carrying just 50% of the nation's foreign trade it would increase the U.S. flag fleet to some 4,000 ships." If this were to occur the resulting benefits to maritime related industries would have a substantial favorable effect on the entire U.S. economy.

Essentially, labor's program for maritime calls for implementation of legislative policy in three important areas:

- (1) National Trade Policy;
- (2) National Energy Policy;
- (3) National Maritime Policy.

The outline calls for the establishment of a national trade policy to counteract the "non-official actions" many other nations engage in but which are prohibited here. These practices include "rebates, rate-slashing and other favorable treatment which increase the amounts of cargo carried by their (foreign) own flag operators."

Bilateral Trade

U.S. national trade policy as spelled out in labor's statement calls for "negotiation of bilateral shipping agreements" with other nations includ-

ing trade with the Peoples Republic of China.

Bilateral trade agreements will "serve to increase employment, protect against over tonnage and provide a means to enter restricted trades."

The program also notes that while the Trade act of 1974 calls for the protection of manufacturing industries, U.S. shipping "is not receiving the stipulated protection provided to other industries under the Trade Act." The enforcement of this act is necessary to prevent the "dumping" practices of Soviet bloc shippers in the U.S. trades.

Energy Policy

The Ad Hoc Committee on Maritime Legislative Policy and the AFL-CIO Executive Board are in complete harmony about the need to develop a national energy policy regarding maritime "which will enhance America's energy production and transportation security."

This can be accomplished by:

- Forbidding the exporting or swapping of any Alaska North Slope oil. Alaskan oil is our "only reliable and predictable crude oil reserve."
- Closing the Virgin Islands loophole which seriously undermines the effectiveness of the Jones Act. The Jones Act stands as the backbone of U.S. shipping. But as a result of the loophole, foreign flag ships are able to carry oil from the Virgin Islands to the U.S. mainland, encouraging "dependency on foreign ships for vital energy resources."
- preventing lightering from offshore transshipment vessels to the U.S. mainland by foreign flag carriers. This practice is detrimental to "U.S. vessels,

seamen, shipbuilders and metal trades workers," and "increases the likelihood of oil spills and resultant environmental damage to our coastal waters."

• Continuing the importation of liquified natural gas by ship. Because of advanced U.S. technology and the experience and training of U.S. crews LNG can safely be transported on U.S. flag LNG ships.

• Mining of deep sea bed by U.S. built and U.S. manned vessels. This will keep the U.S. "self-sufficient" in the harvesting of the valuable resources the deep seabed has to offer, such as copper, cobalt, manganese and nickel. Also, "creating thousands of jobs and providing the U.S. with a supply of these minerals essential to our economy and security."

Finally, national maritime policy should be developed to "promote and strengthen the U.S. merchant marine" by means of implementing and enforcing existing laws, such as the Jones Act. Also, by reaffirming "the maritime program outlined by President Carter in 1976."

"The U.S. Government...should not compete with private industry for commercial work...when private industry and workers can perform the necessary work in an efficient, economical manner...The favorable impact upon jobs for American workers is obvious."

A strong Merchant Marine can only serve to stimulate the U.S. economy and "enhance our international prestige" by increasing employment here, generating income and favorably tilting "our balance of payments situation."



Paul Hall

The PRESIDENT'S Report

To Have Friends, You Must Be a Friend

The best way to find out who your friends are is to get yourself into a jam. A true friend will be there when you need him to give any help he can. And in this respect, you'll probably find that the people who come through for you when the chips are down are people that you have helped in some way somewhere along the line.

It makes sense. To have friends, you must first be a friend. And to expect help, you must first be willing to pitch in when the going is tough.

With this in mind, I'm proud to say that the SIU has many staunch friends and allies throughout the American labor movement. We have them because it has been the tradition of the SIU never to turn down a request for aid from a brother union.

Time after time, SIU members have volunteered to walk a picketline, support a boycott or contribute to the strike fund of another union in a jam.

This record of support has gained for the SIU the reputation of being an organization that can be depended on in tight quarters.

It has also provided us with the means to muster widespread support throughout the labor movement on issues pertaining to the well being of our organization and the U.S. maritime industry as a whole.

SIU members should realize that maintaining the job security structure of our Union has never been an easy job. As seamen, we have had to fight for everything we have ever achieved. No one has ever given us anything without a struggle. That's the way it's always been. And that's the way it will continue to be.

Today, as a result of our efforts over the years, the SIU is in good shape. SIU members enjoy a high degree of job security. And all of our benefit plans are in excellent condition.

But we have to face the fact that although we are in good shape, the U.S. maritime industry as a whole is not. And in this business, if one end of the industry starts to sink, it's only a matter of time before the rest of the industry goes down as well. For instance, if we allow our shipbuilding base—which is in serious jeopardy—to collapse, then in a few years the U.S. fleet itself begins to deteriorate.

It's like a ship at sea. If one end sinks, the whole ship sinks. It may not all sink at the same time, but the end result is just as definite. In other words, the SIU should derive no comfort from knowing that if our industry slowly sinks we will be among the last to go down.

My point simply is this. Our ability to maintain the jobs and job security we presently enjoy is linked directly to our ability to preserve, promote and expand the entire American maritime industry.

But to say the least, this is a monumental job. And it is a job that no one organization can do on its own.

American operators are facing unprecedented competition from foreign-flag and communist bloc shipping. And maritime programs—both the ones already in existence and proposed programs—are meeting the highest level of opposition in Congress in our history.

This is why it is so important to us to be able to marshal the forces of labor on our behalf. And this is why the ability to do so is more important to us today than ever before.

In this regard, SIU members should be aware that the AFL-CIO Executive Board, representing 13 million workers, has pledged its support for a legislative package aimed at a total overhaul of American maritime. (See story this page.)

In addition, the AFL-CIO Maritime Trades Department, the largest constitutional department within the Federation, has pledged its special support in implementing the goals of maritime labor. (See special supplement pages 17-24.)

What must be remembered here is that to seek help on tough problems is not an admission of weakness. The most foolish thing an organization can do is to believe that it can go it alone on all issues all the time.

At the same time, though, we cannot sit back and expect our friends to carry the full load. We must intensify our own efforts on all fronts. We must work a little harder each day in the critical areas of politics, education and organizing. And SIU members must continue to play their part by supporting the Union's programs across-the-board.

With this kind of all out effort on our part, coupled with the support we have gained within the labor movement, I am confident that we can bring our industry back to a position of respect on the world's seafarers. Anything less than a total effort simply won't cut it.

Alaskan Oil Will Not Be Exported — for Now

Administration Heeds Opposition to Export Plans From Labor, Consumer, Energy Groups

The Carter Administration has shelved plans, at least for the moment, to export Alaskan North Slope oil to Japan, according to Energy Secretary James Schlesinger.

Testifying recently before the Senate Energy Committee, Schlesinger said the Administration had decided not to proceed with export plans at the present time because "there was no rousing response from Congress when we surveyed them on this issue."

Opposition to the oil swap plan, which called for export of Alaskan-produced crude to Japan and imports of replacement oil supplies to the U.S. from Mexico, was widespread and mounting steadily.

Labor and consumer groups, as well as coalition groups such as the Citizen/Labor Energy Coalition which includes 70 citizen activist agencies and labor unions, were among those voicing strong objections to the Alaskan oil export proposals.

In every case, the groups repre-

senting a diverse cross-section of U.S. citizens, urged the Administration to scrap the export scheme because the American people and U.S. national security had nothing to gain and much to lose if the deal went through.

Exporting Alaskan crude would violate the spirit of U.S. energy independence in which Congress passed the Trans-Alaska Pipeline Act in 1973.

Meany Writes Carter

In a letter to President Carter dated Feb. 9, AFL-CIO President George Meany urged the chief executive to recall the wording of the pipeline legislation before okaying the oil export. "It has been the clear intent of Congress," President Meany said, "that Alaska North Slope oil be developed for domestic consumption so as to decrease our dependency on insecure foreign oil supplies."

"The so-called swap," Meany charged, "... does not decrease our reliance on OPEC oil or otherwise contribute to our energy security."

The oil trade-off wouldn't increase by a single barrel the amount of oil available to American consumers because the imports from Mexico would match the exports to Japan.

But the country would, as Meany pointed out, be trading off increased energy reliance for greater dependence on unstable foreign suppliers.

The U.S. is already much too dependent on foreign oil sources, said the Consumer Federation of America, one of the largest and most active consumer groups in the country.

Alaska Only U.S. Reserve

In a statement that came down hard on the oil swap proposal, the Consumer Federation charged that America's "gross dependence" on foreign oil suppliers "forces consumers to pay artificially high prices for energy, fuels inflation and the decline of the dollar... and leaves the nation vulnerable to supply disruptions instigated by the OPEC nations for political or economic purposes."

Alaskan crude is currently America's only real oil resource. Targeting it solely for domestic use would not only beef up U.S. energy security, it would force the oil companies to retrofit existing West Coast oil refineries and build trans-continental pipelines to move the crude to the lower 48 United States.

The oil companies have been sitting on pipeline plans because they have been waiting for the Administration's decision on the oil exports.

Since they would not be bound by U.S. maritime trade laws for either the U.S.-to-Japan or Mexico-to-U.S. ends of the swap, the oil companies could lower their transportation costs by using flag-of-convenience instead of American tankers to move the oil. Savings on transportation would mean the oil companies could share in higher profits.

But such savings on transporta-

tion costs would not be reflected in the price of oil for either Japanese or American consumers. "The consumer would gain no benefit," the AFL-CIO Executive Council said in a recent statement blasting the export scheme, "being forced to pay the international price for oil wherever it may come from." In addition, the statement continued, the U.S. economy would suffer through "the loss of tanker employment, shoreside and shipyard jobs, and the tax and wage benefits they produce."

"Swapping U.S. oil for foreign oil makes no sense," the AFL-CIO statement said. "It is nothing more than a gimmick devised by the oil companies to circumvent U.S. law and boost their profits."

"At a time when the nation faces oil cutbacks at U.S. refineries, declining imports from Iran, and the prospect of gasoline rationing, export of U.S. oil supplies would be a national energy policy disaster."

Opposition to Alaska Oil Export Is Widespread

Protests against the Alaskan oil export plan have come from all over the energy-hungry United States, from organizations representing a broad cross-section of U.S. citizens.

In addition to organized labor, strong opposition to the export proposal has been lodged by the following consumer and citizen's groups:

- Consumer Federation of America,
- Energy Policy Task Force,
- Energy Action,
- Public Citizen,
- National Council of Senior Citizens,
- Campaign for Economic Democracy,
- National Clients Council,
- Environmental Policy Center,
- Rural America,
- Massachusetts Fair Share,
- Illinois Public Action Council,
- Citizens Action Coalition of Indiana,
- Ohio Public Interest Campaign,
- Carolina Action,
- Citizens Action League,
- Northern Plains Resource Council.

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Reprinted below is the text of a letter sent by AFL-CIO President George Meany to the President of the United States expressing labor's strong objections to the proposed Alaskan oil swap.

February 9, 1979

The President
The White House
Washington, D.C. 20500

Mr. President:

We are deeply concerned about a matter that could have a severe adverse effect on American consumers. I am referring to increasing reports that the Administration intends to work out a swap arrangement with Mexico which would result in the export of Alaska North Slope oil to Japan. We oppose such proposals and urge they be rejected.

It has been the clear intent of Congress that Alaska North Slope oil be developed for domestic consumption so as to decrease our dependency on insecure foreign oil supplies.

The so-called swap, which is in reality a means to export Alaskan oil to Japan, does not decrease our reliance on OPEC oil or otherwise contribute to our energy security, especially important in light of the Iranian oil cutoff. If it is in fact in the national interest to purchase oil from Mexico, it should be accomplished without a corresponding decrease in our North Slope reserves.

Most importantly, the ultimate effect of the export/swap proposal is to increase the profits of the multinational oil companies without any reduction in oil prices or other benefit to the consumer.

We again urge you to reject such export/swap proposals as being against the best interests of the American people and contrary to the nation's goal of energy independence.

Sincerely,
George Meany
President

SIU, NMU Merger Talks Continue

President Shannon Wall of the SIU and President Paul Hall of the NMU have announced to their respective memberships that their merger discussions are making satisfactory progress. In a recent meeting, the two presidents authorized specific steps designed to facilitate the merger process.

Various representatives of both organizations are now in the process of developing policies that will lead to reciprocal shipping and related pension benefits. Coordination of the activities of their Washington offices and coordinated efforts on the international scene

have also been agreed to. They have also instituted a review and analysis of their constitutions to reconcile differences. These and other measures are designed to smooth the way towards eventual merger.

Meeting with and assisting the two presidents have been John Dunlop, former Secretary of Labor, and Frank Pollara, special assistant to George Meany.

As the talks progress Wall and Hall will be making additional reports to their memberships on the nature of their discussions.

SIU Political Action Has Spurred Inland Expansion

The Merchant Marine Act of 1970 did a lot more than stimulate construction of vessels for the deep-sea trade. It also gave a much-needed shot in the arm to the inland industry, by opening up construction subsidies for tugs, towboats, and hundreds of barges.

Final passage of the Act was much to the credit of the SIU, as it came about largely through the efforts of the Union's political action program in Washington. SIU Boatmen should be proud to know that it was their contributions to SPAD that enabled the Union to spearhead passage of this bill.

The Merchant Marine Act of 1970—as far as our industry is concerned—was the most important piece of maritime legislation to come along since 1936. And it was in the face of considerable opposition—some of which came from within the industry itself—that it finally did come into being.

There's no telling where the inland industry might be these days if it hadn't been for the Merchant Marine Act of 1970. Up the river without a barge? Certainly with lot fewer of them, and the towboats to push them, than we now have today.

The list of tugs, towboats, and barges, built with construction subsidies since 1970, is a clear indication that the efforts of the SIU have greatly benefited the inland waters industry and its workers, in particular SIU Boatmen.

Take the case of just one SIU-contracted inland operator. As of Sept. 30 of last year, SIU-contracted American Commer-

cial Lines has built 24 towboats and 415 barges under Title XI provisions of the Merchant Marine Act of 1970.

This has meant the creation of hundreds of new jobs for SIU Boatmen at this one company alone.

Overall a total of 341 Title XI contracts for self-propelled, shallow-draft vessels have been awarded since 1970. Another 65 are now pending.

The number of barges approved under Title XI now stands

at 1,780, while contracts for an additional 244 are pending. More than a third of the barges either approved or pending are—or will be—SIU-contracted.

The efforts of the SIU's political action team on behalf of the membership would not be possible without the direct support of the membership itself. And the member's contributions to SPAD is the kind of support that enables the SIU to bring about such things as the Merchant Marine

Act of 1970. Immediate and short-term gains are well and good, but it is the legislation with long-range implications that will bring the greatest security to SIU members and their families.

SPAD is sort of like that towboat pushing fuel barges on the Mississippi: the fuel it delivers keeps the political arm of the SIU running in the best interests of the membership. Without it we'd be bucking the currents without any power.



The towboat *Joe Bobzien*, put into service last year by American Commercial Barge Lines of Jeffersonville, Ind., is one of some 24 towboats either built or being built by the company under auspices of the Merchant Marine Act of 1970. The company also built several hundred barges under the Title XI subsidy program. The SIU's political action program, supported by the membership's donations to SPAD, spearheaded this bill through Congress.

SIU Boatman Donates \$1,000 to SPAD 'To Protect SIU Jobs'

Maybe living and shipping on the Great Lakes, surrounded by the largest fresh water masses in the world, makes you think big.

SIU member John Antich certainly thinks big. This year he made a \$1,000 contribution to the Seafarers Political Activities Donation. And last year, Brother Antich donated \$500 to the Union's SPAD fund.

Brother Antich is proud of the 20 years he's put in working SIU tugs on the Great Lakes. And he feels his job, along with the jobs of his fellow SIU members, are secure because the Union fights on the political front every day to keep them secure.

Antich also believes it's up to the SIU membership to back up the Union's work in Washington. To Brother Antich, that support means making SPAD donations.

"There are a lot of jobs available to Union members because of SPAD," Antich said. "By supporting the Union through SPAD donations, we're protecting those jobs now, and we're giving the Union the resources to protect our



Boatman John Antich

jobs in the future."

Boatman Antich made a direct, and very generous, contribution to SPAD. But that's not the only way Seafarers and Boatmen can keep the Union's political activities geared up.

Under the new SPAD checkoff program, SIU members can authorize the Seafarers Vacation Plan to deduct 30 cents a day from their vacation

benefits for the separate SPAD fund where it will be used, like any voluntary contribution, for the Union's political work.

Because of the SPAD checkoff program, SIU patrolmen are no longer soliciting or accepting out-of-pocket SPAD contributions when servicing a vessel. But anyone who wishes, like Brother Antich, to contribute directly to SPAD can still do so at Union headquarters.

SPAD's doing an important job, according to Boatman Antich who explains that the SPAD contributions enable the Union to work for Congressional legislation that favors the maritime industry and American seamen.

"My job is important," Antich said, "and knowing it's going to be there tomorrow is important, too. Without the Union's political work, our jobs might not be as secure as they are now. Or we might have fewer jobs.

"That's why I support SPAD," he concluded. "It's the only way I have to help the Union protect my job."

Antich has been an SIU member since

1963 and a tugboatman since 1957. He works as a deckhand on the Chicago-based Great Lakes Towing Co. tug *Colorado* and lives in nearby Niles, Illinois with his family.

Brother Antich also holds an operator's license for uninspected towing vessels which, he said, "doubles the amount of job opportunities available."

Before joining the Union, Antich worked on tuna fishing boats on the West Coast. "Working on those boats got me interested in sailing on the Lakes," he said.

But sailing wasn't the only profession he tried his hand at. "I worked as a professional chef for many years," Antich said, explaining that he gave it up because the hours were too irregular. Antich was also employed as a well-digger in Chicago before he took to the Lakes.

Right now, Boatman Antich is waiting for the spring thaw and the regular shipping season to start. And he knows, because of SPAD, his job on the tug *Colorado* will be there when the ice on the Great Lakes melts.

Russians Furious Over FMC Efforts to Halt Rate Slashing

Russian maritime officials are furious over the U.S. Federal Maritime Commission's (FMC) efforts to restore fair competition to the U.S. foreign trades at the expense of Soviet shipping practices.

The FMC has threatened to boot Baltic Shipping, a major Russian owned line, out of the U.S. foreign trades for failure to comply with an FMC investigation of illegal rate slashing.

Baltic maintains that their records are "secrets" they do not have to divulge to anyone. The FMC says that unless they turn their "secrets" over, Baltic will be banned from American ports as of April 26, 1978.

Until this year, the FMC had been powerless to deal with the anti-competitive rate-slashing practices of Soviet shipping. However, bolstered by the

political efforts of the SIU, Congress passed the Controlled Carrier Act early last year. The Act gives the FMC the authority to subpoena records and conduct investigations of state-owned fleets suspected of illegal shipping practices in the U.S. foreign trades.

The FMC has not been alone in its fight against "predatory Soviet maritime policies." Japan and the Common Market nations have also threatened action against Soviet shippers for their practice of "rate slashing" and "dumping" on free world trade routes. Bills similar to the Controlled Carrier Act may soon be enacted in both places.

The USSR Merchant Marine Ministry has screamed foul and has said it will retaliate if the Western countries continue "discrimination" against Baltic and other Communist bloc lines.

The Soviets, of course, have been "discriminating" against free world shipping all along. Since the U.S. opened its ports to the USSR in 1971, Russian policy of selective rate cutting has led to decreased shares of U.S. cargoes for U.S. shipping companies. Now, maybe this trend will finally be reversed.

The Russians are not dead yet, though. They have petitioned the U.S. Court of Appeals to stay the cancellation of its tariffs scheduled for April 26. The Russians claim the FMC's proposed ban of Baltic from U.S. Atlantic & Gulf European trades is unfair.

The FMC on the other hand has countered with the statement that "carriers competing with Baltic will be seriously disadvantaged and the Commission's power to regulate will be

sharply undercut if a stay is granted."

The FMC asked for prompt action in dealing with the Soviet owned company, noting that Baltic could avoid any consequences by merely furnishing the requested information "which it admittedly possesses or could assemble."

Baltic has provided the Commission with some 4,300 documents but, without certain "key documents" or "ciphers." All the other data is "virtually useless."

It is the SIU's desire to see the U.S. Court of Appeals allow the Federal Maritime Commission's decision to stand on its merits and let the Controlled Carrier Act fulfill the purpose for which it is intended. This action will help protect the viability of American flag shipping and provide a better competitive balance for all involved.

Hall: Neglected Fleet Hurts U.S. Capacity to Deliver in Emergency

SIU President Paul Hall was the keynote speaker at a recent meeting of the National Defense Transportation Association in New York.

The Association is dedicated to the principle that only with a good transportation system can we protect our nation's freedom and security.

Hall, who is also Senior Vice President of the AFL-CIO, as well as President of the Maritime Trades Department, underscored the vital importance of the merchant marine to our country's security when he spoke of the "capacity to deliver—that's what wars are all about." He went on to ask the question, "Where does that leave us?"

Admittedly, that doesn't leave us in a very good position, especially when you consider the unprecedented build-up of the Russian merchant marine.

"What is needed is direction and participation on the part of the Administration and the White House," Hall said.

He added that communication, as usual, is one of the main obstacles to progress in this area, and that "we"—meaning labor, management, and the



SIU President Paul Hall

military have an "obligation to get together" to discuss our nation's real logistical and defense deficiencies.

"We should try and press for an area where we can all meet together," Hall continued. "I don't believe enough talk is going on and I'm not sure enough contact is being made."

The SIU has been doing its utmost to

wake people up to the importance of maintaining a strong merchant marine. Right now, our logistical supply capacity is in deplorable shape. And it's not going to get better unless more people begin to listen to what we've been saying for years.

Plainly speaking, the situation is bad. As Hall pointed out, "In an emergency situation today, we would not have sufficient ships either to resupply U.S. forces or to shift to alternative sources of supply in the event of an embargo on essential raw materials such as oil."

NMC Says Lack of Clear LNG Policy Will Hurt U.S. Shipbuilding

The National Maritime Council (NMC) a maritime labor-management promotion organization of which the SIU is an active member—last month asked the Carter Administration's Department of Energy why it is dragging its feet on the import of liquified natural gas (LNG) and the building of LNG ships to carry the fuel.

The Administration has been trying to make up its mind on these questions since late 1977. So the NMC finds the lack of a definite LNG policy by the Government "disturbing."

Only last December the Department of Energy (DOE) killed two LNG projects as "too costly" by El Paso Gas and Tenneco to build 16 new LNG carriers. Other pending LNG plans—now in limbo—would have built 16 more LNGs.

American shipbuilders have a key technological lead in LNG construction. So the needed U.S. construction subsidy to build LNG ships is only half that of conventional cargo vessels.

At present, the SIU is crewing seven U.S.-flag LNG ships—two for El Paso and five for the Energy Transport Co. Six other LNGs are being built in

American shipyards, also to be crewed by the SIU.

In a letter to DOE Secretary James R. Schlesinger—triggered by the agency's nix of the LNG projects—NMC's new executive secretary, C. William Neuhauser said his organization was in no position to judge the merits of the two projects (El Paso and Tenneco) but "it appears to us that these applications were hindered by a lack of overall LNG import policy."

Neuhauser added that the NMC "requests that you (Sec. Schlesinger) direct the task force (studying LNG policy) to complete its work so that potential importers of LNG and our nation's shipyards will know where they stand."

The letter noted the "conspicuous... silence" of the task force.

The project-by-project "ad hoc approach to LNG import policy," Neuhauser went on, "has a spillover effect in an area of critical concern to the NMC, namely the economic health of this nation's shipyards, faced now with a drying up of new orders and an all but sure timetable of reduced activity and layoffs."

Ogden Wabash Committee



Recertified Bosun Elmer Barnhill (right) ship's chairman of the ST Ogden Wabash (Ogden Marine) early this month is with the Ship's Committee of (l to r.) Steward Delegate Dewey E. Emory, Engine Delegate Walter W. Chancoy and Deck Delegate P. M. Graham. The tanker paid off at Stapleton Anchorage, Staten Island, N.Y. on Mar. 7.

Getting to the top
doesn't have to be a
long haul.

We'll help
you get
there
fast—



Move up in the Engine Department. Take the FOWT Course at HLS. It's your first step up the career ladder. It starts May 10. To enroll, contact HLS or your SIU Representative.



Jacksonville

SIU-contracted Crowley Maritime's Trailer Marine Transport will for the next two years carry provisions for the Military Sealift Command from this port to the U.S. Naval Base at Guantanamo Bay (GITMO) Cuba.

Leaving here every other Monday, the run will take 4½ days by Crowley's 9,000 hp diesel tugs and double-deck R/O R/O refrigerated barges.

Washington, D.C.

A new Inland Towing and Dredging Council of the Transportation Institute (TI)—a maritime research organization—last month elected officers to form programs to advance the industry.

Elected chairman was S.D. Campbell, chairman of the board of Foss Launch & Tug Co. of Seattle and named secretary was William R. Saul, president of the Steuart Oil Transportation Co. of Piney Point, Md.

The council will watchdog legislative and regulatory agencies here concerned with the continued productivity and efficiency of water transportation.

T.I. is setting up means to discuss these issues with the appropriate Government agencies.

St. Louis

Heavy ice had the Illinois Waterway here all jammed up early this month

with the resulting high water marks. At Alton, Ill. north of here, floodstage was recorded at Locks and Dam 26 with the water 3 feet over the banks.

High water on the Ohio River also hit the port of Paducah, Ky.

Great Lakes

Last month the U.S. Maritime Administration (MARAD) okayed construction loan and mortgage insurance to the SIU-contracted Hannah Inland Waterways—the Lakes biggest oil and chemical tug and barge transport company. Hannah will use the funds to build two-doubled skinned liquid barges at a cost of \$5.9 million.

The first to be built will be a 37,000 barrel barge set to be delivered this year from the Nashville (Tenn.) Bridge Co. The second, a 58,000 barrel barge will be delivered next year from the Equitable Shipyards, New Orleans.

Houston

G & H Towing has one of its new tugs, the first of nine on order, undergoing sea trials after delivery recently. The delivery of the second tug is expected by the end of this month. Three more of the nine tugs are under construction with delivery dates seen on a continuing monthly basis.

Mobile

Informed sources now say that the 1981 completion date of the projected Tennessee-Tombigbee Canal, which would link this port via the above named rivers with the Midwest's Ohio and Mississippi Rivers, has been set back to 1984 due to legislators' opposition to the U.S. Army Corps of Engineers spending on the project.

Norfolk

Union members sailing with the Norfolk, Baltimore and Carolina Lines (NBC) will vote on their new contracts at the end of this month.

The new contracts feature gains in wages, welfare benefits and the SIU Inland Vacation Plan.

Railroads Lobbying for Higher User Fees to Hamper Inland Waters

Another effort to undermine the competitive edge the economic and efficient inland waterway industry holds over other modes of domestic transportation has been launched in Congress.

Rep. Berkley W. Bedell (D-Iowa) introduced the "Transportation Users Equity Act of 1979" recently which would impose user charges on shallow-draft vessel operators using any inland waterway.

The bill has been referred to the House Public Works, Transportation and Ways and Means Committees. It would empower the Secretary of the Army to establish "a schedule of user charges to recover 25 percent of each navigation project constructed, operated, rehabilitated or maintained by the Secretary on any inland or intracoastal waterway in the U.S."

Bedell's bill follows on the heels of last year's successful move to impose a fuel tax on the inland operators.

The Navigation Development Act, signed into law by President Carter last October, schedules a tax on diesel and other liquid fuels used by commercial cargo vessels traveling the inland and

intracoastal waterways of the U.S. Beginning with a 4 cents per gallon levy in Oct., 1980, the fuel tax rises to 10 cents per gallon by Oct., 1985.

Last year's fuel tax marked the first time in U.S. history a user charge had ever been imposed on the nation's inland waterway network.

The final tax schedule was worked out by a joint House/Senate conference committee. It was a compromise measure that imposed lower charges than called for in a Senate bill. Passage of the bill was linked to authorization of badly-needed funds to reconstruct Locks & Dam 26 in Alton, Ill.

The Locks & Dam renovation project has been a top priority of the inland industry for many years. Over the course of the fight, while the industry staunchly opposed imposition of any inland user charges, it became apparent that funds for the crumbling Illinois facility would never materialize unless the fuel tax the railroad had long lobbied for, was also imposed.

Imposition of the fuel tax was a victory for the railroads in their fight to blunt the competitive advantage the U.S. waterway network holds over rail transport.

In deep financial trouble, the railroads viewed the inland fuel tax as a way of making water transportation less economical to use.

Maritime industry spokesmen credit the railroads with this year's effort to further diminish the dominance of the inland navigation system over other modes of transport.

But it is also felt unlikely that Congress will vote to impose additional inland waterway charges at this time.

Since a fuel tax was just signed into law five months ago, both industry spokesmen and Congressional observers agree chances the Congress will vote to impose back-to-back charges on the inland waterways are slim.

In addition, under the authority of last year's fuel tax bill, Congress is to conduct a study in 1983 to determine

whether the tax has substantially hurt the industry.

For these reasons, maritime industry representatives feel the inland waterways are relatively safe from further taxes, at least until 1983.

But the Bedell bill underscores the fact that the railroads plan to keep their allies active in Congress until taxes on the inland navigation system bring the costs of water transport closer to that of cargo by rail.

The Union, along with SIU-contracted inland operators and other maritime groups, is not about to allow an endless run of taxes on the waterways to cripple the inland industry.

The SIU will continue working in Congress to make sure that the interests of SIU Boatmen who work the thousands of miles of navigable U.S. rivers and channels are protected.

Robert E. Lee Committee



The Ship's Committee and the crew of the LASH Robert E. Lee (Waterman) paid off at Pier 7, Brooklyn, N.Y. on Feb. 28. The committee here (l to r) is Deck Delegate George Hamilton, Engine Delegate Stephen Jones, Recertified Bosun Alfred Hanstvedt, ship's chairman, Chief Steward Robert Boyd, secretary-reporter, and Steward Delegate Nelson Rojas.

Time Is Money

Make your time as an OS pay.
Upgrade to AB at HLS.

To enroll, contact HLS or your SIU Representative.

T.I. Study: Bilateral Shipping Pact With China a Must

The United States is on the threshold of negotiating a maritime agreement with mainland China which will reopen Chinese ports to American-flag vessels for the first time since the Communists came to power in 1949.

But unless the Carter Administration officials who will be traveling to Peking this spring target a major role for the U.S.-flag fleet as a number one priority in any negotiated shipping agreement, American seamen and the U.S. economy will end up shortchanged.

This was the thrust of a study recently released by the Transportation Institute titled "China Trade... Will the U.S. Count Itself In or Out?" (T.I. is a research organization for the maritime industry.)

The U.S. must draw up a bilateral shipping agreement with China the study urged, "if U.S.-flag ships are to play more than a minimum role in U.S. China trade."

Though U.S. trade with mainland China was resumed in 1972, the ships of both nations have been barred from the ports of the other pending resolution of the issue of nearly \$2 million in American assets which were seized by the Chinese Communists when they came to power.

Now that this issue has been settled, U.S. and Chinese negotiating teams are ready to hammer out a shipping agreement. And if the maritime treaties the Chinese have signed in the past are any indication, China won't come up short on cargo.

In the bilateral shipping agreements the Chinese have negotiated with 13 other countries, they have made sure their own vessels carry a maximum cargo share. The shipping agreement between China and Japan, for example,

consigns a 50-50 cargo share to the two countries, totally excluding third flag ships.

Shrewd negotiating, coupled with China's efforts to improve their national fleet, have enabled the Chinese to acquire a merchant fleet that's growing faster than any comparable fleet in the world.

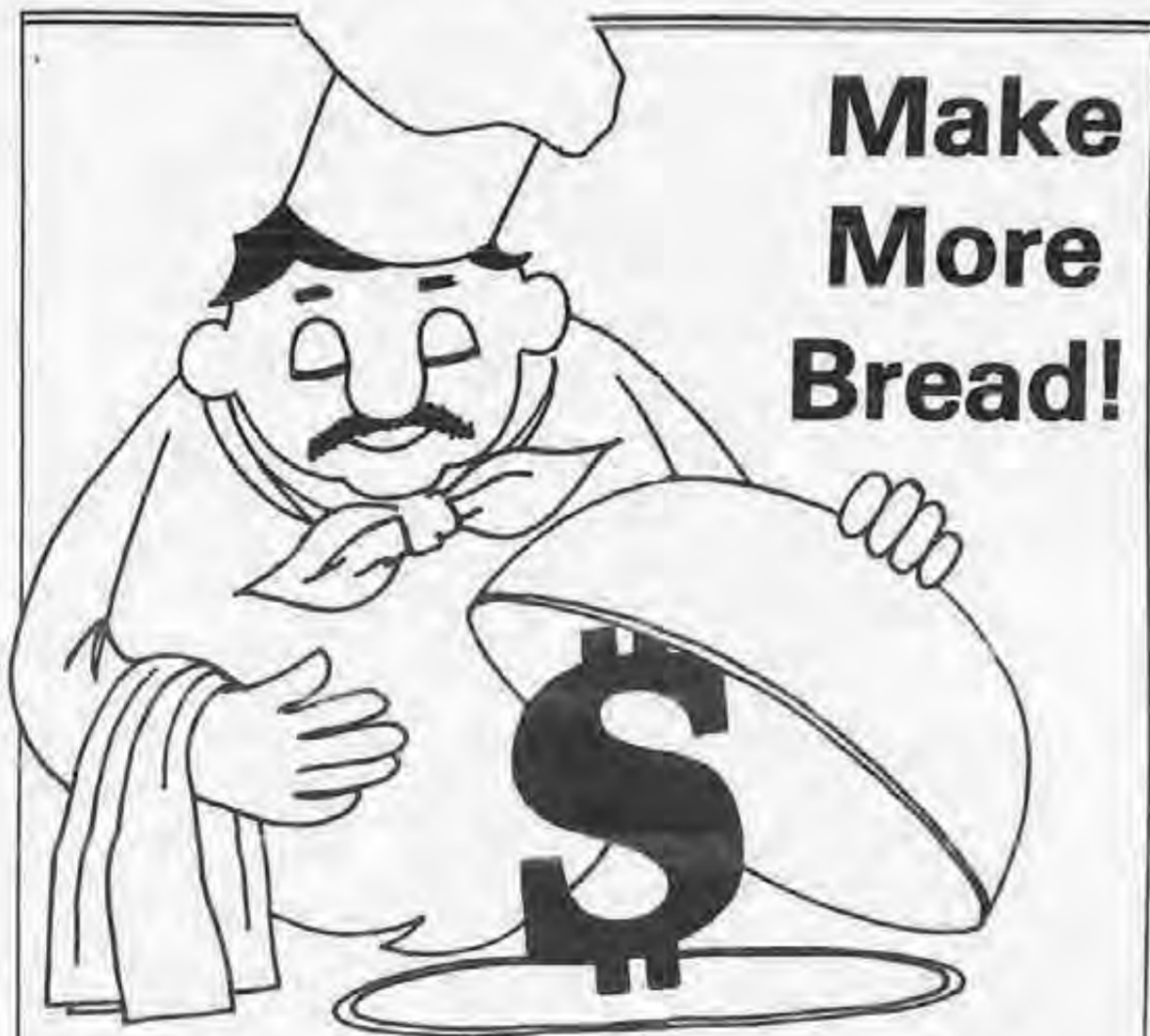
China's fleet now numbers close to 700 oceangoing vessels—topping the U.S.-flag fleet by 100 ships. And the Chinese fleet currently carries more of its foreign trade than any other national fleet, hauling as much as 70 percent annually.

The Chinese have won such large cargo shares, the T.I. study points out, because of the priorities of China's maritime negotiators. "Chinese shipping delegations," the study said, "consist of astute, long-experienced, knowledgeable and patient officials whose paramount interests are to obtain the most favorable terms for their nation's shipping."

"American negotiators must do no less," the report says, urging that the U.S. negotiating team accept "strong input from U.S.-flag operators and all sectors of the American maritime industry," when drawing up the shipping agreement with the Chinese.

Trade between the U.S. and China could be a major boon to both nations. China needs U.S. manufactured goods, agricultural products and heavy machinery, and the opportunity to supply the vast Chinese market will benefit U.S. industry.

But any boost to the U.S. economy resulting from normalized trade with China would be undermined if the U.S. flag fleet is left hauling a minimal share of the trade.



Make More Bread!

Upgrade in the Steward Department at HLS

Chief Steward—May 28

Chief Cook—May 14

Cook and Baker—May 14

See your SIU Representative to enroll

Headquarters

Notes

by SIU Executive Vice President
Frank Drozak



Pulling Your Own Weight

IN spite of the changes taking place in our industry, working on ships, tugs and towboats is still one of the best learning experiences there is. And it probably always will be.

The lessons learned in our line of work go far beyond the practical skills of the trade. And they are usually learned quickly, which is why it's such an effective "classroom."

A young seaman or boatman soon discovers that, unlike life ashore, he can't walk away from "unpleasant" situations. He's got to deal with them head on.

A sense of responsibility is developed in a young seaman or boatman by the very nature of their jobs. It must be a team where every man is responsible for pulling his own weight. If one guy goofs off, somebody else has got to take up the slack. It's not like a big corporation where you could get lost in the crowd. On ship or tug, someone who's irresponsible sticks out like a sore thumb.

Responsibility and reliability go hand in hand. A man with a real sense of responsibility—who really cares about doing a good job—will also be reliable.

Why all this talk about responsibility and reliability? You can't underestimate the importance of these qualities, not only as far as how they can effect life aboard deep sea, inland or offshore equipment, but also as far as their effects on the well-being of the Union in general.

The SIU has had a reputation of reliability for many years, which is one reason why we're as strong as we are today.

The changes that are now sweeping our industry are also changing the scope and amount of responsibility put on seamen and boatmen alike.

At sea, the ships are bigger and more technologically sophisticated. And they're sailing with fewer men than were required on ships half their size not too many years ago. On the inland waterways, boatmen are working increasingly more powerful tugs and towboats that are pushing strings of barges much longer than in years past.

Obviously this puts a greater responsibility on each crewmember, just in seeing that these vessels are maintained and sailed properly, and that their vastly enlarged cargoes are safely delivered.

The SIU must fulfill its own responsibility to the companies in providing trained personnel for the ships. The development of the Harry Lundeberg School was one effort made by the Union to keep up with the challenges and demands imposed by the new technology.

And it's the responsibility of the membership—to themselves, their families, and to the Union—to take advantage of this facility for upgrading.

The Union is doing everything it can to improve conditions and protect the job security of SIU members. But it's a two-way street. There's a lot that Union members can also do to protect their job security.

To begin with, just doing your job the best you can, and making an effort to improve your skills, helps to protect your job security.

Picking and choosing a job is the right of the individual. And it's almost a luxury for those who have been through hard times; who were happy to take anything they could get. But remember, you have a responsibility to the Union, to man our contracted equipment, to stick with a job as long as you can.

Lastly, there's a responsibility unique to our country that's passed down from generation to generation. That is the responsibility for maintaining the reputation of the American merchant seaman. That he's the best in the world. That he's the best trained and the most reliable.

Don't Forget...



... That new LNG ships are under construction now and that you can be aboard one soon—**IF** you've got the skills and know-how.

DON'T FORGET that LNG courses start at HLS on April 30 and May 28.

DON'T FORGET to enroll...

See your SIU Representative or contact HLS



The Lakes Picture

Lakes on Ice

For the first time since the National Weather Service has been keeping records, all four Western Great Lakes were frozen and impassable at the same time last month. Lakes Erie, Huron, Michigan and Superior were all reported ice-covered in mid-February and shipping was at a near standstill.

Algonac

The frozen Lakes have already begun to thaw, however, and fit-out on the Lakes is expected to take place as scheduled. The engine department is already aboard the *S.T. Crapo* (Huron Cement) and the deck department will board the cement carrier on March 12. Another Huron Cement vessel, the *J.A.W. Iglehart* has recalled the crew for March 6. The crew of American Steamship Co.'s *Nicolet* is scheduled to return to the ore carrier on March 7, and the crew of the *Medusa Challenger* (Cement Transit Co.) will begin readying her for the 1979 shipping season as of March 5.

* * *

SIU reps in Algonac report that progress is being made in the contract negotiations with the Michigan Interstate Railway Co. which operates the car ferries *Viking*, *City of Milwaukee* and *A. K. Atkinson*. The Union will be meeting with the company this month and expects to wrap-up the agreement soon thereafter.

Chicago

The strike at American Shipbuilding Co., which lasted almost six months has been settled and the yard is back in full operation. Because of the strike SIU-contracted companies, which usually winter their vessels at the yard had to make other arrangements this year. Since the yard resumed work, several ships are reported in for repairs.

Frankfort

The port of Manitowoc, Wis. is now open for the first time since 1974. The car ferry *Viking* (Michigan Interstate Railway Co.) made the first run to Manitowoc on Feb. 9. The port was closed five years ago because at that time, the company only had one ferry in operation. Now, MIRC is running the *Viking* and the newly-acquired *City of Milwaukee* and there are plans to restore the *Arthur K. Atkinson* to service in the future.

* * *

Frankfort harbor was covered with ice that ran 19 feet deep into Lake

Michigan and, on Feb. 22, both the *Viking* and the *City of Milwaukee* got stuck in it.

An ice-breaking buoy tender, called in to free the two car ferries, also became trapped in the ice but all three vessels were eventually freed with the help of a Coast Guard cutter.

The *City of Milwaukee*, trapped for about 24 hours, was released just in time. She had only seven hours of fuel supplies left. In 1977 the *Milwaukee* wasn't so lucky. She got stopped by ice in the harbor then too, but it took three days to get her out.

The ice at the entrance of Frankfort harbor is bad every winter but this year it's even thicker than usual. A Coast Guard officer in Frankfort said the ice outside the harbor "runs right to the bottom."

Cleveland

Last month, the on-again, off-again plans to build an ore transshipment dock in Cleveland harbor seemed to be settled once and for all. Republic Steel Corp. decided to build the ore handling facility in Lorain, Ohio and Cleveland was out harbor renovations and rent revenues.

But Cleveland may get a new ore dock after all. There's talk around the city that ConRail may undertake an extensive modernization program at their Cleveland ore dock which will include installation of a modern pellet-handling facility at the site. If ConRail goes ahead with the plan, Cleveland Harbor will have to be dredged because it is currently too shallow to accommodate 1,000-ft. ore carriers.

Welland Canal

This year marks the 150th anniversary of the opening of the first Welland Canal and Canadian and U.S. Great Lakes shipping organizations are planning several ceremonies to mark the occasion.

The present Welland Canal, the fourth built, is only distantly related to the first canal which opened in November, 1829.

The canal in use today is 25 miles long, like the first waterway, but that's about all the two have in common. Today's Welland Canal connects Lakes Erie and Ontario with seven modern lift locks and can accommodate vessels up to 800 feet long.

The canal in use in the 1800's had 40 wooden locks and it was not dug through to Lake Erie. Vessels transiting the original canal passed from it into the Welland River, from there into the Niagara River and finally into Lake Erie.

Today the waterway, administered by the Canadian St. Lawrence Seaway Authority, is a vital link in the St. Lawrence Seaway system, providing access for U.S. and Canadian Midwest operators to ocean shipping.

Shipping Aids

The prospect of using hovercraft, air cushion vehicles which travel over water or ice, is being considered as an alternative transportation form in several areas.

Alaska recently began a feasibility study on the use of hovercraft as passenger and supply ferries in remote areas of the state.

The Canadian Coast Guard plans to begin using an air cushion platform designed as an icebreaker on the Great Lakes next year. Tests on ice breaking hovercraft have been underway for the past two years in Lake Superior and the Canadian CG reports they have been proven very effective in "enhancing the host ship's movement through ice."

* * *

If the sun shines on the Great Lakes it may soon be used to power minor navigational aids. Canada's Ministry of Transport is currently testing buoys which use the sun as their power source instead of conventional storage batteries. If the tests are successful, a Ministry spokesman said "minor navigational aids throughout maritime may soon be powered by solar energy."

Navy Sec'y Sees Decline of Merchant Fleet Hurting U.S. Defense

Testifying before the House Armed Services Committee last month Secretary of the Navy W. Graham Claytor Jr., hailed the U.S. merchant fleet for performing "a vital role in our national security," but pointed out that the fleet is "much too often overlooked...or neglected."

"There is absolutely no doubt," Secretary Claytor said, that "continued erosion of our merchant fleet and its supporting shipbuilding industry and labor force is going to weaken our national defense."

Indicating a new spirit of cooperation is developing between the Navy and the maritime industry, Secretary Claytor pledged to work with the Maritime Administration, "in every possible way" to revive the American-flag merchant fleet.

The U.S. merchant fleet is "by any measure, stagnating," the Navy Secretary told the House Committee, adding

"the commercial shipbuilding outlook is highly pessimistic. This is not a satisfactory state of affairs."

"Not only are we losing the business competition, but the sealift capability essential to crisis action and mobilization is in serious and growing jeopardy," he warned.

Secretary Claytor, pointing out that American law targets the U.S. merchant fleet as a naval and military auxiliary vital to the national defense, presented the House Committee with the Navy's position on the Administration's budget for fiscal year 1980. "We must find the means," Secretary Claytor insisted, "to keep our maritime industry alive and well."

Another sign that the Navy is willing to work alongside the merchant marine for common ends surfaced last January when the Navy Secretary and MARAD chief Robert Blackwell held meetings with representatives

of maritime labor and industry.

Maritime spokesmen who participated in the discussions said the emerging spirit of Navy cooperation with the merchant marine was very evident at that time.

One participant said the tone of Secretary Claytor's remarks reflected his awareness that "the Navy can no longer afford to ignore, in the U.S. flag merchant marine, a possible source of ships and manpower."

Point Judy Committee



Late last month at payoff in Bayonne, N.J. the Ship's Committee and some of the crewmembers of the *ST Point Judy* (Point Shipping) gather for pix. They are (seated) Saloon Messman Mike Brenno and (2nd row l. to r.) Chief Steward M. Los Pina, secretary-reporter and Deck Delegate Russ Barrack. Standing (rear l. to r.) are Recertified Bosun Walter Butterton, ship's chairman; AB William Sharp, Steward Delegate Isiah Reed, OS John Chestnut and BR Jerry Kirby.

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

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

March 1979

Legislative, Administrative and Regulatory Happenings

SIU Urges Congress To Continue Aid to US Merchant Marine

SIU Washington representative Chuck Mollard went before the House Merchant Marine Subcommittee earlier this month to urge Congress to continue to support the aims of the Merchant Marine Act of 1970 so that the United States will have a viable merchant fleet "capable of serving as a naval and military auxiliary in time of war or other national emergency."

The House subcommittee is presently considering President Carter's budget request for 1980 to implement the various programs of the U.S. Maritime Administration.

The budget includes a request for \$101 million for construction subsidies to aid and encourage building new vessels in American shipyards. This figure is down considerably from what was asked for and approved last year.

Also requested is \$256 million for operating differential subsidies to permit U.S. flag operators to compete with foreign-flag operators in the U.S. export-import trade. This request is up from last year.

In addition, the Administration's budget calls for another \$16 million for research and development activities in a wide range of maritime programs, including ship design and development; and an additional \$25.8 million for maritime education and training expenses.

Following are Mollard's comments to the House Merchant Marine Subcommittee:

"We believe the funds contained in this legislation are minimal. They are, how-

ever, necessary to continue the programs set out in the 1970 act. These programs have continually played an important role in our efforts to develop a United States merchant marine which fulfills the intent of Congress as set out in the Merchant Marine Acts of 1936 and 1970.

"As you know, Congress declared it to be the policy of the United States to have a merchant marine sufficient to carry its domestic waterborne commerce and a substantial portion of its foreign export and import trade, as well as capable of serving as a naval and military auxiliary in time of war or national emergency.

"It is particularly significant that the funds requested envision the construction of three dry bulk ships. In fact, one of the principal purposes of the 1970 Act was to create a bulk carrier fleet, and no issue received more attention during the consideration of this legislation.

"This Committee and the Congress as a whole recognized that the United States was rapidly becoming a nation dependent on oceanborne imports of raw materials.

"As a result, the 1970 Merchant Marine Act extended for the first time construction (and operating) subsidies to bulk cargo vessels with the intention of building a strong and modern bulk fleet.

"The need for a bulk fleet under the American flag is greater today than at any other time in our history. Our nation is reliant on imports by ship of 72 vital raw materials and, according to the Depart-

ment of the Interior, dependent upon imports for at least 50 percent of our demand of 13 basic strategic raw materials, including aluminum, chromium, manganese, nickel, tin and zinc.

"While our demand for foreign raw materials has been growing, only two bulk vessels have to date been constructed under the 1970 Act. The United States-flag dry bulk fleet consists of only 19 ships, most of which are oil and virtually none of which are engaged in the carriage of strategic raw materials in our foreign trade.

"Consequently, we are particularly pleased that the United States may begin to develop a new generation of bulk vessels through the funds requested for fiscal year 1980 ship construction.

"In conclusion, Mr. Chairman, we believe the programs contained in the Merchant Marine Act of 1970 should be funded by the monies contained in H.R. 2462.

"We further believe that the United States government, through the expertise provided by this Committee, should pursue legislative initiatives that form the basis of a new, comprehensive national maritime policy which results in a strong and revitalized merchant marine.

"Recent international events, particularly Iran and Southeast Asia, have pointed out an increasingly potential threat to the stability of the free world. The United States, as the world's greatest democracy, is affected by these international political and economic conditions, and must be able to have under its control a merchant marine for strategic, economic, political and ideological support.

"The United States-flag merchant marine is in fact our nation's fourth arm of defense and must be in a state of readiness at all times."

On the Agenda in Congress...

PHS Hospitals. The Labor/Health, Education & Welfare Subcommittee of House Appropriations Committee is hearing testimony on the budget requests for PHS hospitals and clinics. Eight Public Health Service hospitals are left in the U.S., and additional funds are needed each year to maintain the good quality of the medical services which are available in them, as well as to maintain and improve the physical facilities. We will be watching these hearings very closely.

U.S. dependence on Imported Oil—Iranian Situation: Hearings on the nation's oil problems—including our dependence on foreign imports, and the special problems relating to the situation in Iran—are being held by the Senate Energy and Natural Resources Committee. These hearings are being conducted by the Committee's Chairman, Senator Henry Jackson (D-Wash.). One of the areas being examined is the possibility of increasing the U.S. domestic production of oil, stepping up our energy conservation programs, and reducing our dependence on foreign import of oil.

Alaskan Oil. Congressman Stuart McKinney has again introduced legislation to extend the existing prohibitions in the law against the export of Alaska oil. The restrictions are contained in the Export Administration Act. Hearings on proposed new revisions to this Act are now being held before a subcommittee of the House Foreign Affairs Committee. There has been strong

pressure from the major oil interests to either sell a major share of the North Slope oil to Japan, or to trade it off to Japan in a swap agreement with Mexico. In either case, U.S. consumers would not benefit—and would in fact stand to lose a great deal and American jobs would be lost to foreign-flag ships operated by the major oil conglomerates.

Strategic Petroleum Reserves. The Energy Resources Subcommittee of the Senate Energy and Natural Resources Committee will be holding hearings this month on the current status of the U.S. strategic petroleum reserves.

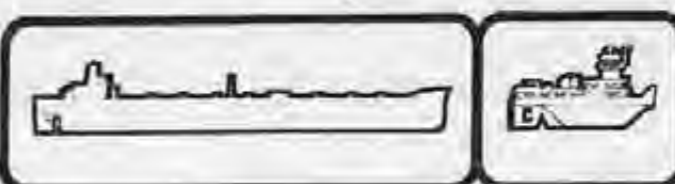
Ocean Mining. Both the House and the Senate are scheduling hearings on a bill which would regulate deep sea bed mining for strategic minerals. Legislation passed the House late last year, but died in the Senate when time ran out. Both the House and Senate seem anxious to get this legislation enacted quickly in this session of Congress.

The Senate has already drafted and introduced a bill. This bill—S. 493—contains all of the language contained in the House bill which passed last year, and which called for the use of U.S.-flag mining ships and ore carriers.

Hearings are now scheduled before the Oceanography Subcommittee of the House Merchant Marine and Fisheries Committee, and also before the Energy Resources Subcommittee of the Senate Energy and Natural Resources Committee.



SIU Washington representative Chuck Mollard testifies before the House Merchant Marine Subcommittee to urge continued Federal support for the U.S. merchant marine. The support is necessary, he said, to fulfill the intent of Congress "to have a merchant marine sufficient to carry the nation's domestic and foreign trade as well as to be capable of serving as a naval and military auxiliary in time of war or other national emergency."



Opposition to Export of Alaska Oil Increases; Consumer Groups Join Labor and Congress in Protest

A planned move by some members of the Administration to export Alaska North Slope oil is drawing increasing opposition from consumer groups, labor organizations, and members of Congress.

The Consumer Federation of America adopted a policy statement at its annual meeting opposing the export of Alaska oil and voicing concern over this nation's "gross dependence" on OPEC oil which "leaves the nation vulnerable to supply disruptions instigated by OPEC nations for political and economic purposes."

The statement continues, "The Consumer Federation of America opposes the export or swap of Alaskan oil unless it can be shown that such an export or swap would be in the consumers' interest and would not jeopardize security."

The AFL-CIO Executive Council also issued a statement opposing the export of Alaska oil and referred to the proposed move as a "consumer rip-off engineered by the nation's oil companies to obtain greater profits."

Stating that "Administration consideration of the possible export of Alaskan oil raises the greatest dangers for the nation's economic and defense security," the Council

Congress in Protest



further stressed that "the American consumer would gain nothing and would suffer the loss of some of America's secure oil supply."

The statement continues, "At a time when the nation faces oil cutbacks at U.S. refineries, declining imports from Iran, and the prospect of gasoline rationing, exports

of U.S. oil supplies would be a national energy policy disaster....

"Swapping U.S. oil for foreign oil makes no sense—in terms of economics or national security. It is nothing more than a gimmick devised by oil companies to circumvent U.S. law and boost their profits....

"Oil exports from Alaska or other U.S. sources would leave the U.S. more dependent on the OPEC cartel or on unstable developing countries....

"The consumer would gain no benefit, being forced to pay the international price for oil wherever it may come from. The U.S. economy would suffer the loss of tanker employment, shoreside and shipyard jobs, and the tax and wage benefits they produce.

"The AFL-CIO has consistently opposed Alaskan oil exports. We now believe the existing legislation restricting Alaskan oil exports should be extended and strengthened to prevent yet another oil company rip-off of the American people."

Congressman Stewart McKinney (R-Conn.) introduced legislation, H.R. 2344, extending the existing prohibitions in the law (Export Administration Act) against the export of Alaskan oil. The bill was referred to the House Committee on Foreign Affairs,

MARAD Issues Prediction On 5-Year Shipbuilding Program

The U.S. Maritime Administration (MARAD) this month issued a five-year prediction on anticipated shipbuilding activities in U.S. shipyards.

According to the report, MARAD expects contracts will be set for a total of nine merchant vessels for the year beginning Oct. 1, 1979. These would include two Great Lakes carriers, one chemical tanker, three large containerships, and three tankers.

Forty-one additional merchant vessels are expected to be constructed in U.S. yards beginning Oct. 1, 1980 and extending through 1984. Following is a breakdown on the types of ships anticipated during the period:

Three 35,000 deadweight-ton (DWT) bulk carriers (subsidized construction); four 60,000 dwt Great Lakes carriers; four tug/barge tankers; two chemical tankers; 14 roll-on/roll-off vessels (13 of these are expected to be subsidized); three large containerships (including one subsidized); seven small containerships; two subsidized LASH ships; and two 40,000 dwt tankers.

According to MARAD sources, there are a number of "secondary prospects." These include the possibility of 12 new liquefied natural gas (LNG) carriers, and five additional 35,000 dwt bulk carriers.

The new LNG construction is contingent upon clarification of the Carter Administration's intentions with respect to LNG imports. (Two projects involving as many as ten U.S.-built LNG carriers have already been squelched by the Administration). The new bulk carriers are contingent upon the Administration's approval of MARAD's proposed program for rebuilding the U.S. maritime bulk trade capability.

Transportation Institute Forms Three New Councils

Transportation Institute—the Washington-based research organization whose 160 member companies are engaged in deep-sea and inland waters transportation, formed three industrial councils to concentrate on specific problem areas.

The three new policy groups are: the Towing and Dredging Council; the Liner Council, and the Bulk Shipping Council.

The Institute's Towing and Dredging Council has elected as chairman, S. D. Campbell, chairman of the board of Foss

Launch & Tug Co. of Seattle; and as secretary, William R. Saul, president of Stuart Transportation Co., Pincey Point, MD.

This group is reviewing legislative and regulatory issues affecting productivity and efficiency of water transportation.

The Transportation Institute's Liner Council elected Joseph M. Farrel senior vice president of Waterman Steamship Corp., as chairman, and Captain D. Kirby of Delta Steamship Lines as secretary.

The Liner Council is presently preparing programs to develop bilateral shipping agreements, including an agreement with the People's Republic of China.

The newest of T.I.'s councils—the Bulk Shipping Council—met for the first time early this month to elect officers and outline areas of study and discussion. The new officers are Jack Goldstein, vice president of Overseas Shipholding Group, Inc., chairman; and as secretary, Robert B. Skeeel, president of Zapata Tankships, Inc.

At their opening meeting, the council focused on the Russian grain trade, a proposed bilateral shipping agreement with China, the question of exporting Alaska North Slope oil, and the role of private industry in maritime support of the Navy at sea.

U.S. Merchant Fleet Tops 21 Million Tons; Active Ships Decline

The privately-owned, deep-draft fleet of the U.S. merchant marine climbed to 21.7 million deadweight tons (dwt) on January 1, 1979 while the number of vessels in the privately-owned fleet dropped off to 707. As of the first of the year, the total number of ships in the U.S. fleet stood at 745. But only 550 of these vessels are active.

According to figures released this month by the U.S. Maritime Administration, the nation's deep-sea vessel carrying capacity increased by 1.3 million tons over the one-year period, while the number of ships in the U.S. fleet continued to decline. This again reflected the comparatively smaller size of the ships which were sold foreign or scrapped.

As of Jan. 1, 1979, 55 merchant ships totaling more than 3.5 million deadweight tons were under construction or on order in American shipyards. The new U.S.-flag ships on order consist of 12 tankers, 11 LNG's, 11 intermodal carriers, 12 dry-bulk vessels, three break-bulk cargo ships, and six special-type vessels.

SPAD is the SUU's political fund and our political arm in Washington, D.C. The SUU 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 SUU 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 SUU members, deep-sea, inland, and Lakes.

The SUU 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

Unions Solid on Issue of V.A. Benefits for Seamen

A unified effort on the part of U.S. maritime unions is currently under way to secure veterans benefits for merchant seamen who risked their lives and safety in the service of their country during wartime.

Maritime labor's application will be evaluated by a three-member Civilian Military Review Board. The Depart-

Eisenhower Called M.M. 'Fourth Arm of Defense'

In 1944, then-General Dwight D. Eisenhower credited the American merchant marine with having played a vital role in the World War II effort.

"I consider the merchant marine," Eisenhower declared, "to be our fourth arm of defense." The U.S. merchant fleet, said the future President, "insures that our lines of supply for peace or war will be safe."

The American merchant marine has come through, time and again, as an important support to the country during wartime.

U.S. merchant mariners have shared the hazards of war along with their brothers in the armed forces. And when the casualty figures from any U.S. military action were published, the names of thousands of merchant mariners were among them.

As critical as the role of the merchant marine during national emergencies has been, American seamen have received neither veterans' status nor benefits for their service.

ment of Defense (DOD) was authorized to create this panel under the provisions of the G.I. Improvement Bill of 1977.

Members of the review panel have not been named yet. And even when they are, the review process is a lengthy one, as eligibility for veterans' benefits will be screened on a group-by-group basis. But DOD has set the wheels in motion. They have issued a directive mandating creation of the review board and spelling out the five criteria the Board will use for their determination.

The maritime unions, including the SIU, are preparing their application based on DOD's five criteria which say that a civilian group can receive veterans' benefits if:

- the group received training and acquired a military capability, or, the service performed by such group was critical to the success of a military mission;

- the members of the group were subject to military justice, discipline, and control;

- the members of the group were not permitted to resign;

AFL-CIO Exec. Council in Favor Of Veterans Benefits for Seamen

The AFL-CIO Executive Council feels strongly that merchant seamen should be given their due and awarded veterans benefits. To this end, the following statement was issued by the Executive Council at their Bal Harbour, Fla., meeting on Feb. 23:

"Tens of thousands of U.S. merchant mariners gave their lives, suffered injuries and made sacrifices in fur-

- the members of the group were susceptible to assignment for duty in a combat zone;

- the members of the group had reasonable expectations that their service would be considered to be active military service.

The maritime unions are working alongside the Maritime Administration to answer the DOD criteria. The director of the MarAd Office of Maritime Manpower indicated that his office had gathered evidence to substantiate the first four criteria for seamen who sailed during World War II.

It was MarAd's suggestion that the AFL-CIO maritime unions apply for benefits initially only for merchant seamen who participated in the World War II effort because it would "simplify proceedings by not raising the technical question of whether the Korean and Southeast Asian conflicts were 'wars.'"

"Applying on behalf of World War II seamen would not," the MarAd Manpower chief assured the maritime unions, "preclude or prejudice future

applications by seamen who served in Korea or Southeast Asia."

MarAd's point-by-point response to the first four DOD criteria included casualty statistics of seafarers in war zones and documentation that combat ribbons were awarded to some merchant mariners.

The only point MarAd has not yet fully answered is the last which says that the members of the group applying for veterans' benefits must have had "reasonable expectations that their service would be considered to be active military service."

This point is harder to substantiate because it is subjective. But the MarAd spokesman said the best existing proof are the words spoken by President Franklin D. Roosevelt on signing the G.I. Bill into law in 1944. "I trust that the Congress will also soon provide," FDR said, "similar opportunities for postwar education and unemployment insurance to members of the merchant marine, who have risked their lives time and again during this war for the welfare of their country."

therance of American objectives in wartime.

"In World War II, U.S. merchant mariners, serving under military jurisdiction and control, suffered a higher casualty rate than any branch of America's military forces.

"The G.I. Bill Improvement Act of 1977 (Public Law 95-202) makes it

possible to give U.S. merchant mariners long overdue recognition for their heroic wartime service by extending to them certain veterans' benefits.

"The AFL-CIO urges all appropriate Government agencies to take any and all actions necessary to effectuate this extension of veterans' benefits to U.S. merchant mariners in recognition of their services."

Harvey Mesford Laid to Rest In Solemn Service At Sea

Harvey Mesford, SIU Seattle port agent, who died of cancer on January 7, was buried at sea in accordance with his wishes. The final ceremony took place aboard the SS Philadelphia (Sea-Land) on January 14, while the vessel was enroute to Anchorage from Seattle.

Seas and swells were moderate, the temperature was reported as 41 degrees and the northeasterly wind was brisk at 25 knots as the captain ordered the ship stopped for services.

In the lonely silence of the sea, Master James C. Waters, a life-long

friend of Brother Mesford's, delivered the following eulogy and invocation:

"We are gathered here today in memory of departed brother Harvey O. Mesford, a sailor and maritime union official, age 53, of Lynwood, who died Sunday, Jan. 7 in a Seattle hospital and was cremated Jan. 10.

"Mr. Mesford had worked for the Seafarers International Union for more than 20 years and had been its Seattle port agent since 1972.

"He was born in Poulso, grew up in Port Angeles, and moved to Lynnwood about 20 years ago. He served

in the Army Air Force in World War 2.

"He was a member of the Propeller Club, the Navy League and in 1973 appointed a member of the National Defense Executive Reserve of the Federal Department of Transportation.

"Last month he received a plaque from the Catholic Seamen's Club in recognition of his long service in maritime fields.

"Surviving him are his wife, Agnes; four sons, Michael, David, Eric, Kenneth, a daughter, Audrey, a grandson, Leland, all of Lynnwood; his father Ivan, Port Angeles, a brother, Bruce, Richland and a sister Jeanne Johnson, Seattle.

"In accordance with his wishes, he is receiving a burial at sea. Remembrances can be made to Father Dillon of the Catholic Seamen's Club or to the American Cancer Society.

"Harvey and I not only grew up together, but when we were juniors in high school in Port Angeles, the summer

of '42, we shipped for the first time as seamen aboard the "Discoverer," a salvage tug, out of Port Angeles. Harvey progressed to what, I believe was the longest tenure of a maritime union official in the port of Seattle. I became master of this vessel and our courses crossed many times, always with smooth sailing. He was a good samaritan, steering scores of wayward seamen in the right direction, a credit to the maritime industry, and a loss to all of us.

"We will now bow our heads in prayer." (23rd Psalm Quoted)

"You may now commit his remains to the deep."

"May God rest his Soul.—AMEN."

At 1515 hours, Harvey Mesford's ashes were laid to rest in his chosen place, the sea. The vessel's position at the moment was 51° 03' north latitude, 130° 04' west longitude; roughly 313 miles northwest of Port Angeles. Harvey will be remembered by all who knew him.

Stonewall Jackson Committee



SIU Patrolman Teddy Babkowski (seated center) early this month fills out his report at a payoff aboard the LASH Stonewall Jackson (Waterman) at Pier 7, Brooklyn, N.Y. With him are crewmembers and the Ship's Committee of (seated l. to r.) AB Nelson Dorado, Chief Electrician Victor Brunel, educational director and Recertified Bosun Carl Lineberry, ship's chairman. Standing (l. to r.) are QMED Rafael Matos, engine delegate; Saloon Messman John Oldaker; Steward Delegate Louis Babin; OS Larry Zisman and Deck Delegate Bill Adams.

Mourn Death Of Mrs. Meany

Eugenie McMahon Meany, wife of AFL-CIO President George Meany, died Mar. 5 at the family home in Bethesda, Md., following a long illness. The SIU joins the rest of the labor movement and thousands of Americans in all walks of life in mourning her passing.

Mrs. Meany, who was 82, had been a skilled dressmaker and a member of the Ladies' Garment Workers when the Meanys were married in New York in 1919. They have lived in Bethesda, a suburb of Washington, D.C., since 1948.

Survivors include three daughters, Mrs. Regina Mayer, Mrs. Genevieve Lutz and Mrs. Eileen Lee, and 14 grandchildren.

A funeral mass was celebrated at St. Bartholomew's Church in Bethesda Mar. 7. All 14 of Mrs. Meany's grandchildren participated in the service.

Among those attending the services were Vice President Walter F. Mondale, First Lady Rosalynn Carter, Labor Sec. Ray Marshall, Senators Edward M. Kennedy and Charles M. Mathias, former Sen. Eugene McCarthy, several members of the House of Representatives, the diplomatic corps and the AFL-CIO Executive Council.

The family requests that expressions of sympathy be in the form of contributions to the Leukemia Society of America.

AFL-CIO Exec. Council Sets Plan to Battle Inflation

Tagging inflation as the nation's "most serious economic problem," the AFL-CIO Executive Council issued a raft of programs and policies aimed at directing the country toward economic recovery at their Bal Harbour, Fla. meeting last month.

The 35-member Executive Board, on which SIU President Paul Hall serves as Senior Vice President, warned that "America's economy is heading toward a recession." The Administration would be making a "serious mistake," the Council charged, by failing to adopt policies to combat the economic hazards ahead.

Unless the government enacts "effective, fair... actions to control inflation, through a program that is equitable, visible and enforceable, coupled with necessary social programs to provide opportunities for the poor, unemployed, and disadvantaged workers," the Executive Council forecast that inflation would worsen in 1979 and that prospects for increased national employment were "equally dismal."

When in Russia Be Cautious

American seamen leaving ports in the Soviet Union are coming under increasingly close scrutiny from Soviet customs authorities, it was reported recently.

If you expect to be on the run to Russia in the near future, beware! Russian law prohibits the removal of certain artistic or religious artifacts from the country. Other "national treasures," such as firearms, silver coins and other types of currency are also "forbidden" objects to foreigners.

Similar regulations are on the books in other countries, but U.S. seamen have been coming under especially close observation as of late in the Soviet Union.

Don't let some seemingly insignificant souvenir get you into serious trouble with Russian customs authorities. If you have any doubts about an item you are interested in bringing home, check on it beforehand. Soviet customs rules and regulations are available from the Soviet maritime agency, INFLOT.

Ship captains should be requested to provide this information to crewmembers. And the ship's chairman should make doubly sure that this information has reached everyone aboard.

The Carter Administration's proposed budget for the coming fiscal year "will not be successful in holding down inflation because it lacks an effective system of controlling prices," the Executive Council statement said, in a renewed attack on the Carter Administration's voluntary wage control program.

Persisting in their effort to hold down wage increases, the Administration has threatened to impose government sanctions on firms that grant salary hikes above the voluntary seven percent guidelines.

Questioning the legality of such a move, the AFL-CIO will file a court challenge to the threatened sanctions.

The Council stressed that the lack of "effective price controls" is the primary cause of inflation and reluctantly endorsed "mandatory, across-the-board controls on all forms of income" as the only effective way to control it.

In addition to a mandatory controls program, the AFL-CIO Executive Council's proposals for improving the economic climate for the country and the American people include:

- expanded employment and job training programs;
- increased energy supplies and continued regulation of gas and oil prices;
- containment of hospital costs;
- supplemental policies to deal with commodity speculation, exports of food and raw materials;
- expanded housing programs;
- creation of a national development



AFL-CIO President George Meany told reporters at a press conference held during the Federation's mid-winter Executive Council meeting that swift government action was necessary to combat the economic problems plaguing the country.

bank and standby public works programs to aid depressed areas:

- imposition of an excess profits tax and;
- revision of restrictive agricultural policies.

The Council also called on the government to come up with fair trade initiatives to realistically protect U.S. jobs and industry against excessive competition from foreign imports.

The AFL-CIO Executive Council was

on record as strongly opposed to a proposed constitutional convention to require a proposed federal budget and to the Administration's proposed changes in the social security system.

In other actions, the Council called for changes in Medicare and Medicaid regulations, adopted a statement supporting a voluntary campaign checkoff for Congressional candidates and endorsed negotiations with Mexico for oil and gas.



FEBRUARY 1-28, 1979

	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH			
	All Groups	Class A	Class B	Class A	Class B	Class C	All Groups	Class A	Class B	Class C
DECK DEPARTMENT										
Algonac (Hdqrs.)	8	2	2	7	5	0	21	8	4	
ENGINE DEPARTMENT										
Algonac (Hdqrs.)	10	7	1	0	1	0	22	10	3	
STEWARD DEPARTMENT										
Algonac (Hdqrs.)	5	1	0	1	2	0	10	2	1	
ENTRY DEPARTMENT										
Algonac (Hdqrs.)	24	18	9	0	0	0	55	60	26	
Totals All Departments	47	28	12	8	8	0	108	80	34	

*"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.

A MESSAGE FROM YOUR UNION



DON'T
GET
TANGLED
UP
WITH
DRUGS
IF
CAUGHT,
YOU LOSE
YOUR
PAPERS
FOR
LIFE!

SIU Crews New Dixie Boat M/V Vigilant



Crewmembers of the *Vigilant* gathered in the galley for this group photograph. They are from left to right: Donald Lowe, captain; Rick Jones, O.S.; Norman Deore, A.B.; Wade Bowers, mate; Mark Bissonnette and Pedro Borrego Jr., A.B.'s; Mike Mayes, cook; John Rutz, relief engineer and Jim Williams, A.B. Chief Engineer Fred Adams was not present for the picture taking.

The *M/V Vigilant* is the newest addition to the SIU contracted fleet of Dixie Carriers. The 5600 horsepower tugboat was built at the Main Ironworks Co. in Houma, La. in 1978, and was delivered to Dixie in December.

Since her christening the 136 foot long, 40 foot wide vessel has been hauling phosphate rock from Crystal River, Fl. to Davant, La. On the return trip the sea-going tug loads its 18,000 ton barge *Louise Howland* with coal and makes her way back down the Mississippi River and across the Gulf to Tampa, Fla. From here it's back up to Crystal River for another load of rock.

The *Vigilant* is manned top to bottom by SIU members, skilled in the special field of deep sea navigation. The nine man crew consists of two wheelhouse-men (captain and mate), two engineers (chief and relief), four AB's and a cook.

Captain Donald Lowe says he has "a fine and capable crew" and thinks the *Vigilant* is the "best boat" he's ever been aboard. Captain Lowe especially enjoys the fact that much of the *Vigilant's* travels are "outside," a riverman's term for the open spaces of the deep sea.

The *Vigilant* boasts spacious crew quarters and a modern galley. She is also equipped with the finest navigational systems available, as well as two wheelhouses. The upper wheelhouse is used to see over an unusually high tow, such as when the barge is empty.

Dixie Carriers is currently building another deep sea boat which will be almost identical to the *Vigilant*. That boat will be called *Reliance* and should be ready for a crew at the end of April.

Personals

Leon Joseph Badeaux

Please contact, Mr. Calvin Laiche, Esq., 1090 Fourth Street, Westwego, La. 70094 Tel. (504) 347-0118.

John P. Wimmer

Please contact, Mrs. Sandra E. Wimmer, Route 9, Box 4B, Eight Mile, Ala. 36613.

Nick Vrdoljak

Please contact, Mr. Eugene Brodsky, Esq., 123 Second Street, San Francisco, Ca. 94105.

Abdulmalek A. Ahmed

Please contact, Ms. Jean Musiker, Rhode Island Legal Services, Inc., 77 Dorance Street, Providence, R.I.

Phillip Cogley

Please contact, your sister, Rita Ramsey, as soon as possible. Very important. Tel. (503) 654-6105.

Eugene Oldakowski

Please contact, Mr. Mark Brodys, Attorney At Law, at 200 West 106th Street, New York, N.Y. 10025.

Walter R. Stewart

Your sister, Roberta, would like you to get in touch with her at Salisbury Manor 4-3B, South Nyack, N.Y. 10960.

Mark "Spanky" Johnson and Wild Bill Killian

Please get in touch with Jake T. Karaczorsk.

James Roberts, Electrician

Please contact, Michael Murphy, on the *SS Mount Washington*, c/o Mount Washington Tanker Co., 645 Fifth Avenue, New York, N.Y. 10022, or at 8931 Hirling Road, Lenexa, Kansas 66220—Urgent!

No Licensing Course For Boatmen In The Country Stacks Up To The Transportation Institute Towboat Operator Scholarship Program

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Tuition Free

Weekly stipend of \$125

Time spent in on-the-job training counts as the equivalent of wheelhouse time

Day-for-day work time credit for HLS entry graduates

To apply, contact HLS or your SIU Representative

Completed Applications must be received by June 9.
Program starts July 9.

LETTERS



TO THE EDITOR

Memories of 'Good Ole Days' From "Saki" Jack

She was never sanctioned by Delta steamship officially as the 'Delta Queen' but, the old *Del Norte* was always considered such by all who sailed her.

I can see Bill the Chief Steward now, with 'Weasel' (Wetzel) on his knees saying, "Please Bill just let me make the trip, I swear I won't take even one sip all trip, and I'll even stay aboard in port."

"Joe the Grinder," in the dining room raising hell with all the waiters. Chino the Deck-Steward trying to con all the passengers. Tony the barber losing another barber-shop at BOO-Ray. Big Eddie Stough, sparring with Razoo back aft, to the delight of passengers and crew alike. "Saki" Jack fouling up the next issue of the *Del Norte Navigator* as usual.

Jones the baker, cleaning up at poker. 'Rags', the only seaman alive to make a complete 'round the world trip' in one T-shirt. "Born to Lose" crying the blues to Manuel, while "Curly" is trying to figure out the horses.

Felix the butcher working on the stock-market, while Sully the waiter (with two baseballs in his back pockets) arguing for a case of beer. Little Joey the bellboy and his 'Century-Plants.' Big Jeff, asleep standing up by the passenger-elevator. Amigo, the best waiter on board, marking off the days on his calendar until his "pledge" is over. "Piggy," crying in the pantry as he always did. Joe Wybell and Leo the 2nd Steward backing the dice-game in the cross alleyway, part of the 'On-Board' syndicate.

Between sailing the *Del Norte* and the *Cavalier* out of New Orleans, I spent a good ten years of my sailing life. And believe me, it was well spent and worth every minute.

I made some good friends there in old New Orleans, and there are no better folks around. The good ole days were when the hall was in the French Quarter and Sargent Hand was in full-swing. I remember "Ding-Dong-Bell" working for Sargent Hand as the cook (one of the best cooks the SIU ever had). Then I heard he latched onto some gal with a bundle and married off. When Amigo came down Bourbon Street off his 'Pledge,' the bar-owners would run out in the street and offer him money to go drink somewhere else. Anyone who knew Amigo can tell you what I am talking about.

"Piggy" bought a couple of houses with all the money he grubbed by the old SIU hall. He got me a few times before someone told me the score (I was always a soft-touch and still am). I hoisted quite a few in the 'Quarter,' and was well known in most of the SIU hangouts where credit was easy to get. "Saki" Jack always paid all his bills (drinking and gambling).

I miss all the old gang: Sloppy Kreel, Paul Goodman, Leo Watts, Jimmy Sumpter, Joe Powers, Chino, Honest Al, Link, Happy, Eddie Parr, Joe Wybell, so many, many, more, that memory eludes. Even Captain O'Pry on the *Norte* was a good egg, which is unusual for a passenger ship.

I am retired now and do much of nothing but play a few two dollar bets at the OTB now and then. Any of my old ex-sailing buddies that are still around—good luck, God Bless You, and Smooth Sailing Ahead....

Fraternally,
Jack 'Saki-Jack' Dolan
Box 44
New Milford, N.Y.

Special Equipment Okayed

I wish to express my heartfelt thanks to the Board of Trustees of the Seafarers Pension Plan for paying my special equipment claim. It was a wheelchair and it was delivered a couple of weeks ago.

My everyday thoughts remain always with the SIU and all my brothers wherever they may be. None can tell me about the struggles of the many Seafarers around the world who carry on the great traditions of the American merchant marine. Here's hoping that this letter finds all my friends and brother shipmates of the past and present in good health and good spirits.

Fraternally,
Paul Capo, Retired
Metairie, La.

Boatman Proud of HLSS

As a recent graduate of an upgrading course at the Lundeberg School, I'd like to point out a couple of observations I made.

Never have I been in a more business-like atmosphere. That goes for everything from the classroom to the cafeteria. The student is there for the purpose of learning certain material and the specially trained teachers do their best to get the points across. Since the courses are so condensed, it is almost impossible to miss class and still understand the material.

While at Piney Point I had the opportunity to tour the campus on Open House Sunday. The tour affords not only members but also friends and family members a chance to see what the SIU School offers our members. If more of us would take the time to visit Piney Point, I'm sure we would be even more proud of the outstanding jobs our leaders have done for the brotherhood. Thanks to all at HLSS.

Fraternally,
Al Schmitt
Crescent Towing & Salvage Co.
New Orleans, La.

At Sea Medical Care

Congratulations on the leadership the SIU has provided in their efforts to bring medical service for seamen at sea into the 20th Century. The Union has done its part in the past in training in first aid. I'm really happy to see they are finally able to get the Coast Guard and the companies to lift their end of the load.

I wrote the Union about a year and a half ago after my son died on the *SS Flor* concerning the inadequacy of medical care at sea. I've been watching with real interest for the article that finally appeared in the December 1978 issue of the *Log* on page three which talked about steps being taken to improve at-sea care. Hold your heads high. The SIU accomplished more than you know. Thank you.

Fraternally,
Fred Anderson
Mesa, Ariz.

It's A Good Idea!



It's a good idea to specialize in skills that are needed today and mean job security tomorrow. It's a good idea to learn marine electrical maintenance.

So take the course. Marine Electrical Maintenance class starts April 30. Enroll now. Contact HLS or your SIU Representative.

It's a good idea!

Fight to Save Alaskan Oil For U.S. Is Not Over

Along with a broad cross-section of labor, consumer and citizen groups, we in the SIU were glad to hear that the Carter Administration had tabled plans to go ahead with the Alaskan oil swap.

That decision was made, according to Energy Secretary James Schlesinger, because there was no "rousing response" at this time from Congress in favor of the plan.

Schlesinger also said, at a recent meeting with AFL-CIO representatives that the Administration was reviewing the export proposal "in light of changed conditions of international oil supply."

We're disturbed by Schlesinger's remarks because his words imply the swap is merely in a holding pattern. As soon as the political climate has improved, the international oil picture brightens, and the heat against the plan abates, Schlesinger's comments indicate the plan is likely to be revived.

It will be revived in spite of the fact that it makes no sense for either the American consumer or in terms of national security.

Unfortunately multinational oil companies aren't motivated by what's good for the people or even what's good for the country. They're motivated by what's good for the oil companies. And because they stand to make higher profits by exporting Alaskan crude than by moving it down to the lower 48 United States, they've fought hard to push the Alaskan oil export scheme through.

The oil companies have built their case for export on the argument that exports are the only way to ease the supposed glut of Alaskan crude which has backed up on the West Coast.

Of course, the obvious solution to eliminate the West Coast oil glut is for the oil companies to retrofit existing West Coast refineries to handle the crude and to build West to East continental pipelines.

But the companies haven't moved to retrofit or construct alternative pipeline systems because it's not in the interest of increasing their profits.

Exporting our only solid domestic oil reserve would threaten U.S. national security by making us increasingly dependent on unstable foreign suppliers. It would idle a large portion of the U.S. tanker fleet and cripple shoreside support industries, and, finally, deprive the American people of oil that is rightfully ours.

If Alaskan oil were sold to Japan, and replacement supplies brought in from Mexico, none of the consumers involved would benefit because the landed price of oil is the same no matter where it comes from.

But the oil companies would benefit. By moving the crude to Japan the companies could save money by using foreign-flag tankers. They have to use American-flag ships in the domestic trade. And with Japan as the destination, the oil companies would not have to transship through the Panama



Canal, as they do to deliver oil to Houston, thereby lessening their transportation costs.

If the Carter Administration had issued a resounding "No" to the oil swap, opponents of the plan would feel a lot more secure. But the way we see it, they haven't said "no," they've merely said "later."

Unfortunately, later may be just around the corner.

The International Finance Subcommittee of the Senate Banking Committee recently concluded hearings held to consider extending the Export Administration Act of 1977 when it expires this June.

That Act says that any export of Alaskan oil must be proved "in the national interest" and gives Congress veto power over any export plan.

The loose control the Export Act gives Congress over the foreign sale of domestic oil is even weaker because of a loophole in the Act which says the Administration can export Alaskan oil without Congressional consent if the sale is in the form of a swap. That loophole is the one the oil companies would have moved the Alaskan crude through.

At the hearings, AFL-CIO Research Director Rudy Oswald testified on behalf of the federation that exporting Alaskan oil would cost U.S. jobs, cause inflation and create a domestic shortage of the precious raw material.

The SIU feels that Congress should look back on their actions of the not-too-distant past and recall the wording of the Trans-Alaska Pipeline Authorization Act which says: "The early development and delivery of oil and gas from Alaska's North Slope to domestic markets is in the national interest because of growing domestic shortages and increasing dependence upon insecure foreign sources."

We hope that Congress will see its way clear to live by those words and fulfill their role as the representatives of the American people, instead of bowing to the oil companies.

LOG

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At Sea & Ashore

U.S.A.

As of Jan. 1, 1979 there were 70 new U.S. vessels of over 1,000 gross tons under construction or on order totaling 3.7 million dwts, according to the Shipbuilder's Council of America (SCA).

Despite this report, the 1979 business outlook for American shipbuilders looks dim as orders for U.S. Navy and merchant ships decline. A drop in international trade finds shipping companies not planning on adding new tonnage.

Heading the SCA report, 70 of the vessels abuilding in American yards will be 12 tankers (two for Ogden Marine) of 2-million dwt worth \$747.9 million or more.

Next are 11 LNGs of 700,970 dwt costing \$1,209.6 million.

Others to be built include eight ferries of 18,750 dwt worth \$135 million and seven Great Lakes carriers of 353,300 dwt worth \$230 million.

Also to be built are five containerships, five dry bulk carriers, five tug/barge units, four hopper dredges, three breakbulk ships, three tuna purseiners, two LASH ships, two container-R/O R/O ships, and a R/O R/O barge carrier, heavy-lift and pipelaying ships.

SCA estimated 36 ships will be delivered this year and 21 in 1980. Dropoffs of nine and four are seen for 1981 and 1982, respectively.

The SCA further says that if the shipbuilding business doesn't pick up, 45,000 of the country's 174,000 shipbuilders could lose their jobs during the next four years.

Alaska-Japan

Sea-Land began this month its first direct, refrigerated containership run from Kodiak and Dutch Harbor, Alaska to Yokohama and Kobe, Japan.

This summer a larger containership will carry the seafood cargo on the 21-day run.

SS Aguadilla

Last month the Puerto Rico Maritime Shipping Authority's (PRMSA) *SS Aguadilla* (PR Marine) began a new weekly container run from Houston to New Orleans to San Juan.

Three containerships will eventually sail on the run.

West Coast

MARAD has plans to build a West Coast marine firefighting training facility. The facility will be built since the U.S. Coast Guard is expected to rule that certain merchant seamen must undergo practical firefighting training.

Pakistan

According to U.S. law P.L. 480, 50 percent of the \$21.9-million, or 150,000 metric tons, of wheat bought by Pakistan from America must be carried in U.S. flagship bottoms.

Washington, D.C.

The Coast Guard has proposed new tanker standards to increase the anti-pollution capability of the 90 U.S. and 745 foreign oil carriers sailing in American waters.

The proposals would require tankers over 20,000 dwt built after June 1, 1979 to have segregated ballast tanks (SBT) and crude oil washing systems (COWS). These tankers must have inert gas systems by 1981. Foreign flags must have fixed foam systems by then.

Tankers today over 40,000 dwt by 1981 will have to have either SBT or COWS or dedicated clean ballast tanks (CBT).

It is estimated that it would cost \$2 million to refit each tanker.

Public hearings on the proposals will be held here at the end of the month.

Mobile

Waterman Steamship Co. last month applied to MARAD for a construction loan and mortgage insurance for up to \$28.3 million for 150 61-foot lighter barges with an option for another 150.

The lighters are for Waterman's two LASH ships now being built for delivery in 1980. They will sail on the Atlantic-Gulf-Far East run.

LNG El Paso Southern

Ten-foot seas prevented the SIU's *LNG El Paso Southern* late last month from taking off 39 crewmembers of the burning Liberian 729-foot bulk carrier *St. Chris* hit by an explosion 330 miles southeast of this coast.

The LNG picked up the stricken vessel's SOS about 9:30 a.m. on Feb. 27 while in the area. The ship radioed the Coast Guard that she would standby until a cutter arrived around midnight.

One crewmember was reported missing from the Liberian tanker after the blaze, which threatened to sink the empty ship, was doused.

The Coast Guard cutter took off the crew and then took the *St. Chris* in tow as a skeleton crew remained on board. She was bound from the port of Philadelphia to the Netherland Antilles.

Pride of Ohiopyle, Jesse Hall, Has Career, Future Thru SIU

Including himself, his wife Christine and his nine-month old daughter, a total of 138 people live in the town Seafarer Jesse Hall calls home.

The town is Ohiopyle, Pa. It is nestled snugly in the mountains of southwestern Pennsylvania, not far from the borders of West Virginia and Maryland.

But Ohiopyle, according to Jesse, is the nation's capital of kyacking and white water rafting. And he spends a lot of his spare time—when he has spare time—participating in this rapidly growing sport.

It's safe to say that Jesse Hall is the only resident of Ohiopyle to be a member of the SIU. It might even be safe to say that he is the only resident ever of this remote town to make a living as a merchant seaman.

But the town he comes from is just about the only thing that sets Jesse apart from so many hundreds of other young people who have come into the SIU in the last ten years. In fact, Jesse is pretty much typical of the modern day SIU member.

Before he entered the Lundeberg School in 1972 at the age of 18, he didn't have much of an education, nor had he many prospects for the future. He had dropped out of high school and was working in a gas station.

Jesse Hall's fortunes began changing, though, when he enrolled in the School. Not only because of what the School offered, but because he took full advantage of the educational opportunities available to every SIU member.

Jesse started out by participating in the entry training program at HLSS. He went back to the School in 1973 and got his FOWT endorsement. Within the last two years, he has gotten his QMED rating, LNG training and has participated in a special advance course for Marine Electrical Maintenance.

Jesse also participated in the "A"

Seniority Upgrading Program. And along the way, he got his GED high school equivalency diploma at HLSS. This diploma enabled him to enroll in Penn State University. Right now, he is only 31 credits away from a degree in forestry.

To show how strongly he feels about the SIU and the Lundeberg School, Jesse often compares the opportunities available at HLSS to Penn State.

He says, "at Penn State, a full time student between room and board, tuition and books, will pay \$6,000 to \$8,000 a year for an education. But at the Lundeberg School, you get an education and everything is free of charge."

Jesse continues, "the Lundeberg School is really a golden opportunity for a young guy with no direction in life to get an education and to make a career for himself."

"The SIU and Piney Point have done a lot for me," says Jesse, "and I know that it has done the same for a lot of other people too. And I'm sure that a young guy can really move ahead quickly if he applies himself and takes full advantage of what's available to him in the SIU."

At the present time, Jesse is sailing reefer engineer. His last ship was the *Delta Peru* which is running between New York and South America.

He says, "I really like the job because of the tremendous responsibility involved. If something goes wrong with the plant, the company stands to lose \$250,000 worth of refrigerated cargo. It's my job to make sure that doesn't happen."

Jesse has been putting in a lot of time on the ships lately because "the things I want in life cost money and you have to make it when you're young."

Jesse's high volume of seetime doesn't



Seafarer Jesse Hall with wife, Christine. Jesse has taken full advantage of the educational opportunities available to him and all SIU members at the Lundeberg School.

exactly thrill his wife Christine. But he says she realizes that "we will have to make sacrifices for a while as far as being together is concerned. But I know

it won't always have to be this way." In the meantime, though, Jesse has a career, a plan and a future, as he says, "thanks to the SIU."

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."

AFL-CIO Maritime Trades Department Set for Battle to Preserve, Expand U.S. Job Base

Meeting in Bal Harbour, Fla., last month, the Executive Board of the AFL-CIO Maritime Trades Department began marshalling forces for a multi-pronged effort during this session of Congress to keep the job base of U.S. workers from being eroded through foreign competition.

Presided over by MTD President Paul Hall, the MTD, the largest constitutional department of the AFL-CIO, targeted as a "foremost priority," a Congressional effort aimed at insuring that "no Alaska North Slope oil is exported or swapped."

On behalf of the more than eight million members of 43 national and international AFL-CIO unions, the MTD is deeply concerned about the adverse effect exporting Alaskan crude will have on the U.S. economy and national security.

"Congress and the nation should flatly reject oil industry schemes to export Alaska oil," the MTD Executive Board stated. "The American consumer will not benefit... The American worker will not benefit... The nation as a whole will not benefit."

The call to reserve Alaskan oil for domestic use alone has been taken up by the AFL-CIO Legislative Dept., and members of Congress as well as by consumer and citizen action groups.

Addressing the MTD Board as the keynote speaker of the two-day midwinter meeting, Rep. John Murphy, chairman of the House Merchant Marine and Fisheries Committee, pledged his effort to prevent Alaskan oil from being sold abroad.

Across-the-board opposition



MTD President Paul Hall, who chaired the MTD Executive Board meeting last month makes some introductory remarks during opening session of the Board meeting. At the right is Jean Ingrao, MTD executive secretary treasurer

to the export plan underscores the fact that the Alaskan oil export issue, while threatening the stability of the U.S. tanker fleet and the jobs of American seamen, is not just a maritime issue but a problem touching the American people at all levels.

The efforts against the exports of Alaskan crude have been chalked up by the MTD as the number one goal for the 96th Congress. But the MTD's overall legislative package also includes the following issues of great concern to U.S. maritime and American workers:

- enactment of legislation to close the Virgin Islands loophole in the Jones Act. The Islands were exempted from the Jones Act in 1936 because, at the time, V.I.-mainland trade was minimal. But oil has since become a prime Islands' export and the loophole means foreign flag ships can be used for carriage of that oil. Closing the Jones Act loophole would require that U.S.-flag



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ships be used for the trade which would create jobs for U.S. merchant seamen and for workers employed in U.S. shipyards and support industries.

- creation of a bilateral shipping agreement governing trade between the U.S. and China which requires the use of American-flag vessels in the trade. A bilateral shipping agreement would benefit the U.S. merchant fleet and U.S. seafarers as well as the nation's economy. Congress should pass a resolution calling for the negotiation of a U.S.-China bilateral shipping agreement.

- inclusion of job security provisions for U.S. workers in legislation on ocean mining requiring that deep-sea mining

vessels be American-built and American-manned.

- development of a unified LNG import policy to generate LNG tanker construction in U.S. shipyards, expand job opportunities for seamen and provide a much-needed energy source for the country.

The Executive Board also pledged action on labor law reform legislation and to get the 1974 Trade Act amended to give service industries the same protection under U.S. law as goods-producing industries now have against unfair foreign trade practices.

These are key among the MTD's legislative priorities for 1979. And if the past is any indicator, the Department will be successful in generating broad-based support for these important goals.

Last year the MTD was largely responsible for getting Congress to approve a maritime authorizations bill which continues new vessel construction and operating subsidies. And the Department's concerted effort on the Outer Continental Shelf bill will open thousands of new job opportunities for U.S. maritime workers.

The MTD, which pools the strength and resources of 43-member unions, will continue to fight during the 96th Congress for legislation to revitalize the U.S. maritime industry and to protect the jobs and job security of U.S. maritime workers.



MTD Executive Board along with MTD Port Council officials during opening session of MTD Executive Board meeting.

Young: Labor Set For Duels On Alaska Oil, Prices, Safety

The labor movement is ready to embark on another comprehensive political action campaign for the new 96th Congress. But as Ken Young, legislative director of the AFL-CIO, told the MTD Executive Board last month, "it's going to be an uphill struggle."

Young recalled the many difficult problems labor encountered in the 95th Congress. And he told the MTD Board that the 96th Congress "appears to be a little more conservative and a little less attuned to labor issues than the previous Congress."

Young said, however, "we still have a lot of friends in Congress. It's just a matter of bearing down and working harder to get the desired results."

Young said that one of labor's top

priorities this year would be to block any plans to export Alaskan oil. He said, "the Alaskan oil situation is by no means just a maritime issue, although it does involve maritime jobs. The exportation of Alaskan oil is a national issue. It is a consumer issue. And it involves the whole economic and security structures of our nation."

Young told the MTD Board that another primary concern of labor at this time is the Administration's "voluntary" wage-price controls.

He said that the AFL-CIO had no intention of allowing the workers to bear the brunt of wage and price controls. And he said the AFL-CIO would be doing everything in its power

to achieve an equitable answer to the problem of inflation.

Another area of concern to labor—as it has always been—is the occupational safety and health of American workers. Young told the MTD Board that his department would be working to ward off any attempts by big business to weaken the provisions of the Occupational Safety and Health Act.

Business interests have long complained that meeting certain safety standards is too costly. And as Young pointed out, "we can expect the usual assault on OSHA. But we're ready for it and we're determined to keep the interests of safety above the selfish interests of profit."



Ken Young
AFL-CIO Director
of Legislation

AFL-CIO Ready to Launch Intensified Organizing Efforts

Bringing the benefits of trade unionism to the millions of unorganized workers in America is one of labor's primary goals.

Constantly bringing in new members keeps an organization young and vibrant and continuously moving forward. And of course, the more workers who belong to labor unions the stronger the labor movement becomes.

In this regard, one of the most important departments of the AFL-CIO is the Department of Organizing and Field Services.

Alan Kistler, head of this department, was on hand at last month's MTD Executive Board meeting to give a rundown on some of the problems facing labor on the organizing front.

Kistler said that the biggest threat to labor today is "the intensity of efforts of an alliance of anti-union forces to block expansion and progress in the labor movement."

He explained that this coalition of big business and conservatives had engineered the Senate filibuster last year which successfully killed the Labor Law Reform bill.

This bill was one of labor's key legislative goals for last year. The bill easily passed in the House of Representatives. But the successful filibuster in the Senate signalled the bill's downfall.

Essentially, the Labor Law Reform bill would have streamlined the National Labor Relations Act. As far as a labor organizer is concerned, the key provision of the bill was the requirement that NLRB certification elections be held no more than 30 days after the union files petition for a vote.

As it stands now, there are too many loopholes in the labor law which allows companies to delay elections for as long as two years.

On top of this, the penalties companies get for violating the labor law



Alan Kistler
Director of
Organizing and Field Services
are negligible under the present law. Kistler told the MTD Board, "it's more profitable for companies to disobey the law than to obey the law."

And until this changes, we are going to continue to meet serious problems in the area of organizing."

Kistler further pointed out the damage a weak labor law has done to organizing efforts, noting that unions win half of the NLRB certification elections today as compared to 80 percent some years ago.

"It's not that workers don't care about or don't want a union," said Kistler, "it's the fact that under the present law the companies can employ delaying tactics as well as tactics of fear and coercion without the threat of serious legal reprisal."

Kistler, however, was optimistic about his department's chances to successfully coordinate a new and intensified effort in organizing. He said, "we have the people and the capability to do the job," adding, "we are in a war of sorts right now. It's a war that must be won. And I think we will win it."

Exec. Board Names Jean Ingrao MTD Secretary-Treasurer

The AFL-CIO Maritime Trades Department has a new Executive Secretary-Treasurer. She is Mrs. Jean Ingrao, who was unanimously and enthusiastically elected to this post by the MTD Executive Board last month.

Mrs. Ingrao, who by her own admission is a "workaholic," has been with the American labor movement for 29 years. The past 18 years have been with the MTD.

She began working for the labor

movement fresh out of high school in 1950. Her first job was in the office of William Green, president of the AF of L.

When George Meany became AF of L president in 1952, she remained working on his staff. The following year, Mrs.

Ingrao began doing double duty, working both in President Meany's office and as an assistant to the late Peter McGavin, then assistant director of organizing for the Federation.

She came to the Maritime Trades Department in 1961, when Mr. McGavin was elected as MTD secretary-treasurer. She worked as administrative assistant to Mr. McGavin until his death in 1975.

In 1977, Mrs. Ingrao was named administrator of the Maritime Trades Department, replacing O. William Moody, who had retired.

Her subsequent election as executive secretary treasurer came as no surprise to anyone. As MTD President Paul Hall puts it: "Jean is hard working, knowledgeable and cooperative. These qualities have enabled her to gain the confidence of all the affiliates of the MTD. She is going to do an outstanding job."



MTD President Paul Hall offers congratulations to Mrs. Jean Ingrao after she was unanimously elected as MTD Executive Secretary-Treasurer by the MTD Executive Board.



Murphy Has Prescription for Health of U.S. Maritime

Declaring that U.S. maritime is at a "critical crossroads," Rep. John M. Murphy (D-N.Y.) spelled out his prescription for the "future health of the American merchant marine," and delivered it to the Executive Board meeting of the AFL-CIO Maritime Trades Dept. last month.

At the MTD Executive Council session, Murphy said that he would soon be introducing a maritime legislation package geared towards restoring the American merchant marine and towards "the preservation and creation of jobs for the Americans who man the ships that fly the American flag."

Murphy's address keyed on the primary problems now confronting U.S. maritime and discussed both long and short-term remedies to those problems.

Chief among difficulties plaguing the U.S.-flag fleet is lack of cargoes, Murphy said, pointing out that American-flag ships carry only one half of one percent of the world's ocean going commerce.

Murphy blamed the cargo shortage on "American maritime policy today which directly encourages the entry into the U.S. trade of third flag carriers. The U.S. maintains an open conference system," the House Merchant Marine & Fisheries Committee chairman said. "It is the only major maritime nation to do so."

The U.S. open conference system, combined with the fact that "the United States has the most lucrative trade in the world," are the reasons, Murphy said, "other nations have been invading the American trades."

In addition, some cross traders especially the Soviet fleet have been using what Murphy called "dirty means" to win cargoes in the U.S. trades, "notably predatory rate-cutting and illegal rebating."

The problems of rate-cutting, rebating and lack of cargoes which have crippled the U.S. merchant fleet have been aggravated, Rep. Murphy charged, because "for many years, the United States has acted as though it were defenseless, and it has watched its merchant marine steadily deteriorate."

"It is my hope," the Congressman stated, "that American maritime policy



MTD President Paul Hall, right, talks with Rep. John Murphy (D-N.Y.), chairman of the House Merchant Marine and Fisheries Committee. Murphy was keynote speaker at the MTD Executive Board meeting last month.

can now be turned around and put into a fighting posture."

Murphy sees his legislative package, which he plans to introduce jointly with Senator Daniel K. Inouye (D-Hawaii) as including the elements necessary to turn around U.S. maritime policy and revitalize the merchant fleet.

An anti-rebating bill, containing some of the same provisions as the anti-rebating measure passed by Congress but vetoed by the President last year, "is high on the agenda of the House Merchant Marine and Fisheries Committee. The new Congress," Murphy assured the MTD, "will surely enact an anti-rebating bill."

But the most effective means of countering the illegal rebating and rate-cutting practices of controlled carriers in foreign trades, Murphy stated, is to protect those trades with bilateral agreements.

The House Merchant Marine & Fisheries Committee is "looking very closely into the increased use of bilateral and equal access agreements in our trades," especially, Murphy added, in

the case of newly developing trade with China.

Murphy's call for a bilateral trade agreement between the U.S. and China echoes the position of the SIU and other AFL-CIO maritime unions concerning China trade. When a U.S. delegation of Administration officials visits China this spring to negotiate a shipping agreement, Murphy said there will be a maritime representative among them. We're going to make sure, the Congressman pledged, "the U.S. fleet carries a substantial portion of the U.S.-China trade."

Bilateral trade agreements are an effective method of protecting the U.S. fleet from anti-competitive practices of controlled carriers. Murphy cited another step, taken by Congress last year, to turn back the tide of illegal rate-slashing.

"Passage of the Ocean Shipping Act, which prohibits controlled carriers from charging rates which are below a level that is just and reasonable," Murphy said, was an "encouraging sign."

There have been other recent suc-

cesses for maritime, Murphy noted, pointing out last year's passage of the Outer Continental Shelf Lands Act which guarantees American job rights in the offshore drilling industry.

"The SIU," Murphy stated, "was the moving force behind that bill."

Another bright spot for U.S. maritime, Murphy noted, is that out of 265 tankers in the American flag fleet, all but three are active, many in the Alaskan oil trade. The N.Y. Congressman pledged his continued efforts to keep Alaskan oil from being exported, and to keep the U.S. tanker fleet from being idled.

Wrapping up, Rep. Murphy promised to continue in the future, as he has in the past, fighting "strenuously for a strong American merchant marine."

"I believe," Murphy stated, "a vigorous merchant marine can make a significant contribution to the growth and health of the national economy. And... I think it is essential," he concluded, "that our nation be able to look to and rely upon its merchant marine in any emergency."

MTD Has 43 Affiliates, 8 Million Workers

Following are the 43 national and international unions that make up the MTD.

- American Guild of Variety Artists.
- The Journeymen Barbers, Hairdressers, and Cosmetologists' International Union of America.
- International Chemical Workers Union.
- International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers.
- International Union of Bricklayers and Allied Craftsmen.
- United Brotherhood of Carpenters and Joiners of America.
- United Cement, Lime and Gypsum Workers International Union.
- Communications Workers of America.
- Distillery, Wine and Allied Workers International Union.
- International Union of Allied Novelty and Production Workers.
- International Brotherhood of Electrical Workers.
- International Union of Elevator Constructors.
- International Union of Operating Engineers.
- International Association of Fire Fighters.

- International Brotherhood of Firemen and Oilers.
- Glass Bottle Blowers' Association of the United States and Canada.
- American Federation of Grain Millers.
- Graphic Arts International Union.
- Hotel and Restaurant Employees and Bartenders International Union.
- International Association of Bridge, Structural and Ornamental Iron Workers.
- Laborers International Union of North America.
- AFL-CIO Laundry and Dry Cleaning International Union.
- International Leather Goods, Plastics and Novelty Workers Union.
- International Association of Machinists and Aerospace Workers.
- Industrial Union of Marine and Shipbuilding Workers of America.
- National Marine Engineers Beneficial Association.
- Amalgamated Meat Cutters and Butcher Workmen of North America.
- Office and Professional Employees International Union.

- Oil, Chemical and Atomic Workers International Union.
- International Brotherhood of Painters and Allied Trades.
- United Paperworkers International Union.
- Operative Plasterers' and Cement Masons' International Association of the United States and Canada.
- United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada.
- International Brotherhood of Pottery and Allied Workers.
- Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees.
- Retail Clerks International Association.
- Retail, Wholesale and Department Store Union.
- United Rubber, Cork, Linoleum and Plastic Workers of America.
- Seafarers International Union of North America.
- Sheet Metal Workers International Association.
- American Federation of State, County and Municipal Employees.
- United Telegraph Workers.
- United Textile Workers of America.

MTD's Network of 29 Port Councils Gives Punch to Maritime Labor's Political Fights


Juneau, Alaska



The AFL-CIO Maritime Trades Department wages a constant battle in Congress for legislation that will signal a revitalization of all segments of the American maritime industry. To remain on top of Congress and to keep a step ahead of our political opponents, the MTD is headquartered in Washington, D.C. Hundreds of SIU members, through the Union's educational programs at Piney Point, have had an opportunity to visit MTD Headquarters and meet with some of the MTD's top officers.

But to be successful in national politics today, an organization must be able to conduct a widespread grassroots political effort back home. The MTD has this capability because of the hard work of its network of 29 Port Maritime Councils located throughout the United States, Canada and Puerto Rico. [The locations of all 29 MTD Port Councils are indicated on the above map.]

As can be seen by referring to the map, the Port Councils are all located in major port cities. Because of the Councils' strategic locations, the MTD has a grassroots base of operations covering the backyards of 74 percent of the House of Representatives and nearly 70 percent of the Senate. The MTD believes that a legislator cannot be held accountable for his voting record in

Congress unless the voting public—especially those who are union members—know the score on a particular issue. When the issue is maritime, the

way the MTD tries to get the message to the voters is through its Port Councils. MTD Port Councils participate in virtually all phases of

grassroots politics. Port Council officers and members have coordinated and conducted letter writing campaigns, phone bank campaigns and door-to-door campaigns to help educate the general public on the importance of a strong U.S. maritime industry to a strong America. These campaigns also involve asking the voters to write letters of their own to their Representative and Senators telling them to

vote positively on issues involving the maritime industry. In other words, the work of the MTD Port Councils is indispensable to the overall success of the AFL-CIO Maritime Trades Department in Washington, D.C. The Port Councils, themselves, are made up of representatives of scores of local unions belonging

to the larger family of the 43 international unions comprising the AFL-CIO Maritime Trades Department. SIU members should be proud to know that the SIU is duly represented on virtually every MTD Port Council. It all plays a part in the ongoing job of promoting the U.S. merchant marine and protecting the jobs and job security of American maritime workers.



Rudy Oswald, AFL-CIO director of research, told the MTD Board that U.S. jobs were constantly being lost to foreign imports.



MTD President Paul Hall, right, welcomes Wayne Glenn, new president of the Paperworkers International Union to his new post as a member of the MTD executive board.



Joseph Hellman, secretary treasurer, Graphic Arts International Union.

Highlights of the MTD Executive Board Meeting,



Peter Bommarito, left, president, United Rubber Workers Union, and Al Heaps, president, Retail, Wholesale and Department Store Union.



J. C. Turner, left, president, International Union of Operating Engineers, and Steve Leslie, general vice president, Operating Engineers.



Dave Dolgen, MTD legislative and political activities director.



Peter Rybka, vice president, American Federation of Grainmillers.



Jack Stewart, president of the Tampa MTD Port Maritime Council.



Anthony Scotto, vice president, International Longshoremen's Association and president of the MTD Port Council of Greater New York.



Frank Drozak, SIU executive vice president and Vice President of the MTD Port Council of Greater New York.



Among the SIU officials who also serve on MTD Port Councils, present at the Board meeting were, from the left, SIU representative Mike Sacco, and SIU Vice Presidents, Cal Tanner and Lindsey Williams.

February 15-16, 1979, Bal Harbour, Florida



Frank Palumbo, secretary treasurer, International Association of Firefighters.



Dominick Carnevale, assistant to the president, United Association of Plumbers and Pipefitters.



Bill Lucy, secretary treasurer, American Federation of State, County and Municipal Employees.



Lester Null, president, International Brotherhood of Pottery and Allied Workers.



Julius Isaacson, president, Novelty Production Workers.



Leon Schacter, secretary treasurer of the Amalgamated Meat Cutters and Butcher Workmen.



Frank Martino, President, International Chemical Workers Union.

MTD to Fight for Maritime, Labor Issues

The Executive Board of the AFL-CIO Maritime Trades Department (MTD) 1979 winter meeting Feb. 15-16 at Bal Harbour, Fla. passed a varied slate of resolutions concerning all parts of the U.S. maritime industry and the American labor movement. The major maritime resolutions passed varied from shipbuilding to trade with Mainland China. The resolutions passed were:

Shipbuilding

While the U.S. neglects her merchant fleet and shipbuilding capability and the Russian bloc and developing nations build up theirs, the future for American shipyards is grim. With orders for new U.S. vessels lagging, during the next four years 45,000 to 50,000 U.S. shipbuilders and shipyard workers could lose their jobs. Recently the U.S. Department of Energy weakened America's technological lead in LNG ship construction by killing two long-range projects for the liquified natural gas and the building of the LNG carriers. To counteract these developments, the MTD Board strongly urged the Government to develop and implement a national maritime policy which includes a ship construction program that recognizes the industry's value to the nation's economic and national security. The members also urged enforcement of laws against foreign fleets rate-cutting. Also, to enact the goals of the 1970 Merchant Marine Act, shore up the Jones Act and have Federal agencies use American ships.

World Trade

The MTD favors a U.S. trade policy that keeps American jobs here. Shore-side maritime workers like those in marine supplies and workers in the service industries lose jobs when cheaper foreign imports are dumped on the U.S. market. Pottery workers were extremely hard hit when 48 out of 60 pottery plants were shut down. The 1974 Trade Act simply does not protect service industries from unfair dumping. In addition, new trade negotiations on the international level would put American jobs into even deeper jeopardy. To answer this problem the MTD advocates that Congress pass fair trade laws which:

- give equal protection to service trade workers under the 1974 Trade Act
- protect existing U.S. Buy American laws
- strictly enforce U.S. antidumping laws for goods producers
- place duties on subsidized imports which threaten domestic industry
- continue U.S. manufacturing capacity in import-affected industries
- strike back quickly against foreign trade partners who break international trade laws
- protect and aid U.S. industries as foreign competitors do.

Trade With China

With the resumption of diplomatic relations with the Peoples Republic of China, the United States Government is negotiating trade agreements with her. It is the MTD's position that such agreements should keep the interests of the American workers in mind and be based on principles to stop further breakdown of the U.S. economy and insure growth. One of the main ideas of these trade talks should be to get maximum export of American goods and services to China.



Bill MacLuskie, vice president, Glass Bottle Blowers.

Control and Recycling of Solid Waste Material

The control and recycling of solid waste material is of vital importance to the U.S. Numerous misguided and incomplete attempts have been made to pass legislation on this problem. The jobs of thousands in the glass container industry are threatened by legislation (like the disposable bottle ban) directed only against solid waste composed of glass. We will get a clean environment by attacking the total solid waste problem. Required bottle deposits levied by local or state governments do little to end littering or get rid of the vast bulk of solid waste materials. Successful programs as the Keep America Beautiful, Clean Community Systems and the National Center for Resource Recovery projects have shown how grassroots efforts can lead to a cleaner environment without legislatively penalizing industrial workers. Thus, the MTD joins in rejecting all attempts to control litter through mandatory deposit laws which loses jobs and fully supports the activities of the three groups mentioned above.

Federal Budget Cutbacks

President Carter's proposed \$20-billion cutback in the Federal budget will freeze spending for vital public services, job programs and welfare, and aid to state houses and city halls when inflation is expected to soar from 8 to 10 percent a year. Not only would public state and municipal employees lose their jobs, but those working for private contractors who work for Federal, state and local governments. Economists agree that a \$10-billion Federal cutback would make the cost of living go down 1/10th of 1 percent. The MTD opposes such a cutback. It urges the budget provide adequate funding for people programs and promote economic growth and full employment.

OSHA

The MTD believes that the 1970 Occupational Safety and Health Act (OSHA) must be strengthened as business, citing costs, tries to kill its provisions. Despite workers inhaling toxins and being exposed to high noise levels, the U.S. job death rate dropped the first three years of OSHA. But from 1976 to 1977, the death rate jumped 20 percent, with injuries and days lost increasing for the third straight year. The MTD will be working both to strengthen and to force enforcement of the safety law.

U.S. TV Tube Industry

The domestic TV tube manufacturing industry is hurting (plants closing) from the heavy inflow of foreign tubes and sets not limited by import quotas. Thousands of jobs (30,000 to 35,000) have been lost here or shipped overseas by multinational corporations. The MTD urges the enforcement of the quotas on imported TV tubes and the reduction of imports of TV tubes and sets.

Refinery Incentive Program

Expansion of domestic crude oil refining capacity and a refinery building incentive program are needed in this country. Right now refineries in the Caribbean have foreign-flag tankers carrying residual fuel to the East Coast. The U.S. should first require Caribbean refiners use American-flag ships or impose a stiff fine for using foreign-flags. Building and modernizing U.S. refineries could mean 150,000 to 200,000 more jobs here. Government permits and environmental problems are holding up the building of domestic refineries. The MTD urges legislation which would end tax and other incentives to build refineries overseas. And the Government should speed up the siting process for new, expanded or retrofitted refineries.

Labor Law Reform

The failure to pass the Labor Law Reform Bill in the last session of Congress has resulted in the continuing abuses by employers in obstructing workers' rights to organize. Since workers are entitled to prompt procedure in the conduct or representation elections, willful violators of labor law must be penalized to the fullest extent possible so that workers' rights are protected. And adequate compensation must be paid to persons illegally discharged because of their union activities. The MTD strongly favors the passing of a Labor Law Reform Bill so that workers' rights to organize are protected. Furthermore, copies of this resolution will be sent to the AFL-CIO Executive Council and to members of the U.S. Senate and House of Representatives urging their support of it.

Nuclear Plant Siting

A bill, a new version of the Nuclear Siting and Licensing Act of 1978, is part of President Carter's National Energy Plan to streamline nuclear power plants' licensing procedure and to implement a viable nuclear waste disposal program. A similar bill did not pass in the 95th session of Congress. It died in committee after long hearings in the Senate Committee on Environment and Public Works and House Committee on Interior and Insular Affairs. The House version would have let a plant developer pick both an environmentally-approved site and standard plant design and start construction without further approval. The Senate bill had provisions to speed up Federal and state reviews and streamline administrative and judicial procedures linked with public intervention in the hearing and review process. The MTD urges all its affiliates to support this new bill as it favors the development of nuclear power in the U.S. It strongly urges the 96th Congress to enact this legislation.

National Health Care

The basic, unmet need of millions of Americans is an affordable, comprehensive, coordinated, national medical care program. Health care is now a major item in the consumer's budget. Health costs have been uncontrollable and inflation prone since 1969. Billions are wasted. Abuses of the health care system are rampant, including: unnecessary surgery, profiteering doctors, hospitals buying too much costly equipment and neglect of less expensive forms of care like outpatient surgery and nursing homes for recuperation. The MTD urges Congress to pass a law guaranteeing every American quality medical care which would save them billions.

Air Emission Standards

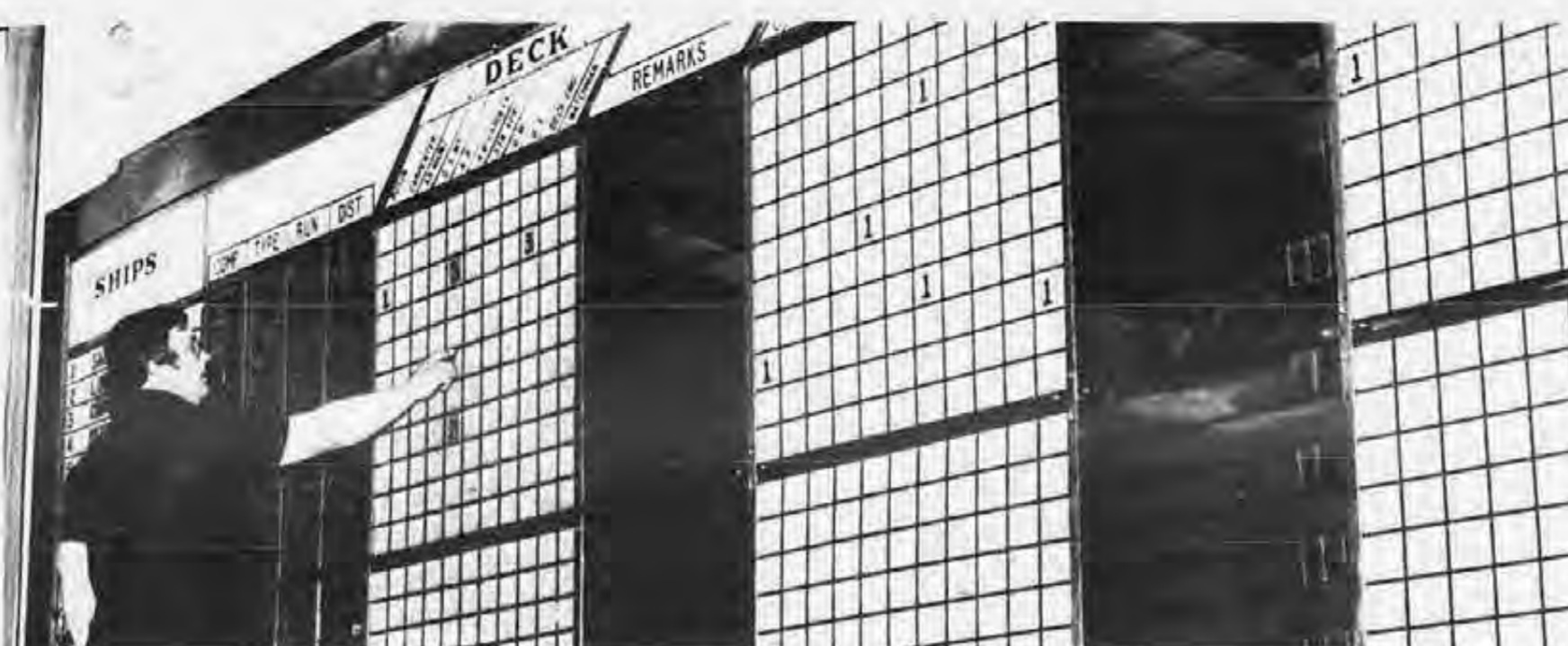
Air emissions standards set by states and the U.S. Environmental Protection Agency (EPA) are so strict as to threaten the continued operation of plants—some 40 to 50 years old. Little is gained if many are thrown out of work and business in a great part of the U.S. is disrupted. A need exists for the gradual improvement of air quality to let industry clean up its operations in a deliberate manner at a reasonable pace. The MTD calls on state authorities and the EPA to set forth air emissions standards which will not threaten industry with the shutdown of their operations. And these agencies should adopt policies that call for a gradual, reasonably paced improvement of air quality insuring continued employment and an improvement of the environment.

Importing of Foreign Beer and Wines

The increasing importation of foreign beer and wines (20 percent more) is affecting the sales of domestic beer and wines. It threatens the jobs of American glass workers, box makers, brewery, distillery and winery workers. The MTD urges Government action to limit the imports of foreign beers and wines.



George Oneto, president, Distillery Workers International Union.



Dispatchers Report for Deep Sea

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	5	4	2	5	2	1	5	4	2
New York	92	26	3	61	25	2	146	35	9
Philadelphia	6	2	1	3	3	1	19	7	1
Baltimore	17	1	2	13	4	3	45	6	3
Norfolk	17	4	6	5	4	4	29	9	4
Tampa	8	0	2	3	4	3	17	1	0
Mobile	14	5	0	17	3	0	24	7	0
New Orleans	67	18	9	57	14	4	152	30	15
Jacksonville	27	10	3	27	17	1	66	12	1
San Francisco	34	5	4	38	9	5	61	11	5
Wilmington	20	4	7	15	11	4	39	12	12
Seattle	29	5	14	26	13	16	60	7	13
Puerto Rico	13	3	0	14	3	0	25	3	0
Houston	73	11	18	75	20	10	131	25	25
Piney Point	4	1	1	6	18	0	0	0	0
Yokohama	5	0	0	2	1	0	8	0	0
Totals	431	99	72	367	151	54	827	169	90
ENGINE DEPARTMENT									
Boston	2	2	0	2	4	0	2	1	1
New York	62	33	9	59	26	1	130	61	14
Philadelphia	4	1	0	2	1	0	12	9	0
Baltimore	13	6	0	9	3	0	26	15	1
Norfolk	3	4	1	4	2	1	13	8	3
Tampa	7	5	1	6	4	1	11	6	1
Mobile	15	3	2	9	3	0	33	11	2
New Orleans	53	18	0	36	10	1	112	42	5
Jacksonville	24	10	2	20	10	0	48	16	3
San Francisco	35	15	4	26	14	4	51	15	4
Wilmington	14	5	4	7	1	0	28	6	4
Seattle	24	6	2	14	14	3	39	14	7
Puerto Rico	5	7	0	7	5	0	16	5	0
Houston	56	16	6	36	21	4	116	20	11
Piney Point	4	0	0	4	5	0	0	0	0
Yokohama	0	0	0	0	0	0	2	1	0
Totals	321	131	31	241	123	15	639	230	56
STEWARD DEPARTMENT									
Boston	0	2	0	2	3	0	2	0	0
New York	43	8	2	37	42	4	70	14	3
Philadelphia	2	0	0	3	1	1	5	1	0
Baltimore	5	2	0	9	4	3	16	6	0
Norfolk	10	6	3	5	4	1	19	9	3
Tampa	6	0	0	2	0	0	9	0	1
Mobile	7	2	0	12	1	0	19	4	1
New Orleans	29	5	0	21	18	2	67	6	0
Jacksonville	9	4	0	12	10	0	27	4	0
San Francisco	23	1	6	13	7	13	39	4	8
Wilmington	3	1	2	11	2	5	16	5	5
Seattle	12	0	3	9	8	5	18	4	8
Puerto Rico	5	3	0	2	2	0	16	4	0
Houston	28	4	5	31	18	7	59	4	10
Piney Point	1	3	0	1	36	0	0	0	0
Yokohama	1	0	0	0	0	0	1	0	0
Totals	184	41	21	170	156	41	383	65	39
ENTRY DEPARTMENT									
Boston	1	8	4				2	9	14
New York	25	72	55				43	147	167
Philadelphia	1	11	0				8	23	3
Baltimore	11	14	13				26	38	34
Norfolk	5	10	2				8	20	15
Tampa	2	6	5				6	7	4
Mobile	4	8	0				5	17	1
New Orleans	30	48	13				61	83	45
Jacksonville	10	21	4				13	39	13
San Francisco	22	16	30				29	31	83
Wilmington	2	14	29				10	37	67
Seattle	10	32	24				13	41	42
Puerto Rico	7	9	5				22	17	15
Houston	26	54	36				42	67	84
Piney Point	0	54	0				0	0	0
Yokohama	1	0	0				1	1	1
Totals	157	377	220	0	0	0	289	577	588
Totals All Departments	1093	648	344	778	430	110	2138	1041	773

*"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.

Last month, a total of 1,318 Seafarers shipped on SIU-contracted deep sea vessels from SIU A&G halls throughout the country. Of this number, 778 were "A" seniority men, 430 were "B" seniority men and 110 were "C" seniority people. These numbers reflect that shipping, as it has been for some time, is good to excellent in all areas of the country. Furthermore, the fact that nearly 40 percent of the jobs are being filled by "B" and "C" seniority indicates that shipping is good for all seniority classes and all ratings.

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

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Stop 20 00909
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(813) 870-1601

TOLEDO, Ohio 935 Summit St. 43604
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Yokohama Port P.O. 5-6 Nihon Ohdori
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(213) 834-8538

SAN FRANCISCO, Ca. 350 Fremont St. 94105
(415) 543-5855

Legal Aid

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

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

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

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

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

TAMPA, FLA.—Hamilton, Douglas and Bennett, P.A.
2620 W. Kennedy Blvd.
Tampa, Fla. 33609
Tel. #(813) 879-9482

SAN FRANCISCO, CALIF.—John Paul Jennings, Henning and Walsh
100 Bush St., Suite 1403
San Francisco, Calif. 94104
Tel. #(415) 981-4400

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

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

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

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

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

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

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

CHICAGO, ILL.—Katz & Friedman
7 South Dearborn Street
Chicago, Ill. 60603
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Dispatchers Report for Inland Waters

FEBRUARY 1-28, 1979

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	0	5	0	0	3	0	4	13	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	3	2	2	0	0	1	5	3	3
Mobile	6	0	0	0	0	0	13	0	1
New Orleans	4	1	6	0	0	2	8	3	11
Jacksonville	1	1	3	0	0	3	4	1	9
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	2	2	0	0	0	3	9	6
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	2	0	0	3	0	1	11
Houston	9	7	2	8	7	3	9	11	4
Port Arthur	14	3	15	11	3	6	10	2	102
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	4	8	8	2	6	2	8	12	20
Piney Point	0	15	0	0	15	0	0	0	0
Paducah	2	1	39	1	1	14	2	2	61
Totals	45	45	79	22	35	31	66	57	230
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	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	0	2	1	0	0	0	0
Jacksonville	1	0	3	1	0	3	1	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	0	0	1	0	0	1	0	0	0
Houston	1	0	0	0	1	1	3	1	0
Port Arthur	0	1	0	0	0	0	0	1	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	1	0	0	0	0	0	1
Piney Point	0	1	0	0	1	0	0	0	0
Paducah	0	0	1	0	0	0	0	0	1
Totals	3	2	6	3	3	5	4	2	3
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	1	0	0	0	0	0	1
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	0	0	0	0	0	0	1	1	1
Mobile	0	0	0	0	0	0	0	0	1
New Orleans	0	0	4	0	0	1	0	0	6
Jacksonville	0	0	1	0	0	0	0	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	1	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	1	0	0	1
Houston	0	0	0	1	0	1	0	0	1
Port Arthur	1	0	0	1	0	0	1	0	3
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	3	1	0	1	0	1	5
Piney Point	0	1	0	0	1	0	0	0	0
Paducah	1	1	4	0	0	1	3	1	9
Totals	3	2	14	3	1	5	6	3	30
Totals All Departments	51	49	99	28	39	41	76	62	263

*"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.

Transportation Institute

Rep. Paul N. McCloskey, a Republican from Northern California, is the ranking minority member of the House Merchant Marine and Fisheries Committee.

From the SIU's point of view, Rep. McCloskey has proven to be one of the most vocal detractors of a strong U.S. maritime industry in Congress.

On a wide range of important issues in Congress, the SIU and Rep. McCloskey have been on opposite sides.

But where we stand, or where he stands in the area of maritime legislation is not the issue here.

The issue is simply a request by Rep. McCloskey to rebut a maritime industry study, concerning him, which was published in the October 1978 edition of the *Log*. McCloskey asked the *Log* for this opportunity for rebuttal in a letter dated March 9, 1979. (reprinted verbatim below)

However, before we print Mr. McCloskey's paper, SIU mem-

bers should be fully aware of the background of this issue and what the Congressman is rebutting.

In our October 1978 issue (pages 12-13), the *Log* printed a study concerning Rep. McCloskey entitled "Maritime Policy and Campaign Contributions: A Case Study in Double Standards." The study was conducted by the Transportation Institute (T.I.).

T.I. is a maritime research and industry promotional organization funded by 160 U.S.-flag deep sea, inland and Great Lakes operators.

The T.I. study—as stated in its Introduction—was conducted because, "In taking positions adverse to the U.S. merchant marine, Congressman Paul N. McCloskey has repeatedly made an issue of campaign contributions to members of Congress."

The T.I. study further explains that, "Focusing on contributions by American maritime labor,

Debate Rep. McCloskey

sometimes as small as \$500, representing scores of individual seamen's contributions, Mr. McCloskey has virtually charged his colleagues with a conflict of interest."

Essentially, the T.I. study is a detailed investigation of where Rep. McCloskey got his campaign contributions. As noted in the study, "he (McCloskey) received tens of thousands of dollars from foreign-flag vessel interests with a stake in his anti-U.S. merchant marine positions. Most noteworthy were contributions from sources related to Standard Oil Co. of California, one of the 'seven sisters' of the oil industry, and a major foreign 'flag-of-convenience' operator."

As concluded in the T.I. study, McCloskey's own campaign contributions "at the very least, reflect a double standard."

After the Transportation Institute study was released and sent to each member of the House of Representatives, Rep. McClos-

key prepared a rebuttal in his defense.

Mr. McCloskey then sent his rebuttal to the press and his colleagues in Congress. His letter to the *Log* of March 9, then, is a request for the *Log* to print this rebuttal.

Therefore, following on this and the next few pages are reprints of both the Transportation Institute study and Mr. McCloskey's rebuttal to that study.

Included with the T.I. paper is a reprint of a letter sent by T.I. President Herb Brand to each member of the House of Representatives as a preface to the T.I. study.

As a preface to Mr. McCloskey's paper is his letter of March 9, 1979 requesting the *Log* to print his rebuttal.

The *Log* is reprinting both papers so that SIU members will have a complete picture of all the issues involved. We urge the membership to read both pieces.

Transportation Institute Study

"Maritime Policy and Campaign Contributions; A Case Study in Double Standards"

U.S. House of Representatives
Washington, DC 20515

October 6, 1978

Dear Congressman:

Congressional consideration of issues involving the U.S. merchant marine has repeatedly been clouded by allegations by Congressman Paul N. McCloskey concerning campaign contributions to members of Congress. Often these charges have precluded reasoned and objective consideration of legislative merits.

The attached study, entitled "Maritime Policy and Campaign Contributions: A Case Study in Double Standards", is a review of special interest contributions to Representative Paul N. McCloskey by oil industry and foreign shipping interests with a stake in weakening the U.S.-flag merchant marine. The study was prepared as a public service to assist members of Congress in considering maritime policy. However, its conclusions are also relevant to federal election disclosure policy. All information contained therein has been gathered from public records.

The Transportation Institute is a nonprofit research and education organization established in 1968. Its 160 member companies operate vessels in all aspects of U.S. seagoing domestic and international commerce, the Great Lakes and inland waterways.

I hope you will find the study interesting and useful. Inquiries or comments should be directed to the undersigned.

Very truly yours,
Herbert Brand
President
Transportation Institute

INTRODUCTION

In taking positions adverse to the U.S. merchant marine, Congressman Paul N. McCloskey has repeatedly made an issue of campaign contributions to members of Congress.

Focusing primarily on contributions by American maritime labor, sometimes as small as \$500, representing scores of individual seamen's contributions, Mr. McCloskey has virtually charged his colleagues with a conflict of interest.

However, no public attention has been given to special interest contributions to Mr. McCloskey by the beneficiaries of his maritime positions: foreign-flag shipping interests.

A review of Mr. McCloskey's own campaign contributions during the period January 1, 1972, through June 30, 1978, suggests that, at the very least, he has employed a double standard. He received tens of thousands of dollars from foreign-flag vessel interests with a stake in his anti-U.S. merchant marine

positions. Most noteworthy were contributions from sources related to Standard Oil Company of California ("SOCAL"), one of the "seven sisters" of the oil industry, and a major foreign "flag-of-convenience" operator.

Mr. McCloskey received over \$26,000 from sources tied directly to SOCAL through employment, legal representation and interlocking directorates, including:

- \$13,775 from a few members of a law firm (and their families) that represent subsidiaries of SOCAL;

- \$11,916 from sources tied to SOCAL by means of direct interlocking directorates;

- \$1,090 from executives of SOCAL and its subsidiaries, including Chevron Shipping, Inc.

He also received additional tens of thousands of dollars from other sources indirectly tied to SOCAL.

In addition to SOCAL, Mr. Mc-

Continued on Page 28

Rep. Paul McCloskey Rebuttal

Editor
Seafarers LOG
675-4th Avenue
Brooklyn, New York 11232

Dear Editor:

During the past several months I have noticed that you have devoted several pages of the *LOG* to a study conducted by the Transportation Institute concerning alleged links between me and several oil interests.

I do not agree with the conclusions of that study and have prepared a point-by-point rebuttal of its alleged "facts" and conclusions.

I am enclosing a copy of that rebuttal with the request that you print it to allow a balanced debate.

A faithful reader,
Paul N. McCloskey, Jr.
Ranking Minority Member

November 17, 1978

Dear Colleague:

Just before Congress recessed in October, you (and the national press) received a letter from Herbert Brand, President of the Transportation Institute, dated October 6, 1978, enclosing a paper entitled:

"Maritime Policy and Campaign Contributions: A Case Study in Double Standards: Congressman Paul N. McCloskey"

The Transportation Institute serves as the voice of two maritime unions, the Seafarers International Union (SIU), Paul Hall, President, and the Marine Engineers Beneficial Association (MEBA), Jesse Calhoun, President. These unions, you will recall, led the fight for the Cargo Preference bill in the 95th Congress, which was defeated in the House on October 19, 1977, by a vote of 257 to 165. The bill's defeat was preceded by a rather extensive public debate on campaign promises made by President Carter to Mr. Calhoun and the maritime unions, as well as consideration of the almost-incredible per capita

contributions those same unions had made in the 1976 national elections (\$56 per member by the MEBA and \$29 per member by the SIU, as compared with less than \$3 per member for all other U.S. unions). The strong-arm tactics of union lobbyists in suggesting that their \$500 contribution to Democrat members required support of Cargo Preference were a major factor in causing 131 Democrats to vote against the bill.

The Transportation Institute's Herbert Brand is the same individual whose advice led a national advertising agency to propose to the National Maritime Council, a federally-administered organization receiving federal funds, a million dollar advertising campaign to enact the Cargo Preference bill (a violation of law if federal funds were used for lobbying purposes). The questionable nature of this advertising campaign is described in the report issued October 2, 1978, by the Government Operations Committee entitled: "Problems in the Relationship between the Commerce Department's Maritime Administration and the National Maritime Council, a Private Trade Organization." The report reveals that the Maritime Ad-

Continued on Page 29

Transportation Institute Study

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Closkey received substantial contributions from other oil and gas industry sources. As set forth, his votes reflecting the views of the oil industry in general (and SOCAL in particular) have not been limited to maritime issues.

Mr. McCloskey also received contributions aggregating thousands of dollars from other sources directly and indirectly related to foreign-flag shipping and foreign shipbuilding.

Other major special interest contributions to Mr. McCloskey include thousands of dollars from defense contractor interests that would benefit from legislation he sponsored to weaken the Renegotiation Board, the watchdog agency monitoring excess profits by government contractors.

Mr. McCloskey's campaign contributions contain other examples of his use of a double standard. For example, he made much of unproven allegations of wrongdoing in the U.S. maritime industry. However, in 1973—a non-election year—Mr. McCloskey reported a \$3,000 contribution from a "L. E. Wolfson, private investor, Jacksonville, Florida." (Louis E. Wolfson, a financier and former Chairman of the Board of Merritt-Chapman and Scott Corp., was convicted in 1967 for selling unregistered stock.)

In addition to demonstrating the existence of a double standard, Mr. McCloskey's contributions highlight the difficulty of tracing and aggregating certain special interest contributions and suggest a serious deficiency in federal reporting requirements.

Discussion

The list of Mr. McCloskey's anti-U.S. merchant marine positions is too long to be recounted here. Prominent examples in the last year include his denunciation of President Carter's proposal to reserve from 4.5 to 9.5 percent of U.S. oil imports for U.S. vessels, his opposition to the routine authorization of appropriations for maritime programs, and his recent role in stimulating attacks on the National Maritime Council.

Oil Interests and Foreign Shipping:

Though Mr. McCloskey has generated widespread publicity for his anti-U.S. merchant marine attacks, little attention has been focused on the direct beneficiaries of his efforts: multinational oil and foreign ship interests. Cargo must move. Each vessel denied to the U.S. fleet represents a vessel for a foreign fleet. Each construction contract denied a U.S. shipyard represents a contract for a foreign shipyard.

In particular, multinational oil companies have been the direct beneficiaries of Mr. McCloskey's efforts. This was most apparent in the controversy surrounding a preference for U.S. vessels to carry a portion of U.S. oil imports where Standard Oil Company of California, the American Petroleum Institute and other oil interests openly and vigorously opposed the legislation. But it is also true more generally. To avoid American taxes, safety and pollution requirements, and labor standards, multinational oil interests have opted for huge flag-of-convenience fleets and have thus become the natural antagonists of the U.S. fleet.

Additionally, multinational oil companies are the legislative adversaries of the independent U.S. tanker fleet, for many of the same reasons they are the adversaries of independent producers, independent refiners and independent retailers.

"Corruption"

Most disturbing has been Mr. McCloskey's tendency to ignore legislative merits and to focus instead on generating an aura of alleged "corruption."

He has denounced maritime as a "sick and corrupt industry"—a startling generalization considering the hundreds of companies and hundreds of thousands of people involved. He has frequently impugned the integrity of both labor and management in the American maritime industry.

He grossly exploited the indictment of former Congressman Edward Garmatz, and issued no retraction or apology when the Congressman was exonerated. He has repeatedly attacked the integrity of the Assistant Secretary for Maritime Affairs, a public servant for over 20 years. Last year, he even made totally unfounded allegations of wrongdoing against this Institute, which he will likely resume after publication of this report.

In each case, Mr. McCloskey's charges received widespread publicity and did serious damage to public perception of the American merchant fleet, while the exoneration which followed in time was little noted.

Moreover, in classic double-standard fashion, Mr. McCloskey remained completely silent while a litany of real violations were proven against his own constituency of multinational oil and foreign ship interests—antitrust, tax avoidance, overcharging consumers, unlawful rebating, price-fixing, and even illegal corporate campaign contributions.

A central theme of Mr. McCloskey's corruption charges has been campaign contributions to members of Congress, particularly by maritime labor. He has repeatedly suggested that such contributions, sometimes as small as \$500 or \$1,000 representing scores of individual seamen's contributions, were a motivation for a Congressman's support of a strong U.S. merchant marine. Unfortunately, these charges have been widely repeated and disseminated by Common Cause, the media and others.

In general, the Transportation Institute does not believe that the positions of Congressmen on legislative issues are determined by campaign contributions. The overwhelming majority of Congressmen, like all Americans, are people of integrity. However, Mr. McCloskey's consistent anti-U.S.-flag stance and apparent fixation with corruption and contributions suggested that additional research was required.

Scope of Review

Public records of Mr. McCloskey's reelection committee for the period January 1, 1972, through June 30, 1978, were reviewed. The objective was to identify and aggregate special interest contributions where appropriate.

This was not a simple task because of the manner in which contributions are now required to be reported. For example, multiple contributions by executives of the same company are not required to be aggregated and, therefore, are not easily identified. Contributions by lobbyists or lawyers for a special interest bear no identification of the interest involved. Similarly, important relationships such as interlocking directorates are ignored in the reporting requirements.

Unlike campaign contributions from American seamen (and labor generally), which are openly aggregated and identified, special interest contributions from management can be disguised in many ways. This, more than any single factor,

may account for the uneven treatment of contributions by Common Cause and the media on maritime issues.

It has simply been too much work to trace and dig out special interest contributions by the oil industry and foreign vessel interests to Mr. McCloskey and others. Although the Institute restricted itself to public documents, extensive research was required into press reports, the Martindale-Hubbell Law Directory, Moody's Industrial Manual, corporate reports, court records and other sources.

Even this research probably did not yield a complete picture of Mr. McCloskey's special interest contributions. However, a clear pattern of contributions did emerge from at least two special interest sources: (1) multinational oil and foreign-flag vessel interests; and (2) defense contractor interests.

Oil Industry and Foreign Shipping

The SOCAL Connection

For reasons already described, initial attention was focused on the oil industry. That industry is the major beneficiary of "flag-of-convenience" ships and is antagonistic to the U.S. merchant fleet. In particular, SOCAL owns 28 foreign ships, was a bitter opponent of oil cargo preference legislation, and is a leading "flag-of-convenience" exponent.

SOCAL and the oil industry also received special attention because of two rather casual statements made by Mr. McCloskey:

"A number of years ago, when I ran for Congress, I was invited to meet with the executives of a major oil company in San Francisco. It was represented to me that if those executives were satisfied with my position on certain issues, I might expect individual campaign contributions from them. . . ." [Paul N. McCloskey; Serial No. 95-11, p. 166]

Addressing Mr. Lawrence Ford, President of Chevron Shipping Company, a subsidiary of SOCAL, Mr. McCloskey said:

"I have a great respect for your company's counsel. It is as good a law firm as I have seen. When I was considering going into politics, I was referred to your attorneys as the most knowledgeable about the political scene and how to run for office." [Serial No. 95-11, p. 166]

San Francisco court records list Brobeck, Phleger and Harrison as counsel to a subsidiary of Standard Oil Company of California. Members of the firm and their immediate families contributed \$13,775 to Mr. McCloskey as follows:

Herman Phleger	\$3,200
Atherton Phleger	3,000
Hamilton Budge	1,800
Peter M. Folger (Parents of)	4,850
David W. Lennihan	550
Robert N. Lowry	200
Donald D. Connors	100
Hart H. Spiegel	75

In addition, two members of the firm and the father of Mr. Folger served on Mr. McCloskey's finance committee.

Executives of SOCAL subsidiaries, including the President and Manager of Flag Ships of Chevron Shipping Company, directly contributed \$1,090 to Mr. McCloskey.

Sources directly tied to SOCAL by means of interlocking directorates also were major contributors to Mr. McCloskey:

• \$5,143 from executives and attorneys of Hewlett-Packard Company, and Mrs. David Packard. Mr. David

Packard, Chairman of the Company, is a director of SOCAL.

• \$4,150 from Mr. Alejandro Zafaroni, president of Alza Corporation, whose board, until 1978, interlocked with SOCAL.

• \$2,300 from four executives of the Signal Companies and the corporation's political action committee. SOCAL and Signal are tied by means of an interlocking director.

The foregoing is illustrative. Thousands of dollars of additional contributions to Mr. McCloskey, either in smaller amounts or with less direct ties, are from other sources related to SOCAL and other multinational oil and gas interests.

Voting on Big Oil Issues

As noted, the multinational oil companies in general (and SOCAL in particular) are the major beneficiaries of "flag-of-convenience" fleets. However, Mr. McCloskey's pro-big-oil positions have not been limited to maritime issues. For example, Mr. McCloskey—

• supported legislation to strike from the Conference Report on S. 2589 (93rd Congress) price controls on certain crude oil;

• opposed H.R. 11793 (93rd Congress) to roll back the price of domestic crude oil to \$5.25 per barrel and to allow prices to rise no more than 35% above the \$5.25 ceiling;

• opposed H.R. 7014 (94th Congress) providing the President emergency standby authority to establish a civilian strategic oil reserve, control the price of domestic oil, and set fuel economy standards for domestic automobiles;

• supported an amendment to H.R. 7014 (94th Congress) to provide for gradual decontrol of domestic oil prices but placing a ceiling of \$11.28 per barrel on the price of new oil;

• opposed an amendment to H.R. 7014 (94th Congress) to prohibit the leasing of federal mineral lands—other than those on which oil deposits are located—to a vertically integrated oil company, and to prohibit granting leases on oil lands to such companies if they owned or controlled competing interests in energy sources;

• opposed an amendment to H.R. 7014 (94th Congress) to set ceilings for prices for the cost of domestic oil;

• opposed an amendment to H.R. 7014 (94th Congress) to continue the \$5.25 per barrel price ceiling for old domestic oil, to roll back the price of most other domestic oil to an average of \$7.50 per barrel and to allow the President to set higher prices of other classifications of domestic oil up to an average price of \$10.00 per barrel;

• opposed adoption of the Conference Report on H.R. 2166 (94th Congress) repealing the Oil Depletion Allowance for major oil companies and restricting foreign tax credit abuses by major oil companies;

• opposed House Resolution 605 (94th Congress) to disapprove and block the proposed plan of the President to gradually lift price controls on domestic oil;

• opposed House Resolution 641 (94th Congress) to disapprove of the President's plan for gradual decontrol of the price of domestic oil over a 39-month period;

• supported amendments to H.R. 9464 (94th Congress) to end federal regulation of interstate gas prices, to deregulate natural gas prices, to end the Federal Power Commission's authority to reduce price ceilings on gas still under federal regulation;

• opposed H.R. 4035 (94th Congress)

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Rep. Paul McCloskey Rebuttal

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ministration, instead of squarely stating that the purpose of its one million dollar advertising campaign was to pass the Cargo Preference legislation, tried to cover up that purpose by defining it as "the creation of a climate in which legislation would be passed." (Emphasis added.) This was a patent fraud, and it was Mr. Brand's advice that the advertising firm relied on in proposing to use government funds to work to pass the Cargo Preference bill.

Mr. Brand has every reason to oppose my positions on the maritime industry, and it is fair that he raise reasonable questions as to my own sources of campaign funding. I have run for Congress seven times and for the Presidency once, and over \$2 million has been raised on my behalf, primarily from friends and constituents in my own congressional district.

Mr. Brand, however, has made a number of serious misrepresentations in his letter, and his inferences and innuendos are both unreasonable and misleading. I would like to set the record straight on his chief allegation that my votes in the Congress "have reflected the views of the oil industry in general and Standard Oil Company of California (SOCAL) in particular," and that, "Mr. McCloskey received over \$26,000 from sources tied directly to Standard Oil Company through employment, legal representation and interlocking directorates."

The specific facts alleged by Mr. Brand to support these statements are set forth under the title, *Oil Industry and Foreign Shipping: The SOCAL Connection*.

The pertinent language from Mr. Brand's paper is set forth verbatim as follows, and in order that you may test Mr. Brand's thesis and accuracy, I have set forth the true facts immediately following each accusation, with references to several letters from individuals named in Mr. Brand's letter which are attached as appendices hereto.

1. MR. BRAND'S ALLEGATION: "The SOCAL Connection" . . . "San Francisco court records list Brobeck, Phleger and Harrison as counsel to a subsidiary of Standard Oil Company of California. Members of the firm and their immediate families contributed \$13,775 to Mr. McCloskey as follows:

Herman Phleger	\$3,200
Atherton Phleger	3,000
Hamilton Budge	1,800

Peter M. Folger (Parents of)	4,850
David W. Lennihan	550
Robert N. Lowry	200
Donald D. Connors	100
Hart H. Spiegel	75

(Total \$13,775)

RESPONSE: The law firm of Brobeck, Phleger and Harrison does not represent Standard Oil Company of California or any of its subsidiaries. (See letter of Herman Phleger attached as Attachment A, and from David Lennihan, Attachment D.) Of the eight lawyers listed in the firm, three were classmates of mine at Stanford, either as undergraduates or in law school, and one served with me in the First Marine Division in Korea in 1951. The firm has no connection with SOCAL and yet half of the so-called "SOCAL CONNECTION" is attributed to this firm. Mr. Phleger, former Counsel to the State Department in the Eisenhower Administration has properly termed Mr. Brand's charge "libelous per se" and demanded a retraction.

2. MR. BRAND'S ALLEGATION: "In addition, two members of the firm and the father of Mr. Folger served on Mr. McCloskey's finance committee."

RESPONSE: This is true. Peter Folger was the Co-Chairman of my Finance Committee in 1967 when I ran against Shirley Temple Black. Mr. Folger is an ex-marine who served in World War II, and we share a Marine Corps background and friendship. Two Stanford classmates, David Lennihan and Hamilton Budge, also have served on my finance committees. But none of these people have any relationship to Standard Oil Company.

3. MR. BRAND'S ALLEGATION: "Executives of SOCAL subsidiaries, including the President and Manager of Flag Ships of Chevron Shipping Company, directly contributed \$1,090 to Mr. McCloskey."

RESPONSE: So far as I can tell, this is also true. Larry Ford, the former President of Chevron Shipping Company, gave me \$100 in 1977. In 1976, the Chevron Committee for Political Participation gave me \$200. This year, 1978, Mr. Ford and the Chevron PAC each gave me \$100. These were the first contributions I had ever received from any oil company to my knowledge, although John Berwald, one of my earliest legal clients (dating from 1956), a close personal friend, and an executive with a SOCAL subsidiary, has given me small contributions over the years, and I presume other friends or clients from 14

years of law practice may have given me additional small campaign contributions. This is in spite of the fact that I have never been believed to be sympathetic with the oil industry's positions. You will note from the Petroleum Political Action Committee letter (Attachment C) that my voting record is listed "as one generally adverse to the position of the petroleum industry," with a 20% approval rating from the IPAA.

4. MR. BRAND'S ALLEGATION: "Sources directly tied to SOCAL by means of interlocking directorates also were major contributors to Mr. McCloskey:

—\$5,143 from executives and attorneys of Hewlett-Packard Company, and Mrs. David Packard. Mr. David Packard, Chairman of the Company, is a director of SOCAL."

RESPONSE: This is a joke, since David Packard, former Under Secretary of Defense in the Nixon Administration, has generally opposed me in my campaigns for re-election, particularly after I urged discussion of impeachment of Nixon in 1971 and 1973. His wife *did* contribute to me in one election against the liberal student activist, David Harris, and this certainly must have been with the concurrence of Mr. Packard. A number of Hewlett-Packard executives who live in my district, and who are friends, neighbors or ex-clients, have supported me over the years, and the wife of one Hewlett-Packard executive has managed two of my congressional campaigns. Aside from David Packard's service to SOCAL as a Director, to my knowledge, neither Hewlett-Packard nor any of its executives have any tie-in of any kind with SOCAL.

5. MR. BRAND'S ALLEGATION: "—\$4,150 from Mr. Alejandro Zafferoni, president of Alza Corporation, whose board, until 1978, interlocked with SOCAL."

RESPONSE: Dr. Zafferoni is one of the leading scientists in the world, and a contributor to the early development of the birth control pill. He was strongly opposed to the Viet Nam War and is listed in Congressional Quarterly as having been the largest donor to anti-war candidates in 1972 of any citizen in the United States. His contributions to me were based on my anti-war position against the Nixon Administration in 1972, and he has never discussed with me on any occasion any interest in oil companies or in their problems. If his

Board of Directors included a Director of Standard Oil Company, it had no reference to his campaign contributions on behalf of anti-Viet Nam War candidates.

6. MR. BRAND'S ALLEGATION: "—\$2,300 from four executives of the Signal Companies and the corporation's political action committee. SOCAL and Signal are tied by means of an interlocking director."

RESPONSE: Forrest Shumway, President of the Signal Companies, was a fraternity brother of mine at Stanford and once persuaded me to enlist in the Marine Corps. We have been close personal friends since college, and he has contributed to my campaign (and occasionally gotten his friends to do so) in every race in which I have ever run in spite of his concerns over my voting record.

7. MR. BRAND'S ALLEGATION: "The foregoing is illustrative. Thousands of dollars of additional contributions to Mr. McCloskey, either in smaller amounts or with less direct ties, are from other sources related to SOCAL and other multinational oil and gas interests."

RESPONSE: The foregoing is indeed illustrative. No reasonable person could infer therefrom that there is evidence of substantial contributions from Standard Oil Company or their subsidiaries, or a pattern of "pro-big-oil positions" on my part as claimed by Mr. Brand.

In short, Mr. Brand is a liar and deliberate deceiver whose innuendos and inferences can't stand the test of public scrutiny. He brings no credit to those elements in the maritime industry which are honest and competent. I hope you will have the opportunity to meet Mr. Brand personally and discuss his charges and this response with him. I believe you will conclude he is one of the truly great horses' asses on the Washington scene.

I would not have taken your time with this lengthy letter in answer to Mr. Brand's observations of October 6 but for the fact that Merchant Marine Committee Chairman Jack Murphy has recently announced that he will again attempt to push through Cargo Preference this year, with Mr. Brand's usual vigorous support.

I would be glad to answer any further questions you may have, or respond to any of the other claims or innuendos in Mr. Brand's letter which are not discussed herein.

Sincerely,
Paul N. McCloskey, Jr.

Transportation Institute Study

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to extend authority for oil price controls;

• sponsored H.R. 10579 (94th Congress) deregulating the price of certain natural gas taken from federal lands. [One month after the bill's introduction, Standard Oil Company of California acquired an interest in seven tracts of federal offshore lands.]

Other Foreign Shipping Interests

In addition to the oil industry, Mr. McCloskey received other contributions from sources related to foreign-flag shipping. A few examples include:

- \$1,000 from two executives of Envirotech Corporation, a 50-50 joint venture partner with both Sumitomo Shipbuilding and Mitsui Shipbuilding, both Japanese companies.
- \$3,485 from directors, executives and counsel to Crown Zellerbach Cor-

poration, and their families. Through subsidiaries, the company owns five foreign-flag vessels.

- \$600 from Adil Araboglu, "Hon. Cons. of Tunisia" and "Shipping Broker" with a Washington, D.C. address.

- \$3,100 from sources directly and indirectly tied to the Weyerhaeuser Company which operates at least six foreign-built foreign-flag vessels.

- \$450 from the President of the Bank of California, which owns five Japanese-built, Liberian-flag vessels acquired in 1973 and 1974.

Again, the foregoing is illustrative rather than exhaustive.

Defense Contractor Interests

Another special interest group which figures prominently in Mr. McCloskey's contributions is defense contractors. A few examples will suffice:

- Mr. McCloskey received \$5,143 (already mentioned) from executives and attorneys of Hewlett-Packard Company, and their families. In fiscal year 1977, the company received \$69,049,000 in prime military contracts.

- Mr. McCloskey received \$2,300 from four executives and the political action committee of the Signal Companies, Inc. In 1977, the company received \$118,312,000 in prime military contracts.

- Mr. McCloskey received \$2,100 from a director of Teledyne, Inc. In 1977, the company received \$304,778,000 in prime military contracts.

- M. McCloskey received \$1,375 from two executives and the political action committee of Watkins-Johnson Company. In 1976, the company received \$2,371,000 of prime military contracts.

Mr. McCloskey received additional thousands of dollars from executives of

substantial defense subcontractors. Examples include:

- \$1,150 - Vidar Corporation (one executive)
- \$4,400 - Raychem Corporation (two executives)
- \$2,100 - Tymshare, Inc. (two executives and one lawyer)

Mr. McCloskey was a leader in the effort to cripple the Renegotiation Board, the watchdog agency that monitors and recaptures excess profits by defense contractors.

On March 21, 1977, Mr. McCloskey introduced H.R. 5257 which, in effect, would have put the Renegotiation Board out of business by relegating it to standby status. Mr. McCloskey also supported an amendment to H.R. 10680 (rejected by a vote of 125-251) that would have severely curtailed the powers and proposed extended life of the Renegotiation Board. These posi-

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tions were consistent with the interests of Mr. McCloskey's defense contractor contributors in general, and particularly of companies such as Watkins-Johnson and Teledyne, which were required by the Board to repay excess profits in the past.

Conclusion

In general, the Transportation Insti-

tute does not believe that the decisions of Congressmen are determined by their campaign contributions.

Such allegations by Mr. McCloskey and others in connection with maritime issues should be viewed with considerable skepticism. At the very least, they reflect a double standard.

As documented herein, Mr. McCloskey accepted special interest contri-

butions far greater in magnitude than contributions to other members of Congress that he criticized. Moreover, skepticism is required because media attention to contributions in connection with a legislative issue may be more reflective of the ease of identifying those contributions than of their relative magnitude or importance.

Congress should consider revising

existing federal election disclosure requirements. As this case study demonstrates, multiple contributions from corporate executives, contributions by lawyers and lobbyists without identification of the special interests they represent, and the failure to identify important relationships such as interlocking directorates can frustrate the disclosure objectives of existing law.

Impartial Observer Views T.I.—McCloskey Debate

As people who depend on a strong U.S. maritime industry for our livelihoods and who understand its importance to our national security, it is easy for us to choose sides in the Transportation Institute-Rep. Paul McCloskey debate.

Since the Institute is a staunch supporter of the U.S. maritime industry, we as SIU members would naturally align ourselves with T.I.

So in this regard, we were heartened to read an article from an impartial observer who com-

mented favorably on the T.I. study concerning Rep. McCloskey.

The article appeared in the Political Action Report, an independent Washington, D.C. based newsletter specializing in in-depth political reporting.

The article in Political Action Report—written by its editor Nathan Muller—was not, however, totally prompted by the T.I.-McCloskey issue.

Common Cause—a self proclaimed public interest lobbying group—released a study entitled

"How Money Talks in Congress" in October 1978.

The Common Cause article blasted maritime labor's program of supporting the election campaigns of legislators who have shown that they believe in the importance of a strong merchant marine to a strong United States.

At the same time, Common Cause congratulated Rep. McCloskey for his key role in defeating the 9.5 percent oil cargo preference for U.S. ships bill in 1977.

Therefore, the Political Action

Report, in its article, reviews both the T.I.-McCloskey issue as well as issues raised in the Common Cause study.

So, following is the article as it appeared in the Political Action Report.

By reading it, SIU members will have a better understanding not only of the T.I.-McCloskey debate, but of the kinds of issues the SIU faces every day in Washington in our fight for a better maritime industry and job security for American maritime workers.

Political Action Report

"Common Cause Study Flawed"

IN October, Common Cause released a study on the impact of money on Congressional decision-making. At the same time, another study was completed. This one by the Transportation Institute, a non-profit research and education organization representing 160 member companies that operate vessels on the Great Lakes, inland waterways and U.S. flag-ships in domestic and international seagoing commerce.

The stated goal of the Common Cause study, "How Money Talks in Congress," was to demonstrate the various ways in which political contributions affect congressional decisions that have an impact on all of us.

"Examples abound," said the report, "but one of the most blatant is the case of the 1977 cargo preference bill." The controversial bill, which would have required 9.5 percent of all oil imports be carried on U.S. flag-ships, was reported out of the House Merchant Marine and Fisheries Committee by vote of 31 to 5. According to Common Cause, members of that committee who voted for cargo preference received a total of \$82,263 in campaign gifts, but those who voted against it, only \$1,000.

After citing numerous instances of how the maritime interests used huge amounts of money to influence the outcome of the bill, Common Cause proclaimed: "But another campaign was also conducted—one to defeat the bill, led inside the House by Rep. Pete McCloskey (R-Calif.), who also served on the Merchant Marine and Fisheries Committee.

The goal of Rep. McCloskey, Common Cause and others was to draw enough public attention to the bill to convince legislators that it would never stand the light of day." As Common Cause noted in its study, the cargo preference bill was eventually defeated on the House floor by a vote of 257-165. "The glare of national publicity had produced some dramatic results."

Common Cause lent credibility to its final report by lifting excerpts of a letter from Rep. Pete McCloskey which read in part: "Your publishing of the precise extent and nature of maritime industry contributions over the years created a desire on the part of many of my

colleagues, particularly the new Members, finally to declare their independence from the maritime lobby. I believe this was the crucial factor in changing a 31 to 5 vote for the bill in Committee to a smashing 257-165 vote on the floor."

McCloskey denounced maritime as a "sick and corrupt industry" and impugned the integrity of some members of the committee who had been recipients of campaign contributions from maritime interests.

But two rather casual statements made by McCloskey prompted an investigation from another quarter into the real motivations of Common Cause's steadfast ally, The Transportation Institute, in its report, "Maritime Policy and Campaign Contributions." A Case Study in Double Standards," revealed that McCloskey had good reasons to lead the fight against cargo preference, none of which had to do with looking out for the public interest or "declaring independence from the maritime lobby."

The Institute, using the same documents and research techniques as Common Cause, uncovered a clear pattern of contributions to McCloskey's campaigns: multinational oil and foreign-flag vessel interests; and defense contractor interests, all of whom left no stone unturned to sink the Cargo Preference Bill.

The Institute study revealed that each industry is a major beneficiary of "flag-of-convenience" and is antagonistic to the U.S. merchant fleet.

Singled out for investigation was Standard Oil of California (SOCAL), one of the "seven sisters" of the oil industry, and a major foreign flag-of-convenience operator. SOCAL owns 28 foreign ships, and was a bitter opponent of cargo preference legislation.

"A number of years ago, when I ran for Congress, I was invited to meet with the executives of a major oil company in San Francisco," the study quotes McCloskey as saying. "It was represented to me that if those executives were satisfied with my position in certain issues, I might expect individual campaign contributions from them."

Addressing Lawrence Ford, president

of Chevron Shipping Company, a subsidiary of SOCAL, McCloskey reportedly said: "I have great respect for your company's counsel. It is as good a law firm as I have seen. When I was considering going into politics, I was referred to your attorneys as the most knowledgeable about the political scene and how to run for office."

The attorneys McCloskey referred to were Brobeck, Phleger and Harrison, counsel to a subsidiary of Standard Oil of California. Members of that firm, and their immediate families contributed \$13,775 to McCloskey. Moreover, two members of the firm and the father of Peter M. Folger, another member of the firm, served on McCloskey's finance committee.

Executives of SOCAL subsidiaries, including the President and Manager of Flag Ships of Chevron Shipping Company, contributed \$1,090 to his campaign. Others related to SOCAL by means of interlocking directorates were also major contributors to McCloskey, including \$5,143 from executives and attorneys of Hewlett-Packard; \$4,150 from the president of Alza Corporation, whose board, until this year interlocked with SOCAL; and \$2,300 from four Signal Companies directors, and the corporation's PAC, SOCAL and Signal are tied by an interlocking director.

According to the Transportation Institute, these examples are only illustrative of a much deeper trend. Thousands of dollars more in contributions, either in smaller amounts or with less direct ties, came from other sources related to SOCAL and other multinationals with oil and gas interests.

In addition to the oil industry, the study said McCloskey received other contributions from sources related to foreign-flag shipping. A few examples include: \$1,000 from two executives of Envirotech Corporation, a 50-50 partner with two Japanese shipbuilding firms; \$3,485 from directors, executives and attorneys of Crown Zellerbach, owner of five foreign-flag ships through its subsidiaries; \$3,100 from sources tied to the Weyerhaeuser Company which operates at least six foreign-built, foreign-flag ships; and \$450 from the President of the Bank of California, which owns five Japanese-built, Liberian-flag vessels acquired in 1973 and 1974.

The Hewlett-Packard Company, a

defense contractor, received \$69,049,000 in prime defense contracts, while the Signal Companies received \$118,312,000. McCloskey received \$2,100 from a director of Teledyne, the recipient of \$304,778,000 in prime defense contracts; \$1,375 from two executives and the PAC of Watkins-Johnson Company, the recipient of \$2,371,000 in 1976 contracts.

The study also noted that McCloskey was also instrumental in the attempt to cripple the Renegotiation Board, a watchdog agency that monitors and recaptures excess profits by defense contractors. McCloskey also supported an amendment that would curtail the powers of the Board and cut its lifespan—positions consistent with the interests of McCloskey's major supporters, the defense contractors, especially those of Watkins-Johnson and Teledyne which were caught bilking the government and were required by the Board to repay excess profits.

"A central theme of McCloskey's corruption charges has been campaign contributions to members of Congress," said the Institute report. "He has repeatedly suggested that such contributions, sometimes as small as \$500 or \$1,000 representing scores of individual seamen's contributions, were a motivation for a Congressman's support of a strong U.S. merchant marine. Unfortunately, these charges have been widely repeated and disseminated by Common Cause, the media and others."

Overall, the study by the Transportation Institute is a fine piece of research and reporting, far surpassing anything Common Cause has done to date.

Although not of the opinion that positions of congressmen on legislative issues are dictated by campaign contributions, the Transportation Institute believed research on McCloskey was warranted because of his consistent anti-U.S.-flag stance and his apparent fixation with corruption and campaign contributions to smear the integrity of the Cargo Preference Bill's supporters.

In light of these findings, Common Cause would do well to investigate further, and choose wisely the next time it wants to pepper its work with praise from such "disinterested" and "non-partisan" champions of the public interest as Rep. Pete McCloskey.

Twenty More Qualified Men for the Engine Department

The Harry Lundeberg  School of Seamanship

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



Here's the end of the year QMED graduating class at the HLS in Piney Point, Md.—20 in all. They are (front row l. to r.) Major Smith Jr., Alphonse Thomas Jr., Bill Foley, Randy McDonald, Chris W. Cunningham, Michael McNally, Bill Atwell, Robert Kinchen and Jose Camelo. The mid row (l. to r.) has Curtis Jackson, Luis Saddy, Frederick Reyes, Danny Johnson, Olie Webber and Steve Fergus. Bringing up the rear row (l. to r.) are R. W. Glaze, Edward Whisenant, Herbert Bennett, Louis Nieves and Rafael Atehortua. Jack Parcell was course instructor.

Two for LNG Safety



Two more members completing the HLS LNG Safety Course were (l. to r.) E. Douroudous and Robert Brown. Course instructor was John Mason.

Lifeboatmen to the Rescue



Early this year (l. to r.) William R. Wood, Charles Whitehead, Ricky A. Brown and Ronald A. Mincey completed the Lifeboat Course at Piney Point.

A New Cook & Baker



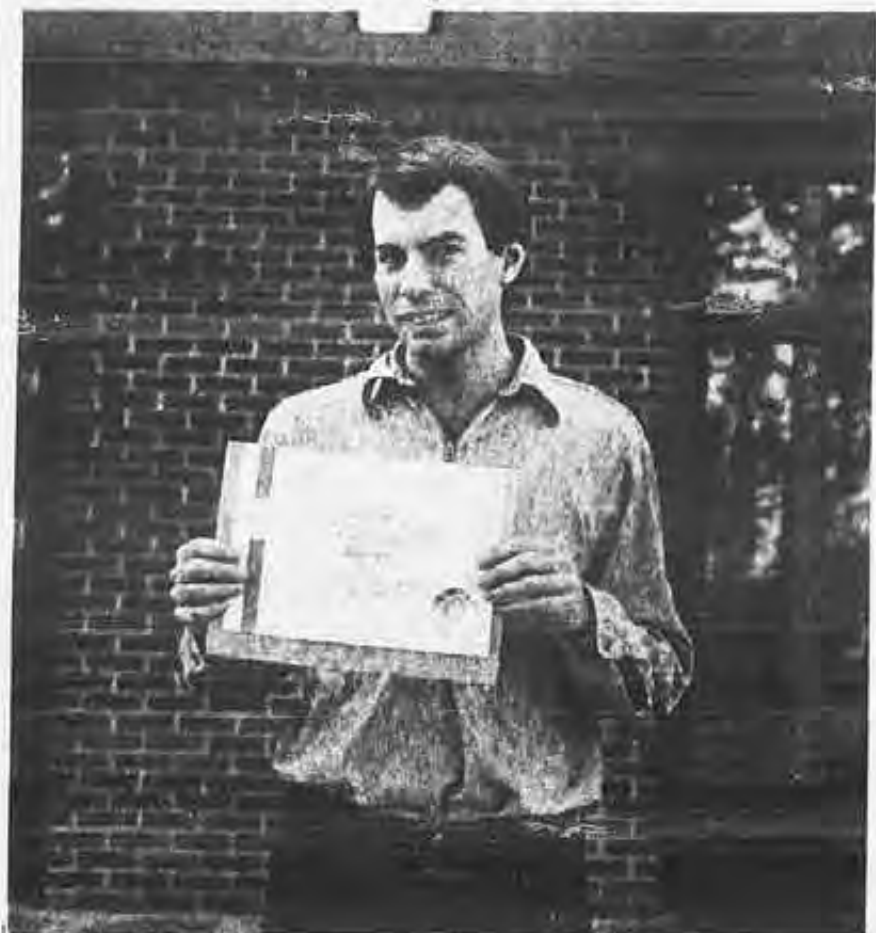
Seafarer Robert Mizell shows off his

A Chief Cook



With a smile of satisfaction, Chief Cook Timothy Dean holds his sheepskin. Instructor Laymon Tucker did the teaching.

Ready to Row



All set for rowing is HLS Lifeboat Course grad Ross Perrine.

Mike Rogers Made It From Coal Passer to 2nd Engineer

Hard times seem to come in cycles for the American merchant seaman. They come in like a dark tide after the latest war, lingering on a lot longer than the war itself.

It was during the post-Korean War shipping slowdown that Mike Rogers decided he'd like to try his hand at seafaring. Despite the hard times, he accomplished what he set out to do.

Rogers, 48, spoke with the *Log* during a break in his studies at the District MEBA Upgrading Center in Brooklyn, N.Y. The former SIU member was preparing for his second assistant engineer (motor) examination. (He has since taken the exam and passed.)

The fact that Rogers recently stood for the license—and successfully—tells part of his story. Things have worked out alright for him, after he made that decision to go to sea some 25 years ago. But it didn't happen exactly according to his original plan.

As Rogers himself explained it, "I tried to ship out of New York, where I was born and raised, but I just couldn't get a job." So he gravitated up to the Great Lakes where he finally shipped out as a second cook on an old Laker.

For the next couple of years Rogers worked as a cook, until he switched over to the engine department as a coal passer sometime around 1954. Before he left the Lakes, he had also

worked as fireman and oiler. And he's been in the black gang ever since.

Rogers got his first deep-sea job in 1959. It was as oiler on the SIU-contracted Liberty ship *Valiant Hope*, which he caught in Portland, Me. before she headed over to Tunis, North Africa, with a load of "free" (aid) grain. "We got a real good welcome over there," Rogers told us, "because the cargo was badly needed by the people."

After getting back from his first deep-sea trip, signing off in Boston, Rogers made his way back to New York, only to find himself heading back to the Great Lakes. He worked as an SIU dispatcher in Detroit for about five months, then he shipped out again. He was an oiler—mostly on Lakers—for the next six years. With one notable exception: he took a job on the C-2 *Maiden Creek* (Waterman) on a round-the-world voyage.

Before quitting the Lakes for good, and retiring his book in the SIU to become a MEBA engineer, in 1966, Rogers worked on the coal-fired Lakers *G.A. Tomlinson* and the *Sylvania*. The *Sylvania*, a bulk-carrying self-unloader, is one of those ships that doesn't die easily: she was built in 1905, and is still operating up on the Lakes (she was lengthened and modernized in 1958, though she's still coal-fired).

In spite of the fact that Rogers shoveled a lot of coal in his days on the Lakes, he still has fond memories of that experience. "The work on the

Lakes was kind of nice," he explained, "the work was hard—especially the coal passing—but we went into a lot of small towns for two or three days at a time. We were welcomed persons in those places, and we had a chance to go fishing and do such things as visit some of the Indian reservations up there."

Rogers upgraded to third assistant engineer in 1966 and was soon on the Vietnam ammo run, first on the *Rice Victory* and then on the *Bessemer Victory*. He upgraded to second assistant (steam) in 1970, working in that capacity on the *Mohawk*, also on the Vietnam run, for another three years.

The war is behind him and Rogers has weathered the resultant shipping slowdown. We'd like to think that shipping will continue to improve before it gets worse, but we wouldn't bet on it.

The best way for any seaman to prepare for what is usually an uncertain future in our business, is to follow Mike Rogers' example: upgrade.

Rogers has made a worthwhile investment in the time he has spent upgrading. "The opportunities to upgrade are there for all seamen," he said, "much more than they used to be. And if I'm not a chief engineer now, well that's my own fault."

Mike Rogers need not fault himself for anything. Anyone who can work his way up from coal passer to second assistant (steam and motor) is doing darn well in preparing for whatever lies ahead.

LOOKING for a

Better Future?



Look at the Upgrading Courses at HLS

THESE COURSES STARTING SOON:

LNG—April 30, May 28

QMED—May 28

FOWT—May 10

Marine Electrical Maintenance—April 30

Refrigeration Systems Maintenance & Operations—June 11

Diesel Engines—May 28

AB—April 26

Towboat Operator Scholarship Program—July 9
(Completed Applications must be received by June 9.)

Celestial Navigation—April 30

Chief Steward—April 30, May 28

Chief Cook—May 14

Cook and Baker—May 14

Lifeboat—May 10, May 24

Tankerman—May 10, May 24

To enroll, see your SIU Representative or contact:

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



During a visit to the Log office, MEBA upgrader Mike Rogers and his wife Rose Marie look over a photo of a Liberty ship, the type Rogers sailed on in his first deep-sea assignment.

'Right-to-Work' Measure Killed in West Virginia

A "right-to-work" measure introduced in the West Virginia State Legislature for the first time in 21 years has been rejected unanimously by the Senate Labor Committee. A subsequent motion to reconsider the anti-labor bill was also turned down by a unanimous vote.

The bill could be reintroduced again in either the House or Senate during the current session of the legislature, but the action appears unlikely because of its double rejection by the Senate committee, the West Virginia AFL-CIO said.

State AFL-CIO President Joseph W. Powell said that attempts to outlaw the union shop in West Virginia do not

come as a surprise in view of recent efforts of the National Right to Work Committee in Missouri, Illinois, New Mexico and other states.

In testifying before the legislature, Powell warned that passage of the bill would raise serious problems in the state by "voiding many existing labor agreements, creating unrest and chaos in existing labor-management relations and relegating our citizens to a chicken-plucking economy."

The state labor federation pointed out that in the 20 states that have "right-to-work" laws in effect, the average per capita income in 1977 was \$6,327. This compares with an average of \$7,344 in the non-right-to-work states, it noted.

Pensioner's Corner



Recertified Bosun Malcolm M. Cross, 63, joined the SIU in 1944 in the port of New York. Brother Cross also has a 3rd mate's license. He was elected to Union office in 1957 and helped in SIU organizing drives in San Juan. Seafarer Cross attended a Piney Point Crews Conference in May 1971 and graduated from the Bosuns Recertification Program in July 1975. He was an SIU representative at the Working Americans Folk Festival in Washington, D.C. He is a veteran of the U.S. Army in World War II. A native of Minneapolis, Minn., he is a resident of Carson, Calif.



Valloyd L. Foisy, 64, joined the Union in the port of Lorain, Ohio in 1961 sailing as a lineman for the Great Lakes Towing Co. from 1950 to 1979 and for the American Steamship Co. Brother Foisy was a member of the Carpenters Union Local 2291 from 1939 to 1946. He is a veteran of the U.S. Army in World War II. A native of Lorain, he is a resident there.



John Walken, 66, joined the SIU in 1947 in the port of New York sailing as a bosun and quartermaster. Brother Walken hit the bricks in the 1962 Robin Line beef and the 1965 District Council 37 strike. He also did some organizing during the longshoremen's beef. In 1974, he got his quartermaster endorsement at Piney Point. Seafarer Walken was born in Germany and is a naturalized U.S. citizen. He is a resident of Howell, N.J.



Vincent T. Garvey, 66, joined the SIU in the port of New York in 1954 sailing as an AB. Brother Garvey sailed 34 years. He is a veteran of the U.S. Army in World War II. Born in Brooklyn, N.Y., he is a resident of Lynbrook, L.I., N.Y.



John F. Sabowski, 68, joined the Union in the port of Detroit in 1960 sailing in the steward department. Brother Sabowski was born in Marinette, Wisc. and is a resident of Superior, Wisc.



John D. Wright, 64, joined the SIU in 1943 in the port of New York sailing as a fireman-watertender. Brother Wright sailed 43 years. He walked the picketline in the 1961 Greater N.Y. Harbor beef. Seafarer Wright was born in Canada and is a naturalized U.S. citizen. He is a resident of Brooklyn, N.Y.



Fred M. Hazard, 65, joined the SIU in the port of Mobile in 1950 sailing as a bosun. Brother Hazard sailed 41 years. He is a veteran of the U.S. Navy's Seabees during World War II. A native of Mississippi, he is a resident of Mobile.



Harry K. Pillars, 76, joined the Union in the port of Ashtabula, Ohio in 1961 sailing as an oiler and AB for the Great Lakes Towing Co. from 1953 to 1979. Brother Pillars is a former member of the NMU. He is a veteran of the U.S. Navy in both World War I and II. Laker Pillars is a resident of Ashtabula.



John Manen, 62, joined the SIU in 1947 in the port of Baltimore sailing as a QMED since 1976. He also had an engineer's license. Brother Manen sailed 34 years. He was born in Texas and is a resident of Wister, Okla.



Maxwell E. "Jake" Longfellow, 60, joined the SIU in 1938 in the port of Mobile sailing as a chief steward. Brother Longfellow sailed 43 years. He was a member of the ISU in 1937. Born in Warsaw, Ind., he is a resident of Kemah, Tex.



Jons A. Karlsson, 65, joined the Union in the port of Mobile in 1956 sailing as an oiler for the G & H Towing Co. from 1960 to 1979. Brother Karlsson also sailed deep sea with the SIU. He was born in Sweden and is a naturalized U.S. citizen. Boatman Karlsson is a resident of Houston.



Jennis S. Alexander, 63, joined the Union in the port of Norfolk in 1961 sailing as a chief engineer. Brother Alexander sailed on the tug *Joan McAllister* (McAllister Brothers) from 1959 to 1979. He also sailed for the Curtis Bay Towing Co. from 1945 to 1959. Boatman Alexander was a member of MEBA, the NMU, ILA and the UMW District 50 at various times from 1945 to 1961. Born in Elizabeth City, N.C., he is a resident of Chesapeake, Va.



William N. Sears, 61, joined the SIU in 1938 in the port of Savannah sailing as an AB and deck engineer for 36 years. Brother Sears was born in Florida and is a resident of Jacksonville.



Henry S. George, 63, joined the Union in the port of Norfolk in 1960 sailing as a captain and pilot for the McAllister Brothers Towing Co. from 1957 to 1979 and for Dauntless Towing, Norfolk Dredging and the Curtis Bay Towing Co. from 1938 to 1955. Brother George is a former member of the UMW District 50 from 1960 to 1961. He was born in Fishman-Foxwells, Va. and is a resident of Whitestone, Va.



Melvin J. Hamilton, 53, joined the Union in the port of Baltimore in 1957 sailing as a chief engineer. Brother Hamilton was formerly a member of the ILA. He is a veteran of the U.S. Coast Guard during World War II. Born in Baltimore, he is a resident there.



Edgar D. Murphy, 65, joined the SIU in the port of Baltimore in 1958 sailing as a fireman-watertender. Brother Murphy is a former member of the Teamsters Union. He is a veteran of the U.S. Navy in World War II. Seafarer Murphy was born in Baltimore and is a resident of White Marsh, Md.

Social Security Raises Limit on Earned Income

Going on Social Security doesn't mean you have to give up working. You can work after retirement and still collect Social Security benefits, but there is a limit on how much you can earn.

This year and in the years ahead, that limit will be raised to keep pace with inflation. If you decide to work after you retire, it is important to keep informed about these changes because they can affect the amount of your benefits.

The increase in this year's earned income limit depends upon age. But for most retirees, who are between the ages of 65 and 72, the 1978 limit of \$4,000 will be raised to \$4,500 in 1979. The ceiling on annual earnings for Social Security beneficiaries under the age of 65 also has been raised from \$3,240 to \$3,480.

In all cases, if you earn more than the limit in your age category, your yearly Social Security benefits will be reduced by \$1 for every \$2 of excess earnings. For example, if you fall into the first age category and make \$5,000, or \$500 above the \$4,500 limit, half of that excess amount, or \$250, will be deducted from your total Social Security benefits for the year.

If you work after retirement you are expected to file an annual report of your earnings with the Social Security Administration by April 15. This

includes a statement of your income for the previous year and an estimate for the current year. If you go over the income ceiling, adjustments will be made in the amount of your Social Security checks following this report.

Some Exceptions

There is an exception to the \$4,500 yearly limit for retirees between 65 and 72 who are just starting retirement in 1979. Instead of computing the limit on a yearly basis, the Social Security Administration will consider your earnings month by month to determine whether or not you can receive full benefits.

In other words, if 1979 is your first year of retirement, you can earn a total amount over the yearly \$4,500 limit and still receive full benefits for any month in which you do not exceed a salary of \$375. For example, you could earn \$10,000 as an employee between January and July and receive no benefits, but then pick the benefits up again for any month after that time in which your earnings fall back to \$375 or below.

If you are self-employed during your first year of retirement, you can receive full Social Security benefits as long as you do not perform what is considered "substantial services in self employment." This varies according to your

profession, but generally the limit is 45 hours of self employment a month.

Remember, these exceptions apply only to retirees between 65 and 72 and end with the first year of retirement. After that, your earnings must fall below the regular yearly limit for your age category.

Currently, persons 72 or older are not restricted on the amount they can earn after retirement. In 1982, however, this age cutoff will drop to 70.

Until then, retirees between 65 and 72

can look forward to continued increases in earnings limits. In 1980, the ceiling will rise to \$5,000; to \$5,500 in 1981 and to \$6,000 in 1982. Thereafter, the increase each year will be tied to average wage levels of employees covered by Social Security.

The earnings limit for people under 65 on Social Security also will go up to keep pace with increases in annual covered wages. Social Security will announce the new limits for each year in November of the previous year.

\$200 Goes to SPAD!



New Pensioner Francisco S. Costa (left) who just gave \$200 to SPAD also gives a two-handed shake to SIU New York Rep John Dwyer. Brother Costa remembers well being on the *SS Houston* when she went down in January 1973.



Robert Lee Garrett Jr., 23, died on Jan. 6. Brother Garrett joined the SIU in the port of Piney Point in 1974 sailing in the steward department. He sailed on the *SS American Victory* (American SS Co.). Seafarer Garrett was born in Baltimore and was a resident there. Surviving are his mother, Mrs. Doris Bowen; a brother, Donald and his grandfather, Oran H. Ballard, both of Baltimore.



Pensioner George Washington Trippe Jr., 57, died of cancer in the Baptist Medical Center, Birmingham, Ala. on Nov. 23, 1978. Brother Trippe joined the SIU in the port of Mobile in 1952 sailing as a cook. He was born in Alabama and was a resident of Lipscomb, Ala. Burial was in Elmwood Cemetery, Birmingham. Surviving are his widow, Dorothy; a son, Seafarer Ronald Trippe of New Orleans and three daughters, Lilla, Janice and Roxanne.



Ronald M. Hosford, 42, died on Jan. 20. Brother Hosford joined the Union in the port of Baltimore in 1959 sailing as an oiler. He sailed for 25 years. Laker Hosford was born in Malin, Ohio and was a resident of Norwalk, Ohio. Surviving is his father, Manford of Norwalk.



Pensioner Walter Jay Burdick, 65, succumbed to a heart attack in the Oswego (N.Y.) Hospital on Dec. 25. Brother Burdick joined the Union in 1945 in the port of Buffalo, N.Y., sailing as a dredgeman for the Great Lakes Dredge and Dock Co. in Chicago, Ill. Laker Burdick was born in Oswego and was a resident there. Interment was in Hillside Cemetery, Scriba, N.Y. Surviving are his widow, Marion and a son, Jay.



Stanley Jakuboski, 64, died on Dec. 22. Brother Jakuboski joined the Union in the port of Detroit in 1960 sailing as an AB for the Wisconsin and Michigan Co. from 1965 to 1970. He sailed 26 years. Laker Jakuboski was a veteran of the U.S. Navy in World War II. He was born in Detroit and was a resident of Royalton, Mich. Surviving are three brothers, George of West Frankfort, Ill., Victor of Oaklawn, Ill. and Edward of Royalton.



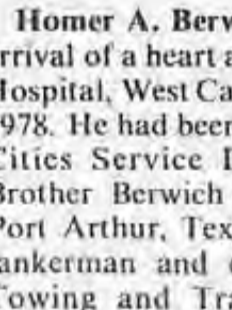
Pensioner Gregory J. Bruno, 58, died of bronchopneumonia in the New Orleans USPHS Hospital on Dec. 13. Brother Bruno joined the Union in the port of New Orleans in 1956 sailing as a 2nd steward and cook for Dixie Carriers from 1964 to 1969. He sailed 25 years. Boatman Bruno was a former member of the AFL-CIO Bakers Union-Local 35. He was a veteran of the U.S. Navy in which he lost a leg. Born in Reserve-La Place, La., he was a resident of New Orleans. Interment was in the Hope Mausoleum, New Orleans. Surviving are his widow, Marie and two daughters, Deanna and Lisa.



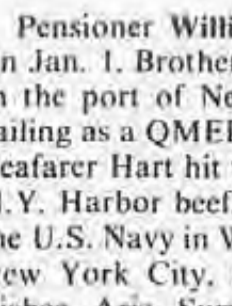
James Brooks Johnston Jr., died of a heart attack in the Norfolk USPHS Hospital on July 12, 1978. Brother Johnston joined the Union in the port of Piney Point in 1972 sailing as a barge captain of the *Auntie Mame* (Steuart Transportation) from 1976 to 1977 and for the company from 1972. He also sailed as a tankerman and AB. Capt. Johnston was a veteran of the U.S. Army in World War II. He was born in Norfolk and was a resident of Mobjack, Va. Burial was in the Rosemont Cemetery, Sedley, Va. Surviving are his widow, Bessie and a daughter, Victoria.



Carl I. Westlund, 43, died on Dec. 24. Brother Westlund joined the Union in the port of New York in 1970 sailing as a fireman - water-tender and oiler maintenance. He sailed 16 years. Laker Westlund was a veteran of the U.S. Navy during the Korean War. He was born in Elk Rapids, Mich. and was a resident there and in Pinellas Park, Fla. Surviving are two sons, Robert and Richard and his mother, Opal of Elk Rapids.



Homer A. Berwich, 49, was dead on arrival of a heart attack at the Cameron Hospital, West Cacasiew, La. on Nov. 1, 1978. He had been taken off a tug at the Cities Service Dock, Sulphur, La. Brother Berwich joined the Union in Port Arthur, Tex. in 1977 sailing as a tankerman and cook for the Sabine Towing and Transportation Co. in 1978, for the Slade and Southern Co. and on the *Tug-Barge Charles E. Brown III* (Higman) from 1975 to 1978. He was also a member of the Carpenters Union, Local 100 and he was a pipefitter. Boatman Berwich was born in Bessmay, Tex. and was a resident of Buna, Tex. Burial was in Antioch Cemetery, Buna. Surviving are his widow, Betty Jo; a son, David; his mother, Daisey of Buna and a sister, Mrs. Sarah M. Snoke, also of Buna.



Pensioner William E. Hart, 55, died on Jan. 1. Brother Hart joined the SIU in the port of New York in 1955 last sailing as a QMED. He sailed 34 years. Seafarer Hart hit the bricks in the 1961 N.Y. Harbor beef. He was a veteran of the U.S. Navy in World War II. Born in New York City, he was a resident of Bisbee, Ariz. Surviving are a brother, T. J. McCarthy of Queens, N.Y., N.Y.; a sister, Mrs. E. (Mary) Hadley of Jamaica, N.Y. and a niece, Geraldine Mallett of Bisbee.



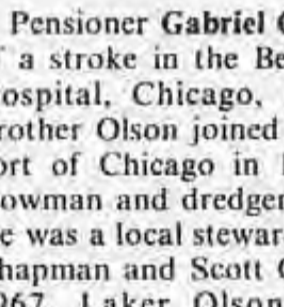
Merrill E. Little, 55, died in Chicago, Ill. on Dec. 5. Brother Little joined the Union in the port of Chicago in 1968 sailing as a watchman for the American Steamship Co. from 1968 to 1978. He sailed 34 years. Laker Little was also an artist. He was a veteran of the U.S. Marine Corps during World War II. Born in Iron River, Wis., he was a resident there. Surviving are his mother, Mrs. Violet McCauley of Iron River; a brother, Lloyd, also of Iron River and two sisters, Lorraine of Allegan, Mich. and Lauri.



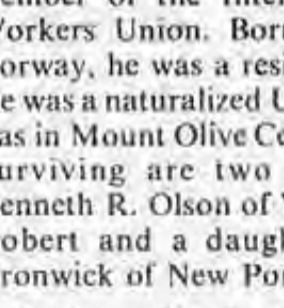
Pensioner Tage Harry "Swede" Roslund, 75, died of lung failure in South Baptist Hospital, New Orleans on July 24, 1978. Brother Roslund joined the SIU in 1940 in the port of Mobile sailing as a bosun. He sailed 51 years. Born in Sweden, he was a naturalized U.S. citizen. Seafarer Roslund was a resident of New Orleans.



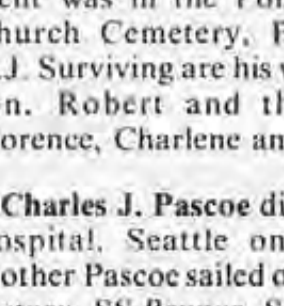
Pensioner Victor V. Sanabria, 49, died in San German, P.R. on Jan. 3. Brother Sanabria joined the SIU in the port of New York sailing as a cook and in the engine department. He sailed 25 years. Seafarer Sanabria was on the picketline in the 1961 N.Y. Harbor beef. He was born in Puerto Rico and was a resident of Aquadilla, P.R. Surviving are a son, Victor Jr.; his mother, Petra of Aquadilla and two sisters, Luisa of Ensenada, P.R. and Mercedes of Aquadilla.



Pensioner Gabriel C. Olson, 81, died of a stroke in the Bethany Methodist Hospital, Chicago, Ill. on Dec. 11. Brother Olson joined the Union in the port of Chicago in 1961 sailing as a scowman and dredgeman for 45 years. He was a local steward for the Merritt, Chapman and Scott Co. from 1926 to 1967. Laker Olson was a former member of the International Dredge Workers Union. Born in Haugesund, Norway, he was a resident of Chicago. He was a naturalized U.S. citizen. Burial was in Mount Olive Cemetery, Chicago. Surviving are two sons, the Rev. Kenneth R. Olson of Wheaton, Ill. and Robert and a daughter, Mrs. Alice Gronwick of New Port Richey, Fla.



Pensioner Charles J. Senn, 71, passed away from heart failure on arrival at the Chilton Memorial Hospital, Pequannock, N.J. on Dec. 11. Brother Senn joined the Union in the port of New York in 1967 sailing as a tug deckhand for the Erie-Lackawanna Railroad from 1927 to 1972 and for the Phoenix Transportation Co. from 1924 to 1927. He was born in Weehawken, N.J. and was a resident of Pequannock. Interment was in the Pompton Reformed Church Cemetery, Pompton Lakes, N.J. Surviving are his widow, Alberta; a son, Robert and three daughters, Florence, Charlene and Shirley.



Charles J. Pascoe died in the Marine Hospital, Seattle on Nov. 4, 1978. Brother Pascoe sailed on the *SS Roswell Victory*, *SS Bangor*, *SS Pilot Rock* and the *Sea-Land Galloway* from 1960 to 1966. He was a resident of Portland, Ore. Surviving are his widow, Rose and two sons, Michael and Richard.



Frederick J. N. Mitchell, 59, died in Houston on Oct. 18, 1978. Brother Mitchell joined the SIU in the port of New York in 1953 sailing as a chief pumpman. He sailed 43 years. Seafarer Mitchell was a veteran of the U.S. Army in World War II. Born in Cushing, Okla., he was a resident of Houston. Interment was in Houston National Cemetery. Surviving are his widow, Georgia; his mother, Eva of Nederland, Tex.; a sister, Mrs. D. A. Golda Baker of Salinas, Calif. and a stepdaughter, Roselin.



Pensioner James Lyness, 70, passed away on Jan. 9. Brother Lyness joined the SIU in the port of Seattle in 1969 sailing as an AB and deck maintenance. He sailed 37 years and was a former member of the IBU of the Pacific. Seafarer Lyness also attended a Piney Point Educational Conference. He was born in Ireland and was a resident of Seattle. Surviving are his widow, Doretha and a son, William.



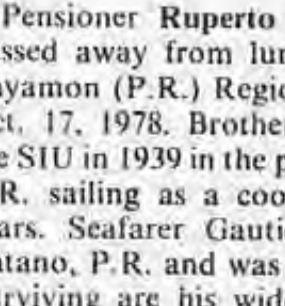
Jessie E. Collins, 54, died in San Jose, Calif. on Jan. 7. Brother Collins had joined the SIU in 1944 in the port of Baltimore sailing deck maintenance. He sailed 27 years. A native of Trenton, Fla., he was a resident of Morgan Hill, Calif. Cremation took place in the Los Gatos (Calif.) Memorial Park Cemetery Crematorium. His ashes were scattered on the Pacific. Surviving is a sister, Mrs. Cynthia Fiscus of Claremont, Fla.



Emile "Dutch" Degan, 86, passed away on Nov. 30, 1978. Brother Degan joined the SIU in 1940 in the port of Houston sailing as a fireman - water-tender. He sailed for 25 years. Seafarer Degan was a veteran of the U.S. Army in World War I. Born in Holland, he was a resident of Harris, Tex.



Reginald J. Beaty, 23, was lost at sea off the *SS Boston* (Sea-Land) between Kingston, Jamaica and Houston. Brother Beaty joined the SIU in the port of New York in 1978 sailing as a wiper. He was born in Queens, N.Y. and was a resident of Brooklyn, N.Y. and Columbia, S.C. Surviving are his widow, Barbara; a child and his mother, Betty Mae of Brooklyn.



Pensioner Ruperto N. Gautier, 69, passed away from lung failure in the Bayamon (P.R.) Regional Hospital on Oct. 17, 1978. Brother Gautier joined the SIU in 1939 in the port of Natanjilo, P.R. sailing as a cook. He sailed 31 years. Seafarer Gautier was born in Catano, P.R. and was a resident there. Surviving are his widow, Lula and a sister, Mrs. Carmen Martinez.

DELTA SUD (Delta Steamship), January 8—Chairman, Recertified Bosun T. Radich; Secretary E. Viera; Educational Director J. C. Dial; Engine Delegate E. Welch. \$71 in ship's fund. No disputed OT. Chairman reports that this has been a good trip and everyone observed safety rules and there have been no accidents. A vote of thanks was given to the entire steward department for a job well done with the Christmas dinner. The crew really enjoyed it and appreciate the amount of work that went into turning it out.

SEA-LAND COMMERCE (Sea-Land Service), January 7—Chairman, Recertified Bosun Lothar Reck; Secretary E. Caudill. \$130 in ship's fund. No disputed OT. Chairman noted that there will be a Coast Guard inspection in Seattle this trip. Also discussed the importance of donating to SPAD. A vote of thanks to the steward department for a fine Christmas dinner. Observed one minute of silence in memory of our departed brothers. Next port Seattle.

DELTA BRASIL (Delta Steamship), January 7—Chairman, Recertified Bosun M. Olson; Secretary A. Estrada; Educational Director Hugh F. Wells; Deck Delegate Joe Cave; Engine Delegate Joel W. Spell. Some disputed OT in deck department. It was noted that all new entry ratings at the Harry Lundeberg School should be instructed in the fundamentals of swimming and safety when boarding and disembarking ships via launch service. That all entry ratings should be afforded this opportunity as an added safety feature prior to going to sea. Observed one minute of silence in memory of our departed brothers. Next port Vera Cruz.

BALTIMORE (Sea-Land Service), January 28—Chairman, Recertified Bosun Jose L. Gonzales; Secretary George W. Gibbons; Educational Director W. J. Dunnigan. \$15.25 in ship's fund. No disputed OT. Chairman discussed the importance of donating to SPAD and read the letter about the upcoming Bosun Recertification Program for the men that are interested. Letter was posted on the bulletin board. Educational Director requested all members who needed help to ask for it. The steward department gave a vote of thanks to the crew for keeping the messroom and pantry clean. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Philadelphia.

SEA-LAND ECONOMY (Sea-Land Service), January 21—Chairman, Recertified Bosun A. McGinnis; Secretary L. Nicholas; Educational Director W. Drew; Deck Delegate B. Jarratt; Engine Delegate J. R. Graydon; Steward Delegate R. Aumiller. \$186 in movie fund. Some disputed OT in deck department. Chairman introduced and discussed the new safety program inaugurated by Sea-Land Service. Secretary reported that the ship's gangway and bus service was brought up at the safety meeting with assurance that these points are being discussed by the Company since there is a new docking facility at Houston, Barbara Point. Observed one minute of silence in memory of our departed brothers. Next port Houston.

SEA-LAND FINANCE (Sea-Land Service), January 31—Chairman, Recertified Bosun J. Spuron; Secretary A. Reasko; Educational Director Hacker. No disputed OT. Chairman held a discussion on the importance of donating to SPAD. Educational Director advised all crewmembers to go to upgrading school and to LNG school. A vote of thanks to the steward department for a job well done.



OVERSEAS ARCTIC (Maritime Overseas), January 7—Chairman, Recertified Bosun N. F. Beavers; Secretary Ken Hayes; Educational Director F. Reyes; Deck Delegate Jerry McLean; Engine Delegate Gerald W. Anderson. \$6 in ship's fund. Chairman discussed the importance of donating to SPAD and the report on the new retirement plan in effect this month. Report to Log: "Steward Ken Hayes has applied for the LNG school and several others are also waiting to hear from Piney Point."

ERNA ELIZABETH (Hudson Waterways), January 28—Chairman, Recertified Bosun E. K. Bryan; Secretary D. Bronstein; Educational Director G. Dalman. No disputed OT. Chairman held a discussion on men going to school for the LNG course. How it offers a much better opportunity for more jobs and better pay in the merchant marine today. Secretary offered a vote of thanks for the article that appeared in the December Log about stewards going to school to learn first aid and to be able to administer it at needed times aboard ship. A vote of thanks to the steward department for the gumbo and all types of bar-b-que.

EILEEN (Hawaiian Eileen Corp.), January 3—Chairman K. C. McGregor; Secretary J. Doyle. No disputed OT. Chairman discussed the importance of donating to SPAD. The ship's committee and crew extended their sincere sympathy to Brother Earl Shepard's family. He will be missed by all. May God rest his soul. Observed an extra minute of silence in memory of Brother Bull Shepard. A vote of thanks to all in the steward department for a great delayed Christmas dinner. Report to Log: "From the crew we wish all our officials and Union brothers, a Happy and Prosperous New Year." Next port Callao, Peru.

LONG BEACH (Sea-Land Service), January 28—Chairman, Recertified Bosun John Japper; Secretary D. B. Smith; Deck Delegate Elmer Schroeder. No disputed OT. Chairman discussed the merits of upgrading at Piney Point and the importance of donating to SPAD. All communications received were read and posted. A vote of thanks to the steward department.

POTOMAC (Hudson Waterways), January 14—Chairman, Recertified Bosun L. Rodrigues; Secretary H. L. Collier; Steward Delegate Robert Lee Scott. No disputed OT. Chairman read a letter received from Headquarters from Brother Campbell concerning Bosun Recertification. A hearty vote of thanks was given to the steward department for their efforts. They were short handed and acting Steward Robert Scott, Cook & Baker and Third Cook John Loprette and three first trippers did a wonderful job preparing Christmas dinner.

PISCES (Apex Marine Corp.), January 14—Chairman, Recertified Bosun B. Hager; Secretary J. Miller; Educational Director Jordan. \$7.85 in ship's fund. No disputed OT. Chairman noted that Holiday greetings were received from our Union President Paul Hall. Also wished to thank all departments for their cooperation. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Jacksonville.

SUGAR ISLANDER (Pacific Gulf Marine), January 27—Chairman, Recertified Bosun Pete Garza; Secretary J. Samuels. \$20 in ship's fund. No disputed OT. Chairman discussed the importance of donating to SPAD. A vote of thanks was extended to every man on the ship because they all deserve it.

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

SEA-LAND TRADE
JEFF DAVIS
DEI RIO
GREAT LAND
LNG CAPRICORN
COLUMBIA
TEX
COVE ENGINEER
POINT SUSAN
OVERSEAS HARRIETTE
BANNER
SEA-LAND GALLOWAY
ANCHORAGE
JACKSONVILLE
COMMERCE
COVE SPRINT
DELTA PERU
MAINE
SANTA MARIA
ZAPATA COURIER
BRADFORD ISLAND
BEAVER STATE
PHILADELPHIA
TAMPA
CAROLINA
OVERSEAS VALDEZ
TAMARA GULDEN

SEA-LAND PITTSBURGH
OVERSEAS JOYCE
HOUSTON
ALLEGIANCE
SAN PEDRO
OGDEN CHALLENGER
DELTA COLUMBIA
CHARLESTON
MONTPELIER VICTORY
DELTA ARGENTINA
SEA-LAND MARKET
SEA-LAND PRODUCER
ULTRAMAR
DELTA AFRICA
OVERSEAS ULLA
INGER
ARTHUR MIDDLETON
ROBERT E. LEE
DELTA NORTE
MAYAGUEZ
DEL ORO
WORTH
COVE RANGER
MOHAWK
WALTER RICE
PANAMA

AMERICAN EXPLORER (Hudson Waterways), January 7—Chairman R. F. Garcia; Secretary A. Hassan; Educational Director Esposito; Deck Delegate Jim Spencer; Engine Delegate Allison Herbert; Steward Delegate Rudolph Winfield. No disputed OT. On the bulletin board an article from Sunday, January 7, 1979, Tampa paper was posted entitled "Coast Guard Burdened by Antiquated Maritime Laws" for crew to read. Chairman also suggested that the crew read the Log that was received on December 19, 1978. A vote of thanks to the steward department for a job well done.

LNG ARIES (Energy Transportation), January 14—Chairman, Recertified Bosun R. D. Schwarz; Secretary G. DeBaere; Educational Director W. Stein; Deck Delegate T. Reading; Steward Delegate R. Wike. No disputed OT. Chairman held a discussion on seamen getting veteran benefits and manning scales which will affect all our ships and jobs that appeared in the November Log. Requested all members to read the Log so you will know what is going on in the Union. A vote of thanks to the steward department.

AMERICAN HERITAGE (Apex Marine Corp.), January 28—Chairman, Recertified Bosun Frank Teti; Secretary M. Deloatch; Educational Director A. Bligen; Deck Delegate Joseph Olson; Steward Delegate Teddy Aldridge. No disputed OT. Chairman discussed the importance of young Seafarers upgrading themselves for more pay and better job security and also the importance of donating to SPAD. Chairman also spoke for himself and the entire crew when he extended a sincere vote of thanks for the good food and good menus and the preparation by the Steward Marvin Deloatch and the Chief Cook Teddy Aldridge. Their job was more than well done. Gourmet meals is the way to describe it. The cooperation among all is the best we have seen on any ship. Next port Stapleton, S.I., N.Y.

LNG GEMINI (Energy Transportation), January 21—Chairman, Recertified Bosun Charles Boyle; Secretary Frank Costango; Educational Director John Fedesovich; Deck Delegate Gerald Lopez; Engine Delegate Tom Curtis; Steward Delegate Larry Dockwiler. No disputed OT. Chairman reminded everyone that around the first week in March most of the crew will be paying off. It is important that all of us contact our nearest Union hall to register, apply for vacations and bring ourselves up to date with dues and monies due in order to be members in good standing. A vote of thanks to the steward department especially for the Holiday dinners and treats. Next port Tobato, Japan.

SEA-LAND VENTURE (Sea-Land Service), January 28—Chairman, Recertified Bosun W. J. Bobalek; Secretary Roy R. Thomas. No disputed OT. \$26 in ship's fund. Chairman held a discussion on the articles that appear in the Log. Also on the importance of donating to SPAD. Reminded the crew to wear hard hats on deck. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port New Orleans.

SEA-LAND GALLOWAY (Sea-Land Service), January 21—Chairman, Recertified Bosun George Burke; Secretary O. B. Smith; Steward Delegate Domingo Ortiz. Some disputed OT in engine department. Chairman gave the crewmembers a talk on safety aboard ship and that everyone should read the notice posted by the Master covering the subject. Secretary reported that all members who qualify should upgrade for better jobs. A vote of thanks to the steward department for a job well done.

Your Name Shouldn't Be on This List

In a recent mailing to the membership by the Seafarers Pension Plan, it was found that a total of 387 members from the deep sea, Great Lakes and inland waters areas could not be reached because they have incorrect, illegible or incomplete addresses on file with the Plan. Below is a complete listing of the names and Social Security numbers of these people. If your name is on this list, it is suggested that you notify the Seafarers Pension Plan of your correct address as soon as possible. Send your correct address to Seafarers Pension Plan, 675 4th Ave., Brooklyn, N.Y. 11232.

Abdulla, K.	278-48-1154	Burke, F.	370-14-2309	Deyman, S.	531-60-9267	Haddad, A.	373-36-2435	Kues, S.	233-86-7229
Abdulla, A.	050-44-0815	Burke, W.	376-60-5732	Diaz, D.	056-18-8575	Hadley, E.	424-56-1739	Kurtz, A.	546-82-6172
Abshire, J.	138-36-0406	Burnette, B.	432-48-0701	Diáz, C.	582-68-3240	Hagner, J.	198-44-5545	Labit, J.	451-15-3737
Acabeo, V.	096-14-5645	Burnsed, H.	259-40-9874	Dickerson, D.	425-96-6656	Haley, C.	467-06-7579	Laguna, E.	433-68-9250
Accord, Jr., H.	135-48-9328	Burrells, R.	422-70-8032	Dishneau, C.	370-62-0711	Hall, R.	263-48-0359	Lamb, D.	231-40-3225
Adamsin, G.	204-16-8254	Bursey, H.	429-20-1550	Dixon, R.	704-01-5739	Hall, J.	416-80-9942	Landa, C.	559-34-8016
Adams, F.	216-62-6706	Bush, W.	422-72-4937	Donery, E.	508-12-5457	Hall, C.	423-34-3024	Landis, R.	550-66-1152
Adams, A.	230-94-5573	Busto, J.	267-11-6273	Donnelly, Jr., J.	461-54-0736	Halsey, J.	228-74-8670	Langila, S.	721-10-8251
Adams, J.	435-60-0117	Butler, A.	422-44-3958	Donovan, F.	031-07-0049	Hammers, H.	405-14-5022	Lapezynski, G.	386-60-1387
Adams, W.	497-22-8642	Butts, W.	266-58-4080	Donovan, J.	582-18-4747	Hampson, W.	123-22-0198	Lawrence, I.	231-44-6087
Adams, C.	522-86-7721	Buturnski, A.	177-12-5076	Doyle, J.	106-22-1825	Hancock, C.	555-36-0856	Layton, W.	253-28-6282
Adorno, A.	581-92-7929	Byrd, J.	237-38-9846	Doyle, T.	436-66-3897	Hannon, R.	422-54-9490	Leathem, Jr., E.	435-38-9439
Ahmed, M.	274-30-1401	Byrne, J.	354-24-8968	Dragazis, A.	099-44-3145	Hansen, P.	116-48-5115	Leclere, A.	242-62-0515
Albarran, E.	217-16-5854	Caban, F.	076-50-1307	Drewes, P.	079-20-4426	Hardy, Jr., M.	453-66-9691	Ledermann, S.	225-74-8250
Alex, J.	422-01-1754	Callaway, M.	215-70-0841	Dronet, A.	587-50-8821	Harper, V.	393-16-6118	Ledet, C.	439-88-6287
Alexander, A.	223-58-6066	Calogeros, D.	077-24-9341	Duggan, C.	700-18-9277	Harper, A.	416-96-3868	Ledet, L.	438-02-5478
Allbritten, J.	401-36-8565	Campbell, W.	029-30-2186	Duhon, R.	436-08-7749	Harris, J.	111-44-1783	Lee, J.	461-38-8446
Allen, J.	432-58-4463	Campbell, T.	437-56-6294	Dunbar, J.	435-34-2269	Harris, T.	416-84-5162	Lee, L.	425-17-8646
Allen, K.	437-84-2811	Campesi, R.	438-64-8788	Dunn, R.	096-30-8372	Harris, W.	261-32-8980	Leech, Jr., J.	458-96-9200
Almodovar, L.	056-46-1870	Candelaro, R.	584-50-6670	Durand, Jr., F.	439-82-1731	Harris, W.	293-48-6777	Leicher, D.	439-17-6299
Alvarado, S.	525-50-6496	Cann, J.	089-22-7597	Eberhardt, R.	070-30-8887	Hart, S.	216-68-8024	Levin, A.	005-03-8585
Alzawari, A.	115-46-3919	Caraballo, R.	584-70-8252	Edwards, H.	224-66-1003	Hatzigianis, E.	087-30-6741	Lenert, S.	095-14-4554
Amavittate, F.	484-66-5102	Carbone, Jr., S.	581-60-6511	Eimar, M.	547-38-4114	Hawkins, H.	303-42-0441	Lewis, J.	434-70-6921
Anderson, A.	080-26-6054	Carlson, C.	422-05-6529	Elizam, A.	065-32-7880	Haynes, D.	404-56-9143	Liakos, G.	054-15-3186
Anderson, T.	223-72-0950	Carlton, G.	237-16-2008	Ellard, J.	462-26-2761	Heald, J.	110-14-5869	Lillie, W.	721-10-5322
Anderson, W.	527-64-9414	Carter, J.	558-92-5447	Elliott, D.	530-25-5332	Heald, Jr., C.	110-44-5869	Lindsey, A.	026-22-5434
Anderson, P.	514-18-4345	Cartwright, G.	366-62-8142	Elliott, B.	466-92-2666	Hearn, Jr., N.	179-24-2123	Lofton, R.	427-82-9281
Andriouchera, J.	518-56-7157	Cassidy, R.	413-78-9507	Elmatrah, N.	129-32-6989	Hebert, J.	439-16-2845	Lombardi, E.	143-18-7454
Anto, R.	454-84-0859	Cauley, J.	422-88-1767	Eschenko, M.	124-10-9076	Hedbins, V.	462-96-5493	Lopez, A.	586-60-7465
Arnold, R.	063-32-8574	Cauley, M.	231-66-8472	Escobar, C.	584-42-0723	Hembree, Jr., J.	445-78-0548	Lopez, J.	582-92-5800
Ascione, R.	051-40-7293	Cavanaugh, J.	565-40-8242	Escoto, A.	457-56-9124	Henderson, H.	439-60-4721	Lopiccolo, C.	288-46-1437
Ashworth, W.	411-48-5713	Chaffin, P.	474-34-4057	Fairall, G.	568-46-3823	Henkle, T.	543-24-8401	Lough, W.	262-11-1406
Asmont, J.	179-14-2294	Charles, L.	578-86-6200	Fairall, G.	568-46-3823	Henry, R.	465-84-2119	Loupe, L.	435-38-1864
Asamari, H.	571-76-4579	Charriez, A.	584-82-3805	Farkiroglou, S.	337-48-2009	Hernandez, S.	118-20-5815	Lousson, L.	206-16-6920
Atkinson, M.	265-17-5137	Chemel, H.	700-18-9568	Farlow, J.	215-18-4089	Hernandez, V.	438-70-9565	Louviere, S.	459-08-9227
Attick, A.	370-42-2089	Chen, S.	568-46-9852	Faulkner, R.	450-84-9212	Heslip, Jr., W.	552-86-2530	Lujan, J.	525-09-9923
Atwell, A.	266-38-6243	Cherry, C.	456-28-5674	Ferguson, J.	264-04-6832	Hessey, J.	216-28-9935	Lynch, S.	222-42-2713
Aubain, P.	423-36-9884	Cherry, Jr., J.	224-18-8108	Feris, B.	465-28-3199	Hicks, J.	420-78-0026	MacDonald, C.	133-26-0793
Aubry, J.	447-44-8903	Chestang, J.	419-76-8858	Fernandez, B.	586-01-7554	Hiel, E.	363-36-7243	Maham, L.	289-01-9760
Austin, E.	243-20-3288	Chevere, O.	584-46-3642	Ferrari, G.	586-60-3673	Higginbotham, H.	423-82-8451	Mahoney, J.	347-36-1218
Austin, Jr., M.	579-44-7607	Christo, D.	464-42-7780	Fierling, O.	463-16-0650	Hill, L.	445-42-2251	Mainer, B.	460-92-8612
Ayala, J.	584-42-7498	Christenberry, R.	555-28-2830	Fizell, G.	390-34-6618	Hill, E.	477-18-8155	Malave, J.	580-20-6521
Babbitt, W.	314-24-0163	Cinton, M.	212-28-5354	Flader, D.	224-88-6054	Hill, D.	535-54-9746	Maldonado, W.	580-20-1619
Backus, R.	578-22-4795	Citrenbaum, M.	198-46-6720	Fleming, R.	195-50-6056	Hireen, B.	073-34-6937	Malloy, G.	229-82-4741
Baez, V.	584-42-3053	Clasen, C.	425-88-4092	Formonte, M.	434-76-5091	Hodges, C.	459-46-7496	Malone, T.	212-26-5380
Bailey, L.	215-24-0864	Clburn, C.	419-62-8481	Forrest, G.	219-05-0245	Hogan, J.	386-68-3988	Mana, A.	375-66-9243
Balagtar, M.	560-62-5712	Clifton, W.	267-20-8097	Forslund, L.	570-90-3954	Hoit, Jr., E.	001-26-4198	Mangini, R.	584-20-4700
Balbin, T.	586-60-4125	Cochran, C.	373-38-0743	Fox, E.	439-02-6526	Holguin, M.	100-38-7952	Manthey, Jr., W.	131-05-0168
Bailly, R.	437-56-2343	Cochran, C.	373-38-0743	Fraone, F.	141-20-0552	Holmes, R.	499-64-7303	Manuel, Jr., W.	417-68-0771
Barnes, W.	133-26-1115	Colburn, G.	438-82-1690	Frazier, H.	252-12-2818	Hood, R.	435-88-5352	Marchisio, J.	460-02-9073
Barnes, S.	491-60-3009	Cole, R.	323-72-8316	Friedler, R.	128-36-0063	Hopkins, H.	475-62-5363	Mareno, H.	587-62-4454
Barth, W.	186-09-9632	Coleman, G.	077-40-9818	Friend, C.	494-38-8731	Horn, R.	438-07-9793	Markham, T.	226-34-2240
Bartholmey, S.	458-06-8413	Collet, R.	092-12-4690	Fuller, Jr., L.	452-74-2720	Horvath, R.	271-26-6626	Marrero, R.	101-16-7199
Bateman, Jr., R.	228-78-2461	Collier, H.	405-38-8005	Funk, A.	221-14-0363	Howard, E.	263-44-8971	Marshall, G.	467-96-0784
Bauer, W.	129-40-3878	Colon, R.	582-05-8446	Furedi, C.	060-28-8787	Howell, D.	264-08-3212	Marshall, J.	438-21-7669
Beale, R.	231-16-0399	Conrad, P.	458-80-8269	Gallas, T.	081-46-6748	Hoves, G.	007-54-4187	Martin, A.	433-02-5338
Beamon, Jr.	538-54-2024	Cook, J.	030-14-7852	Gaines, W.	246-92-2472	Hudgins, D.	224-58-3845	Martin, L.	254-40-1849
Beecraft, R.	315-20-1668	Cook, D.	547-56-0044	Gallowitz, C.	082-44-5611	Hudzik, J.	195-12-8203	Martin, J.	265-27-0950
Bedair, R.	460-42-8622	Cooley, J.	423-42-0812	Garber, M.	533-28-2454	Hughes, J.	321-18-1128	Martinez, L.	435-15-0959
Behrens, C.	113-18-9728	Cooper, T.	421-66-6087	Garcia, M.	580-80-2166	Hyatt, V.	337-14-1685	Martinez, L.	115-22-8886
Belcher, J.	228-38-8004	Cooper, G.	452-28-4129	Garcia, P.	262-34-2460	Hyslop, J.	714-18-1300	Martinez, F.	086-24-1089
Bell, S.	455-24-6410	Cooper, C.	587-96-4468	Garcia, E.	584-62-9989	Ismael, A.	117-34-1354	Mattigly, R.	405-52-2598
Bell, S.	056-18-4491	Cormier, L.	459-03-4477	Gardner, Jr., R.	018-29-9002	Jackson, J.	465-58-1861	Maulsby, M.	744-20-8085
Benedict, J.	438-34-5506	Corn, J.	426-90-0407	Garlow, R.	098-22-8444	Jaco, S.	335-40-5281	Maynard, M.	457-16-2958
Berger, S.	057-41-4681	Cortez, P.	106-26-0992	Garrett, D.	267-06-5608	Jagenow, D.	296-14-0270	Mazouz, M.	578-66-4500
Bethel, E.	173-28-0145	Cossetti, D.	066-22-6678	Garrido, R.	454-58-1799	Jenkins, T.	264-19-8905	McCausy, T.	386-32-0272
Beyette, S.	381-60-6820	Costango, F.	222-14-5609	Gates, J.	189-20-8549	Jester, E.	212-18-9678	McClelland, J.	265-34-9940
Bickford, H.	006-20-8423	Cottrill, M.	270-26-2316	Gaus, D.	469-50-5822	Johnson, E.	085-24-2218	McCormick, H.	264-32-4922
Bigley, M.	214-48-6791	Couch, R.	285-40-2910	Gay, M.	266-08-0062	Johnson, W.	278-14-9186	McDonald, W.	462-28-7132
Biliter, M.	233-24-1799	Cowan, Jr., G.	227-78-6293	Gentry, H.	263-70-1379	Johnson, C.	412-20-1021	McDuffie, T.	422-54-6251
Biondo, J.	019-28-6341	Cox, J.	452-21-7988	Gibson, K.	133-46-9356	Johnson, G.	573-58-3161	McEwen, G.	100-50-1478
Blackwell, A.	423-50-3505	Coyle, R.	204-36-0736	Gilliam, Jr., W.	401-72-1188	Johnston, R.	435-58-9395	McGee, T.	457-29-6078
Blake, R.	110-24-4334	Craft, K.	532-34-8689	Gillikin, W.	237-52-8734	Jones, M.	418-80-6710	McGraw, J.	155-12-3701
Blazina, C.	115-44-3922	Craun, K.	266-19-9600	Gilliland, Jr., E.	491-05-9635	Jones, W.	301-01-8475	McHale, M.	169-30-2895
Blunt, T.	375-60-0362	Crews, F.	244-26-5905	Glover, J.	456-48-3112	Jones, J.	436-60-9763	McHorney, W.	264-56-0552
Bodge, J.	037-24-9926	Crews, Jr., J.	421-20-9158	Godeke, K.	452-30-1179	Jordan, C.	257-14-7701	McIntyre, J.	438-64-8622
Bodie, A.	422-48-9716	Crumpler, F.	229-16-1359	Godwin, W.	424-18-3176	Kaid, S.	109-34-3304	McKain, O.	717-09-4971
Booth, J.	427-06-6255	Cruz, A.	055-22-0147	Goins, S.	410-20-7868	Kampfmuller, F.	227-66-7092	McKinley, C.	456-78-2289
Born, B.	456-06-0487	Cudworth, O.	180-12-3668	Goldberg, J.	577-78-0120	Karonis, J.	062-46-3550	McLendon, E.	267-42-6084
Botana, J.	067-24-9121	Cudworth, Jr., O.	180-12-8668	Gomez, L.	584-68-9924	Kavanagh, J.	024-14-4693	McMahon, P.	103-26-7280
Bowen, R.	271-30-0396	Cumhest, W.	266-90-2664	Gonzalez, L.	584-12-5995	Kent, D.	579-0503133	McNeely, D.	434-80-4372
Bowler, Jr., J.	229-76-0817	Cunningham, J.	142-56-1181	Goodhue, W.	020-12-0769	Khan, Y.	375-62-1851	McRae, V.	587-14-6953
Bowman, R.	310-22-8479	Currie, J.	265-94-6843	Goodman, M.	437-07-7258	Kilbride, T.	148-36-2113	Mejias, C.	580-80-9686
Boyd, J.	576-52-3694	Cutler, C.	229-18-2569	Gordon, I.	437-58-4651	Killford, Jr., E.	543-01-2114	Mekosh, J.	191-28-2236
Boykin, J.	555-96-7061	Cutrer, L.	436-18-4709	Gorman, J.	099-20-2928	Killen, G.	433-58-2252	Menz, K.	493-62-4855
Bradford, F.	460-84-6879	Dalhaus, C.	450						

Morrisette, R.	230-12-0605	Philips, Jr., L.	436-58-0673	Roussin, R.	386-60-1816	Stanga, Jr., F.	435-13-7044	Villalba, R.	580-30-2394
Mortensen, O.	559-76-3956	Pickhart, L.	400-24-3789	Rowbatham, A.	437-17-6620	Stanley, W.	405-58-7557	Vinson, W.	400-66-7278
Morton, S.	436-66-4558	Piechocki, S.	219-28-8840	Rowley, S.	265-31-4172	Stephens, J.	469-92-8159	Vogel, J.	121-18-1576
Mozeb, M.	127-34-2390	Pierce, R.	086-22-3625	Ruiz, J.	131-32-2287	Steuers, J.	263-55-5469	Voia, O.	079-20-6125
Mu?ahi, S.	128-42-5079	Piteris, M.	129-42-0442	Ruiz, R.	52-2557	Stevens, W.	229-30-2031	Wagner, J.	406-46-9230
Muirhead, W.	587-44-0440	Pitetta, J.	063-22-3109	Rusheed, J.	451-20-5853	Stevens, T.	526-35-6797	Wakefield, R.	457-20-8073
Mull, W.	386-01-0366	Pitre, R.	439-72-8614	Russell, C.	464-76-8886	Stewart, L.	438-80-0475	Waldrop, L.	266-50-5216
Mullis, J.	420-26-0850	Pitt, W.	222-62-4833	Russell, R.	561-24-9793	Stewart, T.	494-60-3387	Walker, M.	419-88-4513
Mulvihill, J.	048-58-5796	Piusinski, G.	366-62-7255	Russell, Jr., W.	464-76-2413	Stewart, A.	239-52-8625	Walder, T.	227-52-5908
Murawski, S.	216-03-5330	Plash III, S.	467-19-8195	Russo, A.	164-16-1888	Stirton, J.	271-28-8609	Walder, R.	227-52-5272
Murphy, M.	224-86-4026	Ponce, C.	055-12-5829	Saar, O.	063-22-5699	Stone, E.	266-90-1068	Walker, E.	237-14-7778
Murray, G.	373-26-3482	Pont, P.	178-40-6375	Saar, E.	073-32-2500	Stonestreet, C.	419-64-6529	Wallace, W.	424-54-5836
Murshed, H.	072-34-2990	Pool, D.	360-16-9197	Sack, D.	284-16-7830	Storch, D.	452-84-9829	Waller, J.	258-34-4820
Muthana, M.	385-54-4924	Porcelli, L.	712-16-4584	Salaman, J.	584-12-4228	Storey, W.	439-84-8221	Walsh, G.	069-50-1762
Myers, E.	224-07-0486	Porter, B.	437-90-4864	Salch, R.	076-48-8035	Strawn, J.	432-80-7119	Walston, W.	242-28-7129
Naklicki, F.	048-12-4055	Potter, L.	312-50-5150	Saleh, A.	117-42-3753	Stubblefield, P.	400-42-9843	Walton, J.	203-18-6763
Nance, R.	224-60-1079	Powell, E.	453-50-7592	Salthree, W.	104-20-3973	Sullivan, K.	486-66-0614	Ward, J.	428-40-8744
Nasroen, J.	547-38-0186	Prehn, W.	229-86-4452	Sanders, B.	5876-84-6795	Sumpter, Jr., J.	413-34-5968	Watts, S.	257-88-7289
Nassans, H.	439-60-0334	Prehn, J.	217-58-1338	Sandstrom, J.	477-18-5569	Sutton, E.	238-72-9314	Weaver, L.	417-76-8577
Nation, F.	435-66-9542	Pressley, H.	342-19-6987	Santana, B.	058-50-4505	Szeibert, S.	152-40-0101	Webb, J.	256-11-3850
Neigebauer, C.	370-40-3229	Pressley, E.	401-20-7346	Sarmiento, F.	080-20-7196	Talbort, J.	166-16-3783	Webber, J.	461-52-5549
Nelms, L.	265-08-6725	Price, L.	229-38-0640	Saucier, L.	436-94-2427	Talcott, G.	291-12-2604	Weber, R.	350-07-3460
Nelson, C.	227-16-7359	Price, B.	226-34-4059	Sawyer, A.	231-07-3648	Tatum, H.	580-10-9832	Welch, J.	268-66-7521
Nelson, S.	458-04-8586	Pridgen, W.	092-16-3394	Sayers, K.	371-58-1304	Taunton, B.	263-88-2087	Werner, R.	130-28-8113
Nipper, Jr., D.	231-30-1437	Pugh, G.	262-60-8397	Scarborough, B.	444-01-6317	Taylor, A.	223-20-6922	Wescovich, T.	417-62-9917
Nixon, J.	474-56-9753	Purser, J.	231-66-6489	Schneider, K.	438-98-0637	Taylor, J.	224-36-3891	West, N.	587-78-5833
Nixon, L.	452-74-4191	Quiles, H.	099-32-5298	Schoenstein, J.	1215-40-6611	Taylor, L.	006-22-3180	Wheeler, G.	226-30-2002
Nobles, J.	438-76-2496	Quinlivan, E.	096-28-4589	Schoogins, J.	422-18-6009	Taylor, A.	434-96-5346	White, G.	158-09-1505
Norris, A.	420-10-8623	Quion, B.	586-60-3364	Scott, R.	434-68-9935	Taylor, R.	433-22-6612	White, H.	226-34-0546
Northrope, M.	423-14-3453	Rainey, H.	428-74-9225	Seago, A.	260-20-2113	Teasenitz, M.	717-12-7439	White, D.	224-70-1093
Nunez, F.	119-40-9609	Ramirez, R.	464-38-6180	Sears, L.	262-56-9878	Ferrien, A.	015-14-4374	White, R.	297-07-6903
Nuss, G.	439-24-8706	Ramirez, R.	571-60-3323	Seckella, E.	193-32-7609	Thatcher, D.	151-50-5969	Whitfield, H.	438-70-0202
Nysla, C.	557-28-5277	Ramos, R.	581-07-0271	Sellman, Jr., F.	463-34-6708	Thomas, R.	085-44-9568	Whitley, J.	243-62-9825
Oakley, O.	120-50-7538	Rebollo, J.	582-76-7338	Sepulveda, R.	581-38-9334	Thomas, P.	462-44-1126	Whittington, J.	228-30-1566
Obaid, M.	127-34-2664	Reed, Sr., M.	451-30-8126	Shabain, A.	368-74-2845	Thomas, M.	456-44-0543	Widmos, J.	113-46-5070
Ockman, C.	438-64-9162	Reeves, C.	422-42-4618	Shackelford, W.	559-72-7929	Thomas T.	550-76-0421	Wilgus, J.	274-20-4824
O'Connell, D.	555-16-8125	Reid, G.	578-26-0021	Shariff, M.	385-52-9309	Thomas, W.	215-22-3618	Wilkins, G.	230-56-1431
O'Daniel, T.	513-60-3826	Rester, R.	431-02-2603	Sharp, G.	478-22-6649	Thomas, F.	215-14-6521	Williams, R.	220-20-3410
Odum, O.	416-40-6881	Reynolds, W.	467-60-6980	Shaughnessy, P.	067-16-4925	Thomas, J.	217-30-9121	Williams, O.	428-50-2176
Odum, J.	419-84-7066	Reynolds, J.	276-22-2642	Sheets, J.	223-32-2066	Thompson, D.	240-44-5747	Williams, R.	490-62-4312
O'Donnell, R.	545-46-2177	Rhoads, R.	446-46-4766	Sheldon, V.	554-07-2862	Thompson, A.	439-05-3124	Williams, K.	464-56-9759
Olderich, C.	025-42-7590	Rice, L.	377-24-0023	Shepard, E.	106-44-7735	Thompson, A.	421-18-8308	Williams, D.	438-10-4534
Olsen, H.	457-58-7497	Richardson, G.	419-20-3085	Shiple, D.	510-26-0995	Thompson, M.	434-48-1472	Williams, J.	436-90-1602
O'Neal, C.	241-48-2243	Richardson, J.	373-09-1308	Shireel, C.	369-03-9457	Thompson, C.	409-24-2331	Williamson, C.	242-34-0952
O'Neal, A.	217-26-0079	Riechburg, J.	416-14-9056	Short, J.	223-34-2374	Thompson, P.	050-20-0781	Willingham, H.	424-16-8087
Orischak, P.	150-30-2155	Ricker, R.	578-01-7051	Sierra, M.	056-18-0851	Tiesi, E.	198-12-8883	Willkomm, J.	433-70-7867
Ortega, A.	060-26-5384	Ridgeway, H.	424-03-5203	Sierra, B.	533-26-2541	Tilton, M.	456-16-1898	Willms, T.	064-24-7344
Osburn, K.	232-20-8613	Ridgeway, W.	568-26-6335	Simmons, J.	229-64-0632	Timmons, F.	229-38-6031	Wilson, W.	240-30-2206
O'Shaughnessy, C.	159-28-7094	Rigby, H.	419-44-3024	Simone, A.	720-05-8026	Tingle, D.	227-82-2141	Wilson, H.	419-58-0453
O'sinski, Z.	556-26-1570	Ritter, R.	358-22-8136	Simons, R.	135-48-5628	Toelle, A.	255-82-8717	Wilson, D.	559-22-3128
Osmond, O.	568-74-7671	Rivas, N.	466-24-2847	Singleton, D.	251-80-4803	Tollett, L.	556-32-3905	Wilson, St., C.	428-12-6323
Ott, O.	226-26-3180	Rivera, R.	527-22-2652	Slagle, D.	407-46-4283	Toro, R.	116-32-4734	Winfield, I.	277-72-5737
Ottofaro, F.	223-38-0465	Rivera, J.	581-36-3099	Slater, Jr., W.	422-42-4517	Torsch, J.	403-50-5454	Witter, Jr., M.	254-92-7724
Owen, C.	435-40-4190	Rivera, S.	583-90-5643	Smith, W.	223-05-5507	Trail, E.	311-16-2962	Woods, F.	316-12-9709
Owens, B.	246-12-4437	Roberts, C.	461-18-4025	Smith, B.	493-62-7232	Trainor, R.	072-40-4971	Woods, G.	460-46-9049
Owens, C.	435-22-8335	Roberts, H.	460-22-1865	Smith, T.	369-22-7522	Treddin, H.	422-46-1676	Wooten, H.	560-32-2592
Oxenford III, W.	161-52-3469	Roberts, J.	217-05-3116	Smith, C.	266-18-5715	Tremel, H.	313-52-2862	Wozunk, J.	159-22-7431
Oya, E.	122-32-4593	Robertson, J.	227-26-6185	Smith, Jr.	574-05-2817	Trotter, A.	572-30-4218	Wray, J.	333-44-1637
Pacewicz, S.	163-20-1067	Robinson, J.	251-22-2420	Smith, Jr., L.	564-26-8358	Tuberville, J.	421-76-7658	Wrzesinski, C.	373-09-6374
Papageorgiou, D.	266-17-6528	Rockwell, G.	381-32-7141	Smith, Jr., W.	264-58-2961	Tyler III, R.	263-04-5699	Wuilliez, E.	224-50-5985
Parker, G.	435-92-8660	Rodgers, St., C.	453-24-7586	Smith, Jr., J.	423-52-6186	Underhill, J.	157-36-6327	Wyatt, W.	229-50-2716
Parrish, J.	255-46-0682	Rodriguez, F.	113-36-3909	Snell, J.	452-68-2504	Urriola, J.	529-78-2552	Yafai, Y.	125-40-1924
Parsley, E.	315-20-7310	Rodriguez, R.	548-26-4106	Snow, F.	228-01-2855	Vain, J.	218-42-8384	Yafai, M.	128-42-3735
Pascasio, A.	574-22-6894	Rodriguez, R.	584-12-5096	Snowden, T.	055-30-0126	Valentine, P.	433-30-7684	Yakee, R.	544-34-1041
Pasquali, F.	039-07-0735	Rogers, A.	434-22-0781	Somers, J.	056-20-3012	Valenzuela, J.	562-34-8419	Yazidi, A.	557-80-0159
Patty, E.	436-44-9999	Roman, G.	113-28-8052	Sommers, C.	118-16-3165	VanPhan, D.	586-32-9042	Ygama, A.	561-38-5368
Peluse, T.	030-42-5353	Roman, L.	580-42-1030	Somos, N.	553-64-5275	Vaughn, F.	412-38-6200	Yocom, G.	452-26-1224
Penate, O.	465-72-8223	Ronano, M.	110-32-5937	Sorenson, O.	701-10-3768	Vaughn, D.	226-88-1958	Young, J.	422-36-2642
Perez, G.	050-28-1234	Rosario, J.	582-70-8249	Soutullo, Jr., W.	417-74-6539	Vazquez, C.	580-52-3089	Young, Jr., T.	185-40-9438
Perkinson, H.	453-36-5552	Rose, W.	561-18-3904	Spalding, N.	303-48-9525	Vazquez, J.	583-22-0147	Yu, C.	119-18-5556
Perrington, L.	251-84-4377	Rose, R.	587-50-4018	Spence, B.	565-24-0690	Venzon, R.	586-60-2508	Zeller, R.	544-46-7834
Phan, V.	586-44-8445	Ross, T.	072-10-9630	Stacey, E.	424-56-1361	Vernon, Jr., J.	435-28-3043		
Phelps, D.	432-58-5309	Ross, H.	432-30-3818	Stalings, Jr., T.	225-56-4645	Viera, B.	581-14-2488		
Phelps, L.	434-24-9096	Rosser, J.	438-13-7535	Stancil, J.	526-55-0189	Vilaneva, J.	581-88-9031		

Golden Monarch Committee



Recertified Bosun Gaetano Mattioli (left) ship's chairman of the Golden Monarch (Westchester Marine) leads the Ship's Committee of (l. to r.) AB Paul Dornes, deck delegate; Chief Steward-Cook Edward Johnson, secretary-reporter and GSU Daniel Kiernan, steward delegate. The tanker paid off on Feb. 23 at Stapleton Anchorage, S.I., N.Y.

Ogden Willamette Committee



On Feb. 25, the Ship's Committee of the ST Ogden Willamette (Ogden Marine) gathered here for a payoff at the Exxon Bayway Oil Dock in Bayonne, N.J. The committee (l. to r.) Chief Steward Paul Franco, secretary-reporter; Recertified Bosun Leo Paradise, ship's chairman; Engine Delegate Florentino Ramos and Deck Delegate Max Wadlington.

Members' Dependents Have 2 Family Days a Week at N.Y. Clinic

Since late last month, the dependents of SIU members have been getting both physical examinations and medical treatment at the SIU's N.Y. Headquarters Medical Department Clinic on

Tuesdays and Thursdays from 1 p.m. to 4 p.m. Previously, Family Day had been only one day a week.

The new family clinic days, under which members' dependents are eligible

for treatment, are conducted by the Union's Welfare Plan Dependent Program.

For a scheduled appointment, dependents should call the clinic at

212-965-2440 at least three days before the visit.

The clinic is at 675 Fourth Ave., Brooklyn, N.Y.



Getting an inoculation early last month from Dr. Landon is a young tyke.



At the N.Y. Clinic on Family Day are Seafarer Gerald Barber (left) with his daughters (l. to r.) Dina and Edith, 4.



Seafarer George Sihalahi (seated center) talks to Mrs. Amin Hadijh Ben Rajab (standing l.) as (seated l. to r.) Mrs. Gontha and Glenn Gontha with Pamela Gontha (standing r.) listen in.

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.



Patrick Wright



Seafarer Patrick Wright, 24, got his entry training at the Harry Lundeberg School in 1975. Brother Wright upgraded to AB there in 1978. He has his lifeboat, firefighting and cardio-pulmonary resuscitation training. He resides in Newport News, Va. and ships out of all SIU ports.

Michael D. Levan



Seafarer Michael D. Levan, 27, graduated from the Lundeberg School in 1969. He now sails as a QMED, an endorsement he got in 1973. He has his lifeboat, firefighting and cardio-pulmonary resuscitation training. Brother Levan ships out of the port of Baltimore.

H. Robert Hill



Seafarer H. Robert Hill, 39, joined the SIU in the port of New York in 1970. In 1976, he got his QMED endorsement at Piney Point. He has his firefighting, lifeboat and cardio-pulmonary resuscitation training. Brother Hill lives in and ships out of the port of New York.

Robert J. Mizell



Seafarer Robert J. Mizell, 23, graduated from the HLS in 1976 as a 3rd cook. He now sails as a cook and baker. Brother Mizell earned his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He lives in and ships out of the port of Baltimore.

Stephen Dinnes



Seafarer Stephen Dinnes, 24, is a 1976 Lundeberg School graduate. In 1977, he earned his fireman-watertender endorsement there. Brother Dinnes has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He is a resident of Fort Walton Beach, Fla. He ships out of the port of New Orleans.



DEEP SEA

Bob Hess



Seafarer Bob Hess, 28, graduated from the Piney Point Entry Program in 1970. Brother Hess upgraded to 3rd cook there in 1977. He has his lifeboat and cardio-pulmonary resuscitation tickets. A resident of New York, he ships out of all Union ports.

James Connolly



Seafarer James Connolly, 26, is a 1975 HLS grad. He upgraded to fireman-watertender there in 1978. Brother Connolly has firefighting, lifeboat and cardio-pulmonary resuscitation training. He resides in Brooklyn, N.Y. and ships out of the port of New York.

Harry R. Gearhart



Seafarer Harry R. Gearhart, 26, graduated from the HLSS Trainee Program in 1973. He sails as a fireman-watertender, an endorsement he earned in 1977. Brother Gearhart has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. A resident of Chambersburg, Pa., he ships out of the port of New York.

Roy Curry Jr.



Seafarer Roy Curry Jr., 21, graduated from the Harry Lundeberg School of Seamanship's Entry Trainee Program in Piney Point, Md. in 1977. He got his AB endorsement there in 1978. Brother Curry has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He lives in Asheville, N.C. and ships out of the port of New York.

This Man Has It All



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You can learn it too. Take the Maintenance of Shipboard Refrigeration Systems Course at HLS. Enroll now. Course starts June 11. Get in on today's opportunities in the SIU-contracted fleet. Contact HLS or your SIU Representative.

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



MEMBERSHIP MEETINGS' SCHEDULE



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

What is job security? And what's the Union doing to protect the job security of the membership?

That was the main point of discussion at a recent ship's Union meeting aboard the **ST Ogdén Willamette**. And the answer Bosun Leo Paradise, ship's chairman, and steward Paul Franco, ship's secretary came up with was—plenty.

Brother Paradise pointed out an article in the January issue of the **Log** called "Common Cause Study Flawed." That article, originally published in an independent newsletter, scored a report by Common Cause which had praised Rep. Paul McClosky (R-Calif.) as a champion of the public interest because he worked to defeat the labor-backed cargo preference bill.

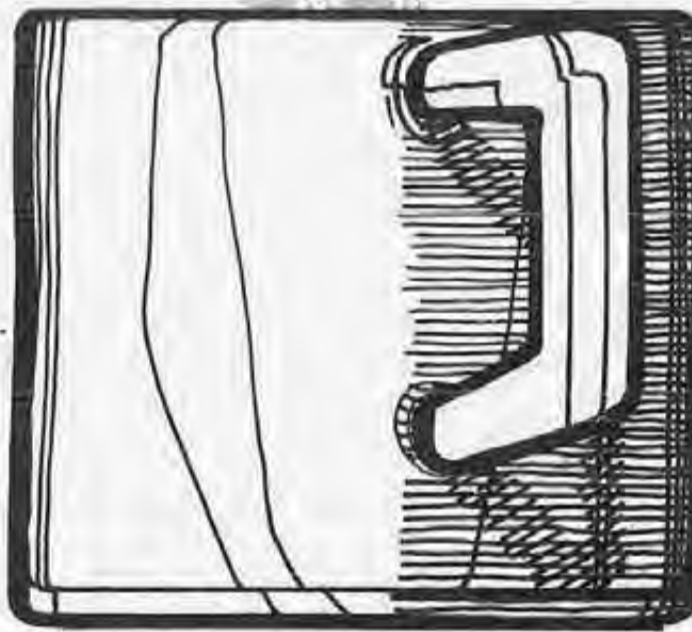
The article concluded that Rep. McClosky opposed U.S. maritime for one reason—because he lined his pockets with contributions from the oil industry and American-owned foreign flag interests.

"All SIU members should read this article, not once, but twice," Brother Paradise said. "Rep. McClosky is out to break all of us in the maritime industry. He's out to destroy everything we've fought for over the years—new ships, improved job security and a strong U.S. merchant fleet."

"It's our SPAD donations that fight the enemies of U.S. maritime like Rep. McClosky," Paradise said urging everyone to sign the new SPAD checkoff authorizing the Seafarers Vacation Plan to deduct 30 cents a day from their vacation benefits for the SPAD fund.

FOR SALE! JOB SECURITY 30¢ PER DAY

"SPAD is the way—
who misses
30 cents a day?"



"Our voluntary SPAD contributions have brought the SIU out on top of battles before," Paradise continued, and if we all sign the SPAD checkoff we're giving our Union support to fight for us in Washington in the future."

"Now is the best time to sign the SPAD checkoff," Paul Franco, ship's secretary added. "The fight is in round one and there are 14 more rounds to go."

Round 2 is right around the corner. Brother Franco noted that the SIU has launched an all-out effort to get Congress to overturn a recent court ruling allowing the Amerada Hess Corp. to use foreign flag tankers for the Alaska oil run. (See December **Log**, "Hess Gets OK to Use Foreign Flags for Alaska Oil.")

"If Hess gets away with this," Brother Franco warned, "so will others. Think about how many of our jobs will be lost," Franco said, painting a picture of a job call at an SIU hall where Seafarers look up at a blank shipping board and then at each other, wondering what went wrong.

"That's when it's too late," Franco said, "but it's not too late now. Let's sign the SPAD checkoff to make sure our future will be secure."

The **Willamette** ship's committee talked about two of the ways in which SPAD contributions have enabled the Union to work to make the present and future jobs of Seafarers more secure.

"We wouldn't be at the top of the industry now if it weren't for SPAD," Brother Franco said, "and we have to fight to stay on top."

ASSIGNMENT FOR SEAFARERS POLITICAL ACTIVITY DONATION (SPAD)

TO:

DATE _____

Seafarers Vacation Plan
275 20th Street
Brooklyn, N.Y. 11215

Effective from this date, I hereby assign, direct and authorize you to deduct from payments required to be made by you to me for vacation benefits and at the time of such payments, a sum equal to thirty cents per day for which I am entitled to vacation benefit payments and to pay and transfer such amounts to SPAD, 675 Fourth Avenue, Brooklyn, N.Y. 11232. This authorization shall remain in full force and effect unless written notice by certified mail is given by me to you of revocation of this authorization, in which event the revocation shall be effective as of the date you receive it and applicable only to vacation benefits both earned and payable to me thereafter.

I acknowledge advice and understand that SPAD is a separate segregated fund established and administered by my union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions and I have the right to refuse to make any contributions, including this authorization without fear of reprisal. I may contribute directly to SPAD such amount as I may voluntarily determine in lieu of signing this authorization and that the specified amount herein provided is to minimize administrative responsibilities and costs consistent with the facilitation for the making of voluntary contributions. And this authorization for contributions, constitutes my voluntary act. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

This authorization has been executed in triplicate, the original for you, copy to SPAD and copy to me.

Member's name (Print)

Member's Signature

Social Security Number

Members Home Address

City

State

Zip

Book Number

Port

OFFICE COPY



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