

LOG

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MTD Launches High Powered Legislative Campaign

At Presstime:

Bal Harbour, Fla.—Intent on squashing any scheme to export Alaskan oil to Japan, the AFL-CIO Maritime Trades Department launched a high powered political action and legislative campaign to be carried out in the 96th Congress.

Under the leadership of MTD President Paul Hall, the MTD, the largest industrial department of the AFL-CIO, developed its program and formulated its goals during two days of Executive Board meetings here on Feb. 15-16, 1979.

The MTD Executive Board is made up of top officials from 43 national and international AFL-CIO affiliated unions representing a combined membership of nearly eight million American workers.

(Complete details, plus photos, of MTD Exec. Board Meeting next issue)

The most reassuring news to come out of the two-day session is that the MTD will not be alone in its fight to keep Alaskan oil from being exported to Japan.

Ken Young, director of the AFL-CIO's Department on Legislation, told the MTD gathering that the AFL-CIO is prepared to conduct an all out fight to preserve America's only secure oil reserve—Alaskan oil—for use by America alone.

Young said, "the Alaskan oil situation is not a maritime issue alone. It is a problem of grave concern to the entire nation, both in terms of our economy and our national security."

Young also told the MTD Board that his Department was in the process of putting together a coalition of consumer, energy and environmental groups "to aid the labor movement in blocking exportation of Alaskan oil."

The status of the Alaskan oil issue has not changed since the *Log* reported on it last month. The Department of Energy is still seriously considering sending Alaskan oil to Japan in return for stepped up importation of oil from Mexico.

People in labor are not the only ones concerned about the Alaska oil situation. There are many members of Congress who support labor staunchly in preventing an Alaskan oil exportation plan.

One of the most outspoken of these Congressmen is Rep. John Murphy (D-N.Y.), who delivered the keynote address during the two-day MTD Board meeting.

Murphy, who is chairman of the House Merchant Marine and Fisheries Committee, pointed out in his address that several attempts to export Alaskan oil had been put down in Congress in the last few years.

He pointed out that last summer, Congress held a series of field hearings in San Francisco on the Alaska oil situation. He said "not one witness who testified during these hearings was in favor of exporting the oil to Japan."

Murphy then pledged his full support in turning back the latest attempt to export Alaskan oil to the Far East.

Although the most pressing issue at the time, the fight to keep Alaskan oil

for domestic use alone is only one of many legislative goals outlined by the MTD Executive Board.

Other areas of legislative concern to the MTD and of great importance to the jobs and job security of Seafarers and other American workers, include:

- Negotiation of a bilateral shipping agreement with China, so that American ships will be assured a fair share of all cargoes imported from or exported to China under any new trade agreement between that nation and the U.S.
- Implementation of an equitable

Ocean Mining bill for America. The bill must require that all vessels used in this important new industry be built in American yards and manned by American seamen.

- An amendment to the Jones Act, which would bring the Virgin Islands under the provision of this important maritime law.

- Implementation of a coordinated national policy concerning increased importation of liquid natural gas as a viable alternative to high priced foreign oil.

NMC Says U.S. Needs New Policy to Give Fleet 40% Share of Cargoes

Urging prompt creation of a new U.S. maritime policy to promote a strong U.S. merchant fleet, the National Maritime Council sent a series of recommendations to the Carter Administration as guidelines for "dramatically improving the competitive position" of U.S. flag liner carriers.

The NMC a joint labor industry maritime group in which the SIU plays an active role warned the Carter Administration that unless the American flag liner fleet is provided with an "adequate share" of U.S. cargoes, the U.S. merchant marine will disappear.

"Our country should declare a clear objective that U.S. flag liner carriers should achieve a market share in each U.S. trade of at least 40 percent," the NMC said. Such a cargo share could be attained through competition within a

regulatory system that does not treat U.S. and foreign companies differently."

The maritime unions, shippers and shipbuilders that makeup the National Maritime Council outlined a series of steps which they urged the Administration Task Force to consider as fundamental to "a strong competitive U.S. merchant fleet and the economic strength of the U.S."

Chief among the maritime group's recommendations was a call for the U.S. to develop bilateral shipping arrangements in each category of trade sharing, including U.S. flag, trading partner flag and third flag. Bilateral trade agreements, the NMC said, would preserve competition "while protecting the interests of all U.S. carriers and shippers."



Paul Hall

The PRESIDENT'S Report

An Investment in Time

One of the truly important benefits of belonging to this organization is the almost unlimited opportunity the Union provides its members to advance their skills, their job ratings and their earning ability.

In other words, a young man coming into our Union after graduating the Lundeberg School need only take advantage of the many educational opportunities available to him and all SIU members to steadily move up the career ladder step by step.

Unlike many other industries and unions, where apprenticeships for young people are unduly long and often times unrewarding, an SIU member can move ahead very quickly.

One of our young members can reach the top of his chosen department—whether it be on a ship or a tug—in a reasonably short period of time. Hundreds of SIU members have done just that. And hundreds more are in the process right now of doing the same.

In this regard, I want to point out to the membership—especially to the deep sea deck department—one of the most important educational opportunities the SIU has to offer. It is the Bosun Recertification Program. And the Union will be conducting three classes of the Bosun Program this year. (See complete details on the Bosun Recertification Program, requirements and application pages 30-31.)

As most of you will recall, the Union conducted the initial Bosun Recertification Program for three full years from 1973 to 1976. During that time, 402 Seafarers—representing the number of bosuns needed to man our contracted vessels—achieved their recertification.

But since that time, we have succeeded in increasing the number of ships under contract to the Union. And as well, a number of our Recertified Bosuns have retired or passed away in the last few years.

These factors have created the need for a limited number of newly Recertified Bosuns to fill this particular manpower gap. The three classes we are running this year will help fill this gap.

The reason we put so much emphasis on this particular program is that

the job of bosun on an SIU ship is crucial not only to the smooth operation of the vessel, but to the overall morale of the unlicensed crew. I say this because a bosun is not only a working seaman. He also serves in the extremely important capacity as chairman of the ship's Union committee. This means the bosun is the working representative of the Union at sea.

Therefore, a top notch SIU bosun must be a good seaman capable of supervising the deck gang. He must have a well-rounded working knowledge of the Union, its programs and its problems. He must also be aware of the problems facing our industry. And he must possess the leadership qualities to deal with the people and personalities that make up a ship's crew.

This is where the Bosun Recertification Program comes in. It is a comprehensive program devoted totally to educating the member about the SIU and its activities worldwide.

A member who completes this program will possess a broad-based knowledge of the Union's commitments to politics, organizing and education. He will also have a better understanding of the contract and constitution, our Benefit Plans and the rights and responsibilities of a member of this organization. In addition, he will have a more indepth knowledge of the U.S. maritime industry as a whole, including new trends in shipping and automated equipment, as well as some of the problems facing our operators.

With this kind of knowledge and exposure to the Union and the industry, a member is better equipped to develop his own abilities to handle shipboard beefs smoothly and conduct interesting and informative union meetings at sea in his capacity as ship's chairman.

The Bosun Recertification Program is truly a unique opportunity for a member to take a big step up the ladder in his seagoing career. It is an especially important opportunity for our younger members who did not meet the eligibility requirements for the initial phase of the Bosun Program.

Again brothers, the only thing holding a member back from advancing his career is an individual's own lack of desire or ambition to move forward.

Some say they don't have the time to upgrade. That's certainly a consideration. The Bosun Program is 60 days in length. Most of our other upgrading courses run anywhere from 30 to 60 days or longer.

But think about it. How much time is time when you're talking about a career—a lifetime of job security.

To me, 30 or 60 days spent upgrading your skills is a small investment in time considering the long range benefits it will provide for you in years to come.

The SIU has the programs and the people to help SIU members move forward in their jobs and their lives. How much you achieve and how far you get is totally up to you.

Maritime Labor Seeking Cooperation of U.S. Navy

THE first in what is hoped will be an ongoing series of meetings between the Navy, the Maritime Administration, and representatives of maritime labor and industry took place in Washington January 25. The two meetings—one with labor and one with industry representatives—were attended by the top officials of government, industry and the maritime unions.

SIU President Paul Hall presented a position paper in which the SIU endorsed the concept of the meetings, but noted that "in view of the history and record of official opposition to such meetings, certain perspectives and definitions are essential if there is to be good-faith participation, and certain fundamental facts must be understood if

these meetings are to be more than pro forma exercises to provide a record." (SEE TEXT OF SIU STATEMENT ON THIS PAGE.)

The meeting with maritime labor was attended by Navy Secretary W. Graham Clayton, Jr.; Secretary of Commerce for Maritime Affairs Robert J. Blackwell; SIU President Paul Hall; SIU Executive Vice President Frank Drozak; Sailors Union of the Pacific President Paul Dempster; National MEBA President Jesse Calhoon; as well as top officials from the National Maritime Union; Masters, Mates & Pilots, and the shipyard unions.

At a maritime industry meeting later the same day, representatives from a broad spectrum of industry attended, including ship operators,

ship builders and maritime associations.

SIU President Hall made the observation that maritime labor has always felt that close cooperation between the Navy, the Maritime Administration and all segments of the maritime industry "is essential to the national interest." He said in his statement to the meeting:

"Where we have initiated efforts of this sort, it has been our desire to exchange views and to resolve differences of opinion on policy questions affecting the national security."

But, he noted that the failure to achieve these objectives was the reason that legislation was initiated and passed in both Houses of Congress last year which would have established a Navy/Maritime Advisory Board. This board would have been required to meet regularly with representatives of labor and industry "to discuss issues of mutual

concern."

The legislation would also have directed the Advisory Board to report annually to the Congress and the President on the progress of their meetings.

The President, however, vetoed the legislation, saying that certain initiatives are already being taken by both the Navy and the Maritime Industry to hold such meetings.

In his veto message, the President said, "In order to assure that the concerns that generated this bill are fully addressed, I am directing both Secretaries (of Navy and Commerce) to consult regularly with maritime industry officials to discuss issues of mutual concern."

Following is the text of a statement presented by Paul Hall, president of the Seafarers International Union, at a meeting of the Navy Department, the U.S. Maritime Administration, and representatives of maritime labor.

Lundeberg's Legacy Lives On

Twenty-two years ago the American maritime labor movement lost one of its greatest leaders.

On Jan. 28, 1957, Harry Lundeberg, the founder of the SIUNA, died suddenly of a heart attack, after a lifelong effort bringing merchant seamen to a place of prominence and power in this country.

Only 56 at the time of his death in San Francisco, Lundeberg had left his mark on the maritime labor movement in 1934. In that period, seafaring unions had lost the foothold first established in the beginning of the century. Dispersed and disorganized, they needed new leadership and new direction to avert the threat of virtual extinction.

Lundeberg and the West Coast seamen's strike of 1934 provided the historic combination of forces. As Seattle port agent for the Sailors Union of the Pacific, he led the charge in that bloody strike and turned it into a victorious reemergence of power for maritime labor.

Lundeberg succeeded Andrew Furuseth as SUP secretary treasurer, the highest office in the Union, in 1936. After bitter political and jurisdictional disputes with the NMU and the old International Seamen's Union, he formed the SIUNA in 1938. He served as SIUNA president from then until his death.

Like Furuseth, who authored the 1915 Seamen's Act, Lundeberg was born in Norway. His father and three of his brothers had been sailors and he went to sea at the age of ten. During World War I, he sailed on English nitro



Harry Lundeberg, 1901-1957

ships, which were torpedoed out from under him several times.

Even after he became a union leader, Lundeberg never forgot he was a sailor. In 1947 he worked his way across the Atlantic and back as an AB on a SUP ship so that he could visit his homeland for the first time in 30 years. Lundeberg had been voted funds by the SUP membership to pay for the trip, but he turned the money down. During the first Eisenhower administration in the 1950s, he also turned down the U.S. Secretary of Labor's job, preferring to remain in the seamen's labor movement.

Although he died in the prime of his leadership, Lundeberg's legacy lives on as an active force in the movement. It is a fitting memorium that the Harry Lundeberg School in Piney Point, Md., the SIU's working promise of progress for Seafarers, bears the name of the man who first made it all possible.

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Statement on Meeting of Navy Department Maritime Administration and Maritime Union Representatives January 25, 1979

Submitted by:
Paul Hall, President
Seafarers International Union of North America,
AFL-CIO

Introduction

The close cooperation of the Navy, the Maritime Administration, and all segments of the maritime industry has always been essential to the national interest. Efforts to effect such cooperation have been sought both formally and informally over the past 14-15 years. Where we have initiated efforts of this sort, it has been our desire to exchange views and to resolve differences of opinion on policy questions affecting the national security.

Unfortunately, these goals have never been realized. In fact, it was this failure that culminated in the legislation which was passed by both Houses of the 95th Congress, establishing a "Navy-Maritime Advisory Board." When the President vetoed the legislation, we expressed our regret but informed the President of our support for his recommendation "directing both Secretaries to consult regularly with maritime industry officials to discuss issues of mutual concern."

Therefore, we endorse the concept of meetings of this sort. But in view of the history and record of official opposition to such meetings, certain perspectives and definitions are essential if there is to be good-faith participation, and certain fundamental facts must be understood if these meetings are to be more than pro forma exercises to provide a record.

Basic National-Security Issues Regarding Merchant Marine and Navy

Any attempt to review and discuss the national security factors as they relate to the Navy and the merchant marine and their cooperative efforts must include the following:

1. The so-called effective control theory of the Defense Department with respect to foreign-flag shipping.
2. Areas of encroachment by the public sector on private enterprise jurisdiction.

The matters of concern to the maritime industry cannot be defined as either "labor's" problems or "management's" problems; rather, they are the maritime industry's concerns. Consequently, meetings designed to effectively and openly discuss issues of concern to all of the parties involved require inclusion of all of the components, instead of segregating them.

Summary

Maritime labor, as well as the American labor movement generally, has always stood four-square for a strong U.S. Navy, and the record of our support on many levels and on many occasions is clear. We believe that it is not possible to develop the needed strong Navy nor an adequate U.S.-flag merchant marine without maximum cooperation and commitment between the Navy, the Maritime Administration and the maritime industry. Therefore, we think that as soon as possible meetings should be scheduled in this spirit with a view to dealing with the issues herein outlined.

Meany Blasts Commerce Sec'y on Trade Policy

Ever since imported goods began flooding American markets, the AFL-CIO has been working to get the U.S. government to adopt a policy which puts the interests of American industry and workers over that of foreign nations.

In the absence of such a trade policy, both American workers and consumers suffer. Hundreds of thousands of American workers have lost their jobs because those jobs have been exported overseas. At the same time, everything from textiles to televisions, from sneakers to steel produced abroad by a non-unionized, underpaid labor force is now imported to the U.S.

Not that it costs Americans less to buy imports than their U.S.-made counterparts. It just costs the companies less to manufacture abroad—which translates into higher profits for them.

One of the AFL-CIO's primary goals has long been to stem the trend of imported foreign goods and exported American jobs. The AFL-CIO special committee on International Trade, chaired by SIU President Paul Hall, is coordinating labor's efforts to work for development of a rational U.S. foreign trade policy.

In the face of high national unemployment and skyrocketing inflation, the U.S. government should be behind labor's efforts to keep any more of America's workers from being idled.

But a recent article written by Secretary of Commerce Juanita M. Kreps and published in the *Washington Post* indicated that the Carter Administration doesn't share labor's concern over America's ever-shrinking job market.

Mrs. Kreps thinks the U.S. ought to concentrate money and manpower on "high technology and service industries" while leaving traditional manufacturing to developing countries.

"Why," Mrs. Kreps asked in her

article, "does the United States continue to produce goods which can be made more cheaply in other countries?"

Duplicating goods which, with the help of American capital and technology can be more efficiently produced abroad, according to Mrs. Kreps, is both "inefficient and irresponsible." And the Secretary of Commerce doesn't think the fact that six million Americans are unemployed is sufficient reason to "erect walls around domestic (U.S.) industry," because unemployment is also high in developing countries.

In addition to disregarding the employment needs of the American people, Mrs. Kreps is content to increase U.S. economic reliance on totalitarian or unstable countries at a great risk to our national and economic security.

"China in time will be selling machinery, steel, chemicals and similar goods to the rest of the world," she said. "Countries such as India . . . will intensify their demands for access to Western markets for products such as textiles . . . The Soviet Union has ambitious plans for major new factories . . . to produce truck tires, automobile engines, television tubes, even blue jeans."



SIU President Paul Hall is chairman of the AFL-CIO's special committee on International trade.

Mrs. Kreps feels it is the "profound responsibility" of the United States to encourage and subsidize the industries of these and other countries, even at the cost of American jobs and U.S. national security.

Organized labor, however, feels the responsibility of the American



AFL-CIO President George Meany

government lies with the American people—in expanding the U.S. job base, not in caving in to the flood of imports from foreign sources. The U.S. should not accept, as Mrs. Kreps suggests, "a shrinking of old industries with all the pain that such decline entails."

In a Letter to the Editor of the *Washington Post*, AFL-CIO President George Meany lashed out at what he called Mrs. Kreps "misguided article."

Criticizing Kreps for her willingness to subsidize the industry of other countries at the cost of our own, Meany scored the Government's "utter failure to bring the flood of imports and the outflow of . . . jobs into any sort of balance."

Meany's letter, which is reprinted in full below, spells out the primary concerns of American labor in calling for a U.S. foreign trade policy aimed at strengthening America's industrial economy, rather than favoring everybody else.

Editor
The Washington Post

Dear Sir:

Secretary of Commerce Juanita Kreps's article, "Looking Beyond the Rush to China," (Jan. 17) doesn't look ahead far enough to live up to its title. Moreover, her view that U.S. trade and industrial policies "lack a clear sense of direction" was never better illustrated than by the opinions she expressed.

Her point, badly put, is that the United States ought to abandon its basic industrial capacity and import the goods it needs from countries that can produce them "more efficiently," while concentrating on the "high technology and service industries" where our comparative advantage lies.

Mrs. Kreps is, therefore, content to accept "a shrinking of old industries with all the pain that such a decline entails," on the ground that "if we believe that worldwide economic growth promises a better life for all mankind, we have a profound responsibility to help rather than hinder that promise."

It seems to me that the U.S. Secretary of Commerce has an even more profound obligation to defend and encourage the economy of the United States and the well-being and standard of living of her people, which Mrs. Kreps almost wholly disregards. Are American workers and consumers not the particular part of "all mankind" who deserve first claim on the attention of their own public servants?

If the claims of six million jobless Americans are "unpersuasive" compared to India's 100 million, at what point would they deserve consideration? Would it be only when America's unemployment rolls have soared to India's level and American living standards and nutritional standards dropped equally far?

Even more disturbing is Mrs. Kreps's misunderstanding or misrepresentation of the facts of trade, as it is practiced between totalitarian rulers of closed societies such as China and Russia on the one hand and private Western profit-seeking corporate entities on the other.

It is precisely America's highest technology—much of it developed at public expense—that is being exported for private profit, undermining both national security and national welfare.

It is the outflow of American capital to build the industrial capacity of other nations and the abject surrender of American markets to the products of those nations that has weakened the dollar and sent America's balance of payments into a tailspin.

When America has declined to a "service economy," dependent for her people's daily needs on foreign industry, what then? Will China, Russia and other manufacturing countries, governed by military and political considerations rather than commercial interest, continue to send us all we need at "competitive" prices? The political blackmail and financial extortion imposed by the Arab-led oil cartel are a preview of what we can expect whenever foreign governments gain a stranglehold on the U.S. economy.

We need to have an industrial economy along with everyone else in the world. We need to have U.S. trade laws enforced so that steel, and other products are not dumped into the U.S. market. The subsidies of exports must be halted by enforcement of our countervailing duty laws—not another extension of the waiver of that law.

The remark in passing that "countries that seek our markets will have to open theirs" is the only bright spot in Mrs. Kreps's misguided article. But the utter failure, so far, of this and previous Administrations to even try to bring the flood of imports and the outflow of technology, capital and jobs into any sort of rational balance makes her words meaningless.

George Meany, President
AFL-CIO

Delta Caribe Committee



Recertified Bosun Don Fleming (seated l) ship's chairman of the Ship's Committee of the *LASH Delta Caribe* (Delta Line) lead the group with a crewmember at a payoff at the 39th St. Dock, Brooklyn, N.Y. last month. They are (seated r) Steward Delegate D. Thomas and (standing l. to r.) Engine Delegate D. James, Deck Delegate Ramon L. Quiles and OS L. Doak.

SIU Inland Vacation Plan Hits Two Milestones

90% of All SIU Inland Companies Now Signed Up: 3000th Check Sent Out

THE SIU industry-wide Inland Vacation Plan reached two major milestones this month. In less than three years since it began, the Plan now has provided 3000 benefit checks to SIU Boatmen. Moreover, it now has been accepted through collective bargaining by 90 percent of all SIU-contracted inland companies.

Since the Vacation Plan first went into effect at one contracted company in August, 1976, the Union's goal has been to extend its benefits to Boatmen throughout the industry. Each time the number of checks issued under the Plan reached a new high, it indicated another step closer to reaching this important goal.

The 3000th check issued this month is cause enough in itself to celebrate the growing success of the Plan. It was received by Brother Billy Ray Smith of Foley, Mo., a lead deckhand with the Inland Tugs Company of Jeffersonville, Ind. and a graduate of the Harry Lundberg School Entry Training Program in 1974.

But the news that the Plan now covers 90 percent of contracted companies is more than another milestone. It does more than mark how far the Union has come in providing vacation benefits to Boatmen throughout the industry. It means that we're almost there.

The Plan has grown through the concentrated efforts of SIU officials, combined with the hard work of negotiating committees in each port to include it each time an inland contract came up for renewal. The remaining 10 percent of those inland companies which do not have the Plan are simply those whose

contracts have not yet expired since the Plan became available in 1976.

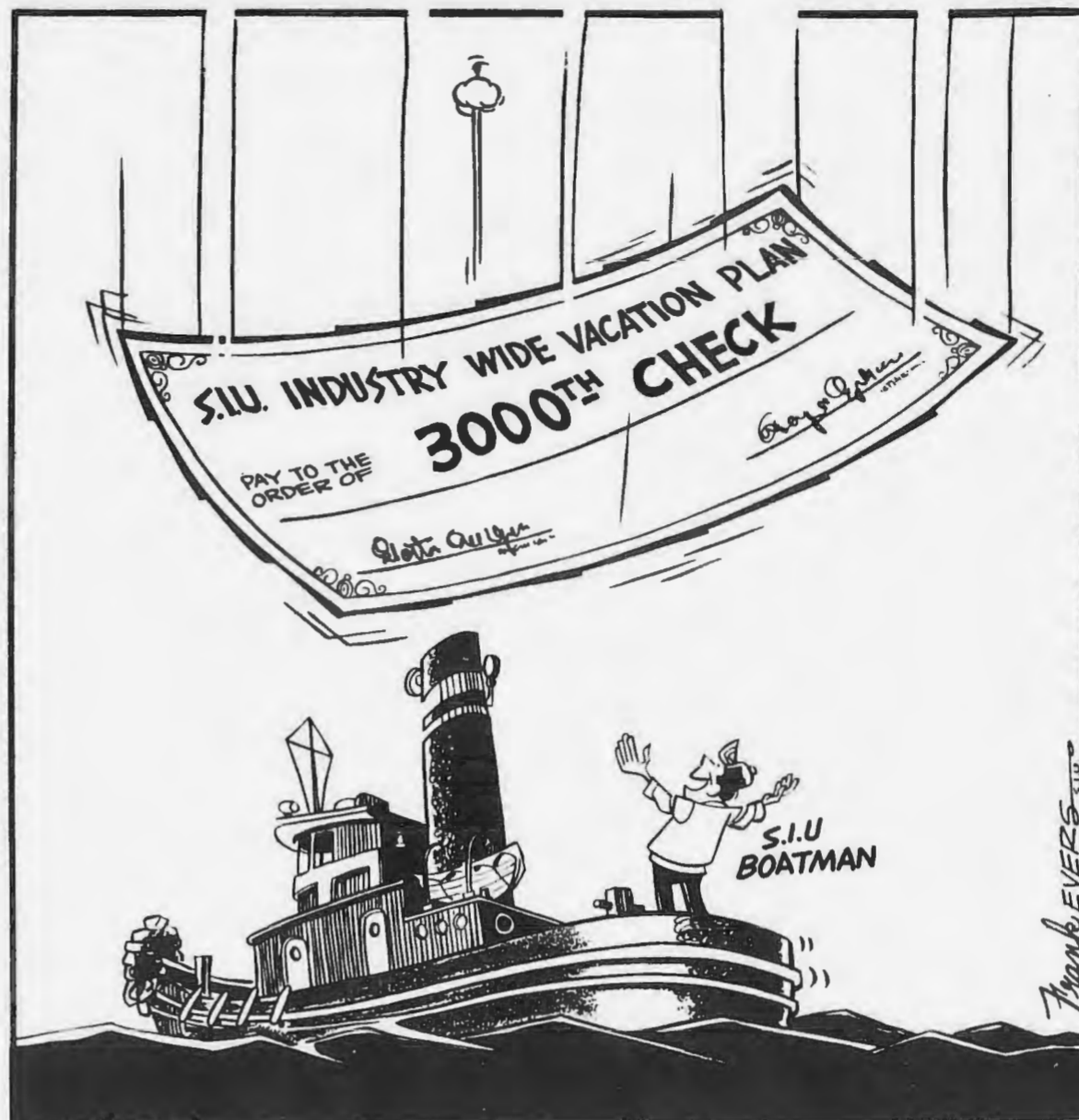
Signing up 90 percent of the contracted companies to a brand new concept in the industry was a major achievement not only in terms of time and effort. The real success of what has been done so far lies in what these vacation benefits mean in the inland industry.

Before the Plan started, most Boatmen got the short end of the stick when it came to vacation benefits. Many, like those from some companies on the Rivers and the Gulf, got no benefits at all. Those who did receive some form of company benefit, usually had to take a lot of drawbacks along with it.

For example, they had to work at least a year to be eligible for the company vacation and could collect only once a year after that. If they left the company, they lost the benefit and had to start from scratch building up eligibility at another company. Moreover, the company benefits were generally small and took years of work to amount to anything.

In less than three years, all that has changed. Young Boatmen, like 23-year-old Brother Smith don't have to enter a career where a vacation depends on the whim of the company. The growth of the Plan throughout the industry means that Boatmen can depend on substantial benefits to provide a real vacation. They can collect these benefits after every 125 days of employment.

Another important aspect of the Plan is that if a Boatman moves to another job in another company, he still collects benefits for every day he worked at his former company. In other words, the SIU Vacation Plan



provides complete benefit protection to the member.

Moreover, Boatmen can count on these benefits to increase with each year of their contracts and with each new contract. Like all negotiated benefits, the greater the number of members who are covered by it, the stronger the benefit becomes for the entire membership.

Right now, of course, the Plan is still new in the industry. In fact, it is just going into effect in many of our contracted companies and like all

new procedures, there have been some delays in getting the checks to Boatmen. However, the Union has coordinated its efforts with all companies to get the proper information forwarded to Headquarters more efficiently and the checks are now being processed with little or no delay.

The SIU Inland Vacation Plan has proven itself 3000 times over in providing vacation benefits and it will continue to grow to serve the entire inland membership.

FMC Set to Boot Russian Line Out of U.S. Foreign Trades

The Federal Maritime Commission has moved another step closer to ending the illegal rate-cutting practices of Russian-flag shipping companies and another step towards restoring the American merchant fleet to a competitive standing in the U.S. foreign trades.

Under the authority of the SIU-backed Controlled Carrier Act, passed by Congress last year, the FMC voted

unanimously to suspend the Russian Baltic Shipping Co.'s tariffs effective this spring.

Baltic has repeatedly failed to comply with the FMC's investigation into the company's rates and shipping practices in the U.S. Atlantic & Gulf European trades. Their lack of cooperation has led the FMC to conclude that Baltic has been violating U.S. maritime laws and

creating conditions unfavorable to the foreign trade of the U.S.

Baltic has squawked over the FMC's proposed rate suspension, charging the Commission with "illegal, improper" procedure and promising to seek an injunction from Federal Court staying the tariff suspension pending an appeal. The company also claims they have partially complied with the Commission's requests for information.

But FMC Chairman Richard J. Daschbach wrote off Baltic's protests, saying there's no such thing as partial compliance. "Compliance," Daschbach said, "is like pregnancy. You are, or you aren't."

The rate cutting practices of Soviet operators who offer bids on prime cargoes too low for U.S. carriers to match, have touched off protests from all sectors of U.S. maritime as well as from European shipping nations.

In addition to the Controlled Carrier Act which mandates that the FMC can "suspend, reject or cancel" the tariffs of any foreign flag carrier that refuses to comply with U.S. law, European Common Market countries recently issued a challenge to the Russians over their shipping rates.

Also, a maritime conference underway in Ireland, sponsored by the International Longshoreman's Association, set the wheels in motion to create an international association of

maritime labor and management groups to protect Western shipping "against the encroachment of predatory Soviet maritime policies on world trade."

Russians to Retaliate

The Russians, in the meantime, have threatened to "take appropriate measures" in retaliation against any country which "discriminates" against their fleet.

A report from the Soviet news agency Tass said the Russian Merchant Marine Ministry would "cancel commercial agreements between the Soviet and foreign shipping enterprises... in those instances when the shipping authorities of the country restrict the equality of ships flying the Soviet flag as compared to other participants in internal shipping."

The Russians bandy about words like "discrimination" and "equality" very lightly. Since 1971, when U.S. ports were initially reopened to the Soviet fleet, the Russians have been "discriminating" against U.S. flag operators by siphoning off increasing shares of prime American cargoes through selective rate cutting.

Far from being discriminatory, the Controlled Carrier Act was drafted, passed and signed into law to restore a balance in the U.S. foreign trades by giving all carriers an equal chance to bid for cargo.

SIU Plans Paid Out \$2.5 Million in January

More than \$2.5 million in pension, vacation and welfare benefits was paid out to SIU members and their families in the first month of 1979, indicating the Union's benefit plans, and the membership's financial security, are in good shape and getting better.

For the period Dec. 28, 1978 through Jan. 24, 1979, the Seafarers Welfare, Pension and Vacation Plans paid a total of \$2,579,250.18 to SIU members, pensioners and their dependents.

The largest portion of that total was paid in vacation benefits which accounted for \$1,961,677.45, to Seafarers and Boatmen.

The welfare total for the month of January, which includes medical coverage and payments from the Union's Scholarship fund, among other pro-

grams, was \$454,205.98. The Seafarers Pension Plan amounted to \$163,366.75 of the total.

Comparing the January, 1979 benefit totals with the payments made during the same time period ten years ago, or even five years ago, points out that benefits for Seafarers and Boatmen keep getting better.

Better benefits are part of the SIU's overall goal of improving the quality of life for Union members and their families.

Building the best job security in the U.S. maritime industry is part of that goal. Equally important is building better financial security. And last month's benefit payment totals prove that the Union is continuing to work towards achieving that goal for the entire SIU membership.

Don't Let a Friend Destroy Himself With Alcohol

If a friend of yours was suffering from heart disease and needed your aid, would you help him or look the other way?

Obviously, no one would even hesitate to assist someone who was sick and in need of help. Especially someone suffering from a serious disease.

Well, there's another serious disease afflicting millions of Americans that's just as critical as heart disease. It's called alcoholism. It's the number one health problem in this country today; and unless it's treated, it's fatal.

But, unlike heart illness, very few people take alcoholism seriously.

Too many of us pretend it doesn't exist or ignore the fact that someone we know is an alcoholic. And that's the worst thing to do.

Alcoholism can be treated. SIU members have an option for themselves and their brother Union members who have drinking problems in the Seafarers Alcoholic Rehabilitation Center in Valley Lee, Md.

At the ARC many Seafarers—more than 250 in all—have gotten the guidance and support they need to head back to an alcohol-free life.

With the assistance of the ARC's trained counselors and the support of fellow Seafarers who are, them-

selves, recovering alcoholics, the ARC has enabled many SIU members to become productive members of both their shipboard and shore-side communities.

Those of our brothers who made it though the ARC did it for one reason. They recognized that they had a treatable disease and they got help for it.

Sometimes, though, admitting you're an alcoholic is the toughest part of the fight back to good health. But there isn't any shame in recognizing that you, or someone you know, is suffering from alcoholism.

The only shame is letting an alcoholic go on being an alcoholic.

Especially when there are places like the ARC where alcoholism can be cured.

Don't let a friend or shipmate destroy himself through alcoholism. Think of alcoholism simply as another disease, like heart disease, that can be treated. Then encourage him to get help—the best possible help available to alcoholic seamen anywhere in the country—the Seafarers Alcoholic Rehabilitation Center.

To contact the ARC, call (301) 994-0010 and ask for the Center. Someone is always there ready to help.

Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the Alcoholic Rehabilitation Center. I understand that all my medical and counseling records will be kept strictly confidential, and that they will not be kept anywhere except at The Center.

Name Book No.

Address
(Street or RFD) (City) (State) (Zip)

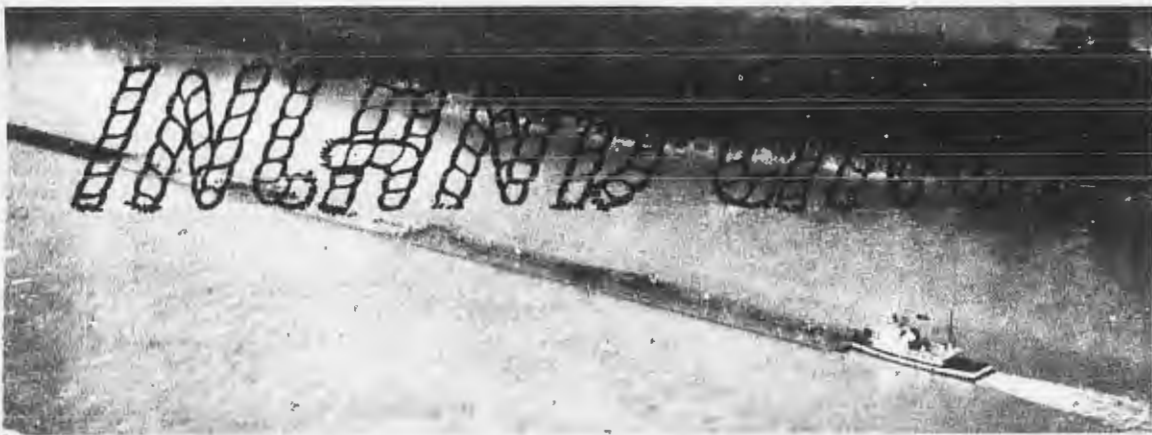
Telephone No.

Mail to: **THE CENTER**
Star Route Box 153-A
Valley Lee, Md. 20692

or call, 24 hours-a-day, (301) 994-0010



SIU members find out that the Union's ARC can help them kick a drinking problem when the Alcoholism Report is read during Feb. 5 membership meeting at Union headquarters.



Philadelphia

A new three year agreement has been ratified by 180 licensed and unlicensed SIU Boatmen with Mariner Towing Company. It provides the same high pension and welfare benefits and the SIU industry-wide Inland Vacation Plan which were established in the landmark contract ratified by IOT Boatmen in this port last summer. Mariner Towing is a separate IOT division, known as the "white fleet." Headquartered in Philadelphia, it is an oil transport operation which runs principally in the Gulf.

Boatmen with Delaware River Barge Lines, a much smaller operation than Mariner, also achieved the same pension, welfare and vacation benefits in their new contract. The company is a subsidiary of SIU-contracted Taylor and Anderson Towing Company.

Norfolk

New contracts were also wrapped up and ratified by Boatmen with two pilot boat operations in this port. The Association of Maryland Pilots and the Virginia Pilot Association, which each employs close to 30 licensed and unlicensed Boatmen, accepted the most substantial increases ever negotiated by the Union with these companies. The contracts include the same new pension, welfare and vacation benefits achieved so far by SIU Boatmen in the industry.

Mobile

Mobile Towing, a shipdocking company, has acquired an additional harbor tug, the *Doris Moran*. She will provide 12 new jobs for SIU Boatmen.

Houston

A new contract has been wrapped up here for Blum Towing, a small canal boat company which also just acquired another vessel this month.

Mississippi River System

Towboats have not been able to navigate the Mississippi between St. Louis and Cairo, Ill. since Jan. 9 because of a mammoth ice jam extending the 180 mile distance between these two key riverports.

Nine boats in an icebreaking operation had rammed through 70 miles of the jam as of Jan. 26, but ice chunks driven downriver by their propellers were clogging in the bends of this winding stretch and bottling it up again.

The cause of the jam is the combination of seasonal low temperatures with unusually high water pouring from the Ohio River into the Mississippi at Cairo. It creates a dam-like effect that prevents ice from moving southward into warmer waters.

Tampa

Dixie Carriers recently crewed a brand new 5,600 hp. towboat in this port and she is now pushing coal between New Orleans and a power plant in Crystal River, Fla. Another new boat the same size is expected out of the shipyard in the spring.

*Why not paint
a better future
for yourself*

**Come to HLS.
Upgrade to AB.**

Course Starts April 26

To enroll, contact HLS or your SIU Representative.





Headquarters

Notes

by SIU Executive Vice President
Frank Drozak

UST Atlantic—A Sign of the Times

THE recent christening of the ultra large crude carrier *UST Atlantic*, in Newport News, Va., was a big event both for the country and for the SIU.

In the first place, the *UST Atlantic* is the biggest ship ever built in the Western Hemisphere. So her construction speaks well for the shipbuilding capabilities of the U.S., and shows the world what we can do when we set our minds to it.

It also speaks well for the SIU, which will be manning the 1,187-foot, 390,000 dwt. ULCC.

Yet, while the christening of the big ship was a cause for some celebration—since it means more jobs and security for Seafarers—it also brings to mind some sobering thoughts about the direction the maritime industry is heading in.

The *UST Atlantic* is very much a reflection of trends now shaping the course of our industry. Trends which will have a great impact on Seafarers in the future—especially those who leave themselves unprepared for it all.

Most ships built in the future won't be able to compare to the *UST Atlantic*, in size. But they'll be just as modern, with just as much if not more high technology equipment. The *Atlantic's* systems make her a very modern, automated ship. But there's no telling what kind of new technology lurks just around the corner.

All this boils down to just one thing: smaller crews and bigger loads. The ULCC is twice as long as a T-2 tanker, and three times as wide. And her deadweight tonnage capacity is almost 20 times that of a T-2. She'll operate with a crew that would be needed in the same T-2: 32 men.

It's obvious—to us anyway—that the productivity of the American seaman far exceeds that of his counterpart of 20 years ago.

So the trends, dictated largely by modern technology, will call for fewer seamen per ship. And each seaman will have to know more and more as the ships get more modern.

Whether Seafarers gain or lose by these trends will depend largely on their own individual motivation—or lack of it. Being motivated enough to take advantage of the educational opportunities now available to Seafarers could determine whether or not you'll be left behind in the wake of those who have kept up with the times.

The SIU's Harry Lundeberg School makes a point of keeping up with the times. This is one of the main reasons why we're now manning the *UST Atlantic*, and why all seven American-flag LNG ships are SIU contracted.

The Lundeberg School is now offering courses especially designed for the Seafarer who wants to keep up with the times. Starting in April, courses in Pumphoom Maintenance and Operation and Marine Electrical Maintenance will be offered. A Refrigeration Systems Maintenance and Operation course will be offered starting in March, and a Diesel Engine Course will begin in May.

There are many other courses being offered at HLS. But they're not going to do anyone any good unless you sign up for them.

When you help yourself by upgrading, you also help to upgrade the Union. When you make a commitment to yourself to upgrade, you help to ensure that the Union will be able to fulfill its commitments in supplying men with specialized skills in the future.

They say that the road to hell is paved with good intentions. Well, we do know that good intentions alone won't guarantee anyone a job in the years to come.

The christening of the *UST Atlantic* reminds us that the future is here now. Brothers who are serious about their own futures should make plans to upgrade the next chance they get.

SIU Calls for Free-World Maritime Policy to Offset Soviets

The growing dominance of the Russian fleet in free world trade was the number one topic of a recent conference on the Future of the Merchant Marine Industry of the Free World.

Sponsored by the International Longshoremen's Association, AFL-CIO Employers' Educational Foundation, the London and Dublin-based conference sessions were attended by European and American shipping company officials, and U.S. maritime labor and government representatives. Chuck Mollard was the SIU's spokesman at the four-day confab.

Speaker after speaker called for a unified free world maritime policy to counter the Russian's slow but deliberate plan to dominate free world shipping.

SIU representative Mollard told the conferees, "We must all realize the simple reality that as the USSR increases in seapower, the rest of us decrease. They compete with us for non-market reasons...to strengthen their own seapower and to influence third world countries."

New Family Clinic Days: Tuesdays and Thursdays At N.Y. Headquarters

Starting this Feb. 20, a Tuesday, new Family Clinic Days of the Seafarers Welfare Plan Medical Department's Dependent Program at the N.Y. Headquarters will be held twice a week on both Tuesdays and Thursdays from 1 p.m. to 4 p.m.

Previously, Family Clinic Day was just held once a week on Thursdays.

Members dependents are eligible for medical treatment at the clinic located at 675 Fourth Ave., Brooklyn, N.Y.

Dependents should call the clinic at 212-965-2440 (1-2-3-4) at least three days before visiting the clinic for a scheduled appointment.

"We have to come up with unified objectives," Mollard stated, "which will keep the world's searoutes open to free market competition, instead of handing over world trade to the Russians."

The penetration of the Soviet fleet in the liner trades of free market countries through their anti-competitive rate-cutting practices, has been generating heated protests from European as well as American shipping interests.

"The Soviets," said Delta Steamship Lines President Capt. J. W. Clark, "are now concentrating on the high value liner cargoes where their predatory rate-slashing tactics are all the more destructive to established liner operators."

But the need to control the Russian fleet's inroads into international trade routes goes beyond the immediate threat to the liner trades.

"U.S. maritime has to consider the penetration of foreign flag ships in all our trades," Mollard told the conference. "Half of our country's vast oil imports are already consigned to flag-of-convenience tankers."

Mollard called for creation of a strong American fleet, capable of carrying a substantial share of U.S. imports and exports, as the primary means of countering the Russian's plan to become the number one seapower in the world.

"We have to work to create a strong U.S. nucleus fleet," he continued, "and we need the cooperation of all free world maritime countries to build that fleet. Because a strong U.S. flag fleet is in the best interests of the entire free world—our protection is their protection."

Though the conference didn't yield an overall plan to keep any more of free world trade shares from being pirated away by the Russians, many of the conference speakers proposed alternatives which, they indicated, were first steps towards achieving those ends.

Rep. John Murphy, chairman of the House Merchant Marine and Fisheries

Committee, said the Carter Administration will issue a maritime policy statement soon which will "support stronger shipping conferences and the establishment of shippers' councils."

ILA President Thomas W. Gleason spoke for the U.S. maritime unions present which, in addition to the SIU and the Longshoremen, included the

International Transport Workers Federation; Masters, Mates and Pilots; Marine Engineers Beneficial Association and the National Maritime Union, when he said U.S. labor will work hard during this session of Congress "for effective legislation which will give U.S. shipping a fighting chance to meet the Soviet threat."

SIU, Sea-Land Working to Stop Unfair Immigration Fees in Philippines

The Union's efforts to ease the burden of excessive immigration fees charged to seamen joining or leaving a vessel in the Philippines got off the ground in Manila, P.I. last month.

Responding to the protests of Seafarers hit with \$50 levies when they sign off or on a ship in the Philippines, SIU Yokohama Agent Frank Boyne met with U.S. Consul Charles Stephen and Philippine officials at the Department of Deportation and Immigration. Also attending was John DeLuce of Sea-Land, as the company operates in the Philippine trade.

Boyne presented the Union's view that Seafarers on fly-out jobs should not be subjected to immigration fees of any kind. Though Sea-Land is willing to pick up the charges for men "leaving the vessel at payoff or mutual consent," the company, too, would like to see these fees waived.

Boyne reported the meeting was "interesting but not conclusive. We had a long session discussing all phases of the immigration rules as they affect seamen," he said, adding "hopefully a smoother working agreement can be made which will provide a clearer set of rules covering the handling of Seafarers' clearance."

Getting a government to revise a policy is, by its nature, a lengthy and time-consuming process. But the Union will stay on top of the immigration

charge issue in the coming months, working to eliminate the unfair tax Seafarers have been forced to pay just for doing their jobs.

Only 88 Years Apart



Retired Seafarer Tom Bubar, a young 88, cradles his pride and joy, 2-month old great grand daughter, Jamie. Tom is in "pretty good health" and lives with his son, John, in Burnham, Maine. We wish Tom, a trade unionist from way back, all the best in years to come.



The Lakes Picture

Algonac

Most of the SIU-contracted Great Lakes fleet has gone into winter lay-up with two exceptions. The ore carrier *Presque Isle* (Litton Great Lakes Corp.) is still running between ports in Illinois and Indiana. The ship will continue operating until the stockpiles of taconite ore she's been hauling are depleted.

Also on a winter run is American Steamship Co.'s *Sam Laud*. The vessel was reportedly stuck in the ice last month in the Fox River off Green Bay, Wisc. She was freed a day later only to get stuck again in the harbor channel. When the ice was cleared enough around the *Sam Laud* to allow passage, another vessel encountering the same problems was also able to steer clear.

Both the *Sam Laud* and the *Presque Isle* are due in for lay-up this month. The *Presque Isle* will be berthed in Milwaukee and the *Sam Laud* in Muskegon.

* * * *

The severe cold and exceptionally heavy snows of this winter make spring seem a very dim possibility. But the first fit out of the 1979 shipping season is already scheduled and it's not too far off. The SIU-contracted *Nicolet*, the 74-year-old veteran of American Steamship Co.'s fleet, is slated for fit out on Feb. 15 in Toledo where she's spent the winter.

* * * *

Though winter on the Great Lakes reduces most transportation to a crawl, the weather didn't keep one ship from transiting the Soo Locks recently. The ship's name? The *Edmund Fitzgerald*. The vessel, which is really the ore carrier *V. W. Scully*, is being used by a Canadian film company in a movie about the sinking of the *Edmund Fitzgerald* which went down in Lake Superior in 1975 with all hands aboard. The movie, described by the film company as a "documentary drama" will be titled "November Gale."

* * * *

SIU reps are still in negotiations with the Michigan Interstate Railway Co. which runs the car ferries *Viking*, *City of Milwaukee* and *Arthur K. Atkinson*, and the Mackinac Transportation Co. which operates the car ferry *Chief Wawatam*. MIRC is expected to come up with a contract offer on Feb. 15 and Union reps are hopeful both agreements can be wrapped up by the end of February.

Chicago

SIU member Carl Shircel has been a Great Lakes seaman for the past 33 years, and a Union member since 1960. Shircel's son, Terry, the youngest of five brothers, wrote to the *Log* about his dad, who he said, "caught the sailing fever young in life when, as a boy, he polished brass fixtures on tugs docked in his hometown port."

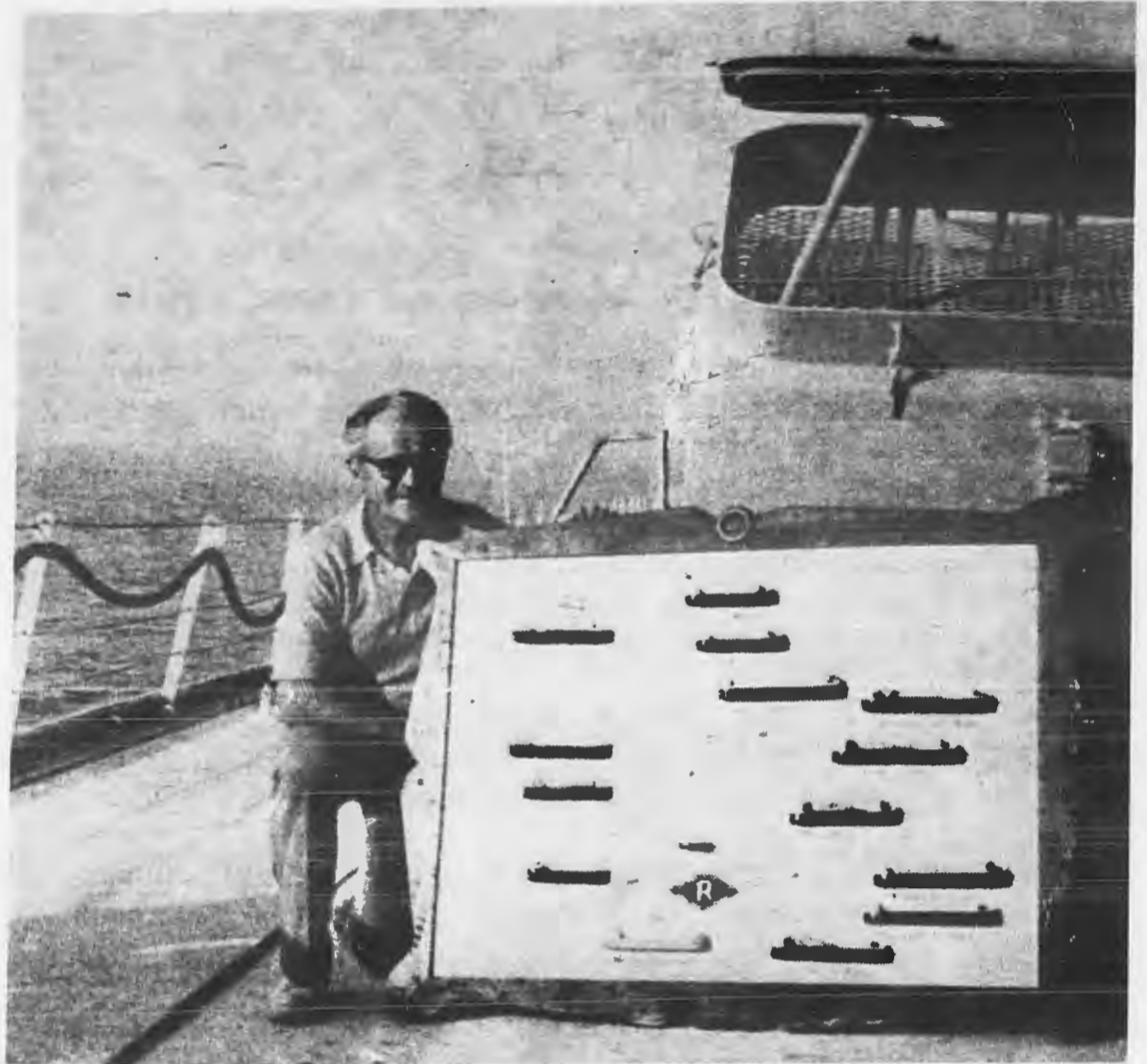
Terry traced his father's seafaring career from brass polisher to wheelsman to his present job as bosun aboard the SIU-contracted cement carrier *Medusa Challenger* (Cement Transit Co.). And he told us about his father's hobby-making hand-made wooden replicas of Great Lakes vessels, including those he worked on.

Bradford Island Committee



On Jan. 29 heading to a port of call at Albany, N.Y., the Ship's Committee and a crewmember of the *ST Bradford Island* (IOM) had a payoff at Stapleton Anchorage, S.I., N.Y. SIU Patrolman Darry Sanders (seated rear r) had on his right Dock Delegate Dale B. Allen and (seated front l to r) Recertified Bosun William Baker, ship's chairman and Engine Delegate Elias Mendoza. Standing (l. to r.) were Saloon Messman John Frati, Educational Director John McClelland and Cook and Baker R.B. Woodard, steward delegate.

The replicas are to-size models of ships mounted on a chart of the Great Lakes. The project, Terry said, "is the life of Shircel. Sailing has always been in his blood and is a profession which he takes pride in. He wants to share his story with others."



Carl Shircel displays his hand made replicas of vessels he's sailed on in his career.

Cleveland

All the battling between the Republic Steel Corp. and the city of Cleveland over the terms of an iron ore transshipment facility the company was going to build in Cleveland's Harbor has finally come to nothing. The company announced last month that it would build the new ore dock in Lorain, Ohio instead of Cleveland. The ore dock would have meant \$2.5 million in rent advances for the financially troubled city of Cleveland as well as an estimated \$60,000 yearly in tax revenues.

The Lorain facility will serve as a transshipment point for ore bound for other Ohio ports and is expected to be completed in 1980.

Buffalo

Continuing with its shipbuilding program begun in 1973, the SIU-contracted American Steamship Co. has applied to the Maritime Administration for a Title XI construction subsidy.

Since passage of the Great Lakes Vessel Financing Act, which brings subsidies for Lakers up to a par with those received by deep sea operators, American Steamship can request a maximum 87½ percent in construction subsidies and loan guarantees. The company is asking for a construction guarantee of \$40 million.

Eighth in the company's new vessel series, the ship will be a 1,000 foot self-unloading bulk carrier. Scheduled for delivery by Bay Shipbuilding Corp. in 1979, the vessel will have a beam of 105 feet, a fully loaded draft of 34 feet and a carrying capacity of 62,100 dwt.

Duluth

The twin port cities of Duluth-Superior reported that 1978 marked the second largest volume of cargo handled in the history of the ports. Total waterborne tonnage figures for the year came to 45,988,618 short tons which is a 36 percent increase over 1977.

The 1978 totals for all commodities rose over last year's figures except for general cargo imports and exports, both down by about 47 percent. Shipments of grain, coal and limestone were all up.

Winter Navigation

The experimental winter navigation program on the Great Lakes and St. Lawrence Seaway will be scuttled this year unless Congress votes to refund it.

The program has met with opposition from various sources: the St. Lawrence Seaway Authority, which administers the waterway for Canada, and a variety of environmental conservation groups that claim winter navigation will upset Great Lakes/Seaway ecology.

The Winter Navigation Board, which is an advisory group to the Corps, is authorized to make recommendations to Congress on the off-season navigation program. The Board met last month to finalize those recommendations.

One of the Board's proposals calls for expansion of the winter navigation program to include ecological considerations raised by the New York State Dept. of Environmental Conservation, the U.S. Fish and Wildlife Service and private conservation groups.

A second proposal advises Congress to extend the experimental program at least through next year. This would give the Army Corps of Engineers time to make permanent some of their findings and to complete several necessary tests.

To date, the Corps has concluded that an 11-month shipping season on the Great Lakes and St. Lawrence Seaway is both technically and economically feasible. The cost of full-scale winter shipping was estimated by the Corps at about \$112 million, while \$400 million would be added to the economy of the Great Lakes.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

February 1979

Legislative, Administrative and Regulatory Happenings

Senate, House Approve Key Maritime Committee Assignments

The Senate and House have formally approved assignments to several committees which deal directly with legislation affecting the maritime industry. In addition to the House Committee on Merchant Marine and

Fisheries, and the Senate Committee on Commerce, Science and Transportation, a number of other committees are involved in maritime legislation which critically affects the jobs and job opportunities of American

maritime workers. We will report on these committees in subsequent issues of *the Log*.

Here are some of the key committee and subcommittee assignments which have been approved for the 96th Congress:

<p align="center">House Committee on Merchant Marine and Fisheries</p> <p align="center">Democrats (25)</p> <p>John Murphy (NY), Chairman Thomas Ashley (OH) John Dingell (MI) Walter Jones (NC) Mario Biaggi (NY) Glenn Anderson (CA) E. de la Garza (TX) John Breaux (LA) Gerry Studds (MA) David Bowen (MS) Joe Wyatt (TX)* Michael Lowry (WA)* Earl Hutto (FL)*</p>		<p align="center">Republicans (15)</p> <p>Paul McCloskey (CA) Gene Snyder (KY) Edwin Forsythe (NJ) David Freen (LA) Joel Pritchard (WA) Don Young (AK) Robert Bauman (MD) Norman Lent (NY) David Emery (MI) Robert Dornan (CA) Thomas Evans (DF) Paul Trible (VA) Robert Davis (MI)* William Cartney (NY)* Melvin Evans (V.I.)* <i>*New Member</i></p>	<p align="center">Senate Subcommittee on Merchant Marine</p> <p align="center">Democrats (3)</p> <p>Daniel Inouye (HI), Chairman Warren Magnuson (WA) Russell Long (LA)</p> <p align="center">Republicans (2)</p> <p>John Warner (VA)* Robert Packwood (OR) <i>*New Member</i></p>
<p align="center">Senate Committee on Commerce, Science and Transportation</p> <p align="center">Democrats (10)</p> <p>Howard Cannon (NY), Chairman Warren Magnuson (WA) Russell Long (LA) Ernest Hollings (SC) Daniel Inouye (HI) Adlai Stevenson (IL) Wendell Ford (KY) Donald Riegle (MI) John Exon (NB)* Howard Heflin (AL)*</p>	<p align="center">Republicans (7)</p> <p>Robert Packwood (OR) Barry Goldwater (AZ) Harrison Schmitt (NM) John Danforth (MO) Nancy Kassebaum (KS)* Larry Pressler (SD)* John Warner (VA)* <i>*New Member</i></p>	<p align="center">House Committee on Armed Services Subcommittee on Seapower</p> <p align="center">Democrats (7)</p> <p>Charles Bennett (FL), Chairman Jack Brinkley (GA) Robert Mollohan (WV) Vic Fazio (CA)* Beverly Byron (MD)* Joe Wyatt (TX)* Samuel Stratton (NY)</p> <p align="center">Republicans (4)</p> <p>Floyd Spence (SC) David Emery (ME) Paul Trible (VA) Charles Dougherty (PA)* <i>*New Member</i></p>	

Carter Submits Budget to Congress for Fiscal Year 1980

President Carter has submitted his Fiscal Year 1980 budget to Congress. According to the Administration, "The 1980 (maritime) program will emphasize the production of ships with national defense utility, and will include several ships built as part of subsidized operators' replacement obligations."

In submitting his proposed budget, Carter also said: "Bulk cargoes represent a significant element of total U.S. foreign trade, and new emphasis is being directed toward encouraging construction of bulk ships."

Following is a breakdown of the President's budget requests in areas of interest to the maritime industry:

Department of Commerce: Maritime Administration

Construction Differential Subsidy (CDS)—\$101 million to be used in building four new ships including three dry-bulk ships, and one LASH. There remains a balance of \$23 million in CDS funds which are unused from the 1979 budget.

Operating Differential Subsidy (ODS)—\$256.2 million has been asked by Carter. Again, the budget message on maritime emphasizes the bulk cargo trade. It is written: "Bulk cargoes represent a substantial portion of total U.S. foreign trade, and emphasis will continue to be placed on assuring that U.S.-flag bulk ship operators

will be able to provide essential bulk services."

Research & Development—\$16.3 million requested.

Operations & Training—\$61.4 million requested.

Department of Defense: Navy

\$6.2 billion for shipbuilding and conversion. Included in this figure are funds for the procurement of six guided missile frigates sonar ships. Also included are requests for a number of fleet support ships such as tankers and tugs.

Department of Defense: Corps of Engineers

\$1.7 billion requested for construction projects. Included in this request is \$165 million for Tennessee-Tombigbee Waterway in Alabama; \$20 million for Locks & Dam #26 at Alton, Ill., and \$3.4 million for replacement of the Vermilion locks in Louisiana.

Department of Energy

Strategic Petroleum Reserve (SPR)—\$8.3 million requested. The Carter Administration believes the level of protection afforded by a billion barrel reserve is still needed to ease the potential shock of any sudden cutoff of petroleum imports. The 1980 budget includes funds for the continued development of the petroleum reserve program on a revised schedule.

Department of Transportation

U.S. Coast Guard—\$9.5 million is being asked for the acquisition of facilities to aid marine safety programs. Another \$7.9 million is being asked for research and development in the area of marine safety.

Postal Reform Bill Would Require Use Of US-Flag Ships

Rep. Charles Wilson (D-Calif.) has again introduced legislation that would require the U.S. Postal Service to use U.S.-flag ships in the carriage of overseas surface mail.

This legislation would mandate that the Postal Service contract with U.S.-flag carriers for the transportation of *all* overseas surface mail, unless no American carrier served the route. (At present, by law 70 percent of U.S. mail must be carried on U.S.-flag ships.)

Under the new legislation, the carriage rate would be based on fully distributed costs plus a fair profit. The Postal Service would be barred from specifying the size or characteristics of the on-board containers.

The SIU's Washington staff worked closely with our contracted operators on a similar bill, which contained language identical to the new Wilson Bill, passed the House last year by a vote of 384-11. The bill died, however, when the Senate decided not to consider Postal Reform legislation.



On the Agenda in Congress...

As the 96th Congress begins its first session, the following hearings have been tentatively scheduled by various House and Senate committees...

In the Senate

Liquefied Gases. The Senate Commerce Committee began hearings Feb. 8 on safety issues associated with the transportation and storage of liquefied natural gas (LNG) and liquefied petroleum gas (LPG). The Office of Pipeline Safety, the Coast Guard and other Department of Transportation officials will be called to testify.

Navy Defense Budget. The Senate Armed Services Committee began hearings Feb. 6 on the Defense Department's 1980 budget. The committee will begin with consideration of the Navy and Marine Corps budgets.

Export Administration Act. The Subcommittee on International Finance of the Senate Banking Committee will hold hearings beginning Mar. 5 on extension of the Export Administration Act.

Agricultural Trade With China. The Foreign Agriculture Policy Subcommittee of the Senate Agricultural Committee plans to hold hearings on potential agricultural trade with the Peoples' Republic of China. The first hearing is tentatively scheduled for Mar. 13.

Multilateral Trade Negotiations. The Senate Finance Committee will hold hearings on the current status of the Multilateral Trade Negotiations. The first three hearings are tentatively scheduled for Mar. 6, 8 and 15.

In the House

Alaska Lands. The House Interior and Insular Affairs Committee will review recent actions taken by the Carter Administration in establishing 17 national monuments to restrict the use of 56 million acres of Alaska wilderness. In establishing these monuments or national parklands, the Administration has effectively curtailed exploration and mining in these restricted areas. These hearings began Feb. 7 and will continue indefinitely. They will be conducted by Rep. Morris Udall (D-Arizona).

Multilateral Trade Negotiations. The House International Relations Committee has announced that it may conduct hearings into the Multilateral Trade Negotiations agreements. If they are scheduled, they will be held later this month or in early March before the Committee's International Economic Policy Subcommittee.

Naval Military Posture. The House Armed Services Committee will hold a series of hearings on the national military posture. The hearings will begin early this month with an examination of the Navy's programs.

Senator Inouye Submits Three Maritime Bills

Three maritime bills—two of which are similar to bills vetoed by President Carter last year—have been introduced by Senator Daniel K. Inouye (D-Hawaii). They are bills which would establish a Navy/Maritime Administration panel to meet with maritime industry leaders on a regular basis, and another which would have prohibited rebating practices in the U.S. foreign ocean trades. The third bill would extend capital construction fund privileges to inland waterways towboat and barge operators.

Navy/MARAD Panel

This bill would amend the Merchant Marine Act of 1936 to require meetings four times a year between the Secretary of the Navy, the Maritime Administration, and representatives of the maritime industry "to study, implement and develop the goals of the Merchant Marine Act of 1970."

It would also require the Secretary of Navy and Secretary of Commerce to submit annual reports to the Congress and to the President regarding the substance and recommendations of these meetings.

The purpose of the bill is to formalize cooperation between the Navy and the Maritime Administration, and to insure policy input from the maritime industry.

Anti-Rebating

This legislation would amend the Shipping Act of 1916 to strengthen provisions prohibiting rebating practices in the U.S. foreign trades.

The bill would require foreign-flag ocean

carriers to comply with discovery orders from the Federal Maritime Commission or face exclusion from our foreign trades. The bill would also increase penalties for rebating violators, and authorize the FMC to require certification from carriers, shippers and forwarders relating to their efforts to prohibit rebating.

In vetoing a similar bill last year, President Carter said "important discussions" were then going on with several European countries and Japan on a wide range of shipping problems, including rebating, and that he was hopeful of "cooperative Agreements" in these areas.

Capital Construction Funds

This bill would extend Capital Construction Fund privileges to inland waterways towboat and barge operators, as well as to domestic and ocean vessel operators engaged in coastwise and intercoastal shipping.

The purpose of the CCF agreements is to encourage replacement vessels, or additional vessels as needed by offering tax incentives.

Under existing laws, qualified vessels for the Capital Construction Fund program must be operating "in the United States foreign, Great Lakes or non-contiguous domestic trade, or in the fisheries of the United States."

The purpose of the new legislation is to expand the scope of the Capital Construction Fund so that it could be used to upgrade vessels operating on the nation's inland waterways, and between ports in the 48 contiguous states.

Seniority Upgraders Come to Washington For Briefing on SIU Political Activities



Eight more SIU "A" Seniority Upgraders came to Washington last month for a briefing on their union's political and legislative activities, and for a first-hand look at the operations of the AFL-CIO Maritime Trades Department and the Transportation Institute. Seen here on the steps of the nation's Capitol are Upgraders Paul Dowe, John Kane, Zaharia Kyriacou, Gilbert Rodriguez, Robert Bess, James Peacock, Joseph Bradley and Thomas Carroll. With them are SIU Piney Point Port Agent Pat Pillsworth, and HISS Union Education Instructor Nick Marrone.

New Rivers User Charge Would Recover 25 Percent of Federal Projects Costs

A new Inland Waterways "User Charge" bill was introduced in the House which would sharply increase the costs of operating shallow draft cargo vessels on the nation's inland waters.

Introduced by Rep. Berkeley Bedell (D-W. Va.), the Transportation Users Equity Act of 1979 would establish a schedule of user charges to recover 25 percent of the Federal costs of all navigation projects on the inland waterways, including new construction, repair and maintenance of existing projects (such as Locks & Dam #26), and the operation of navigational systems on the rivers.

The tax would be levied on all owners and operators of any and all commercial shallow draft vessels in inland and intracoastal waters. The schedule of user charges would begin Oct. 1, 1981. It would begin at five percent of the overall Federal costs on the inland waterways, and increase at the rate of five percent per year until the 25 percent cost recovery figure is reached.

Under the proposed legislation, the Secretary of the Army (which has jurisdiction over the Corps of Engineers) may levy the user charges through such measures as license fees, "congestion" charges, ton-mile rates, lockage fees, or any other means.

The bill has been referred to the House Committees on Public Works & Transportation, and Ways & Means.

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

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

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

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

SUPPORT SPAD

SIU Position on Manning Rates High at IMCO

London—Delegates representing maritime nations around the globe have agreed to use the SIU-backed U.S. position on manning as the basis for working out what promises to be the first worldwide standards linking crew size to the safe operation of merchant vessels.

The delegates were part of the International Maritime Consultative Organization (IMCO) which met here from Jan. 22-26. For the first time, IMCO focused its full attention on setting mandatory minimum manning.

The SIU has played a major role in formulating the U.S. manning position and was represented on the U.S. delegation to the IMCO Conference. Philadelphia Port Agent John Fay represented the Union at the conference and reported that the delegation was successful in "estimating ground rules for what we feel are the basic principles of minimum manning."

"Now we have to get these principles accepted," Fay said. "It's not going to happen overnight but I feel we have a solid foundation now to build on in the meetings ahead."

In addition to John Fay, U.S.

maritime labor was also represented by Henry Disley, president of the SIUNA-affiliated Maritime Firemen's Union.

The U.S. paper on manning was developed in a series of meetings held in Washington, D.C. prior to the IMCO Conference and attended by maritime industry, labor and Government representatives. The SIU submitted a complete set of guidelines for unlicensed crew size at these meetings, which figured largely in the final U.S. paper.

Establishing guidelines for manning rather than actual numbers is the concept underlying the U.S. position and this idea received widespread support at the IMCO Conference. The delegates agreed to postpone any discussion of crew size until a consensus was reached on the duties and responsibilities involved in safe vessel operation.

That consensus remains to be worked out in future IMCO meetings. The next one is planned for July 9. But opinions aired at the January conference indicate that the U.S. still faces an uphill battle to preserve all of its basic principles.

Delegates from some countries were reluctant to recognize the importance of underway vessel maintenance in planning for manning levels. For example,

the Liberian delegates insisted that it is impractical to man for peak work load situations and to carry extra men in anticipation of automated equipment breaking down, which constitute two crucial safety concerns in the U.S. paper. There was also some opposition to the U.S. effort to emphasize the human element or social factors which affect manning. That is, the fact that fatigue and boredom contribute to inattention and possible casualties.

Yet, while getting these critical principles accepted may require a tough fight, the U.S. made important gains at the conference in the recognition of other essential areas. Manning levels in the steward department, for example, originally had not been included on the IMCO agenda. But the delegates recognized the steward department's significant contribution to overall health and safety of the crew and agreed to consider the duties and responsibilities of this department.

Another area of U.S. concern which was not contested was the importance of preserving entry ratings in all departments in order to keep the career ladder available for seamen.

In addition to manning, a number of

training requirements relevant to the safe operation of merchant vessels were discussed at the conference. Two which were strongly backed by the SIU received high priority by the delegates: mandatory requirements for firefighting training; and a higher level of shipboard medical care provided through better trained personnel.

Lakes Members Get 13-Cent COLA

Effective Feb. 1, 1979, cost of living adjustments added 13 cents to the hourly wage rate of Great Lakes Seafarers working under SIU contracts with the Great Lakes Association of Marine Operators (GLAMO) and Kinsman Lines.

The 13-cent COLA was based on the Dec. 1, 1978 Consumers Price Index which rose to 202.9. Every .3 point rise in the Index tacks a one cent per hour increase onto the wages of Great Lakes SIU members.

The next cost of living adjustment will be made on May 1, 1979.

U.S. Unemployment Rate Dips to 5.8% in January

WASHINGTON, D.C.—The nation's jobless rate dipped slightly to 5.8 percent last month from December's 5.9 percent, the U.S. Labor Department's Bureau of Labor Statistics reported on Feb. 2. There are now 5.8 million persons unemployed (one in four under 20) in the country today!

In December 1977, the national unemployment rate was 6.3 percent. It averaged 4.6 percent from 1965 to 1974.

The nation's civilian labor force is now over the 101.8 million workers mark—59.3 percent of the population.

There has been little change in the unemployment picture the last six months. However, black workers continue to bear the brunt of joblessness as 7.8 percent of black men are without work, 10.6 percent of black women and 32.7 percent of black teenagers. Only 4 percent of white men are jobless.

The slight drop in the jobless rate, which has waffled between 5.8 percent and 6.1 percent in 1978, came with an increase of 450,000 more workers in the labor force bringing total employment to 96.3 million.

Total black unemployment fell from

11.5 percent in December to 11.2 percent last month. All teenagers did well. Theirs dropped to 15.7 percent from 16.5 percent. Female joblessness last month dipped from December's 5.8 percent to January's 5.7 percent.

The Labor Department lists 719 high jobless areas in the U.S. that will be given preference for Government contracts as their unemployment rate over a 12-month period was at least 20

percent over the national average.

Recently Secretary of Labor Ray Marshall told a news conference that there has been "no reduction in our commitment" to the jobs goal of the Humphrey-Hawkins Full Employment and Balanced Growth Bill. "I'm not going to be satisfied until the jobless rate gets to 4 percent," he added.

"The challenge during the next five years will be to keep the economy on a

sustainable growth path, allowing inflation to unwind," Marshall declared.

"The challenge," he continued, "for employment policies will be to provide the training and job opportunities necessary to further reduce structural unemployment and place the 4 percent unemployment goal within the reach of non-inflationary macro-economic policy."

Dental Care Available to Bay Area Pensioners at USPHS

For the very first time, San Francisco SIU pensioners and their families have been offered free, comprehensive dental care, limited to just fillings, by the area's USPHS Hospital's special, ongoing Dental Clinic Research Program.

The purpose of the program is to investigate new and improved dental filling materials and restorative techniques which add to the durability of teeth. Fillings will be done with conventional and new materials under controlled conditions with reexaminations of the filled teeth every year up to five years.

The hospital has been using Bay Area

military and civil service pensioners and their families (wives and children to 12) as dental patients.

Two programs are held a year when 400 to 500 applicants are screened each time. Then 200 are selected who can keep appointments regularly.

The first examination appointment lasts more than an hour. The second one will be two or three weeks later. SIU

pensioner, Recertified Bosun Dan Ticer, already has his first appointment.

For your screening appointment, call 415-752-1400 Ext. 586-7. Ask for Mrs. Jones or Mrs. Griffin. The hospital is at 15th Avenue and Lake Street.

Running the program are Dr. Joseph P. Moffa, who began the project in 1966, and Dr. A. Jenkins, who came into the program in 1969.

W. Paul Gonsorichik, 71, Dies; Retired SIU Official

SIU charter member and retired official W. Paul Gonsorichik, 71, passed away early this month. Brother Gonsorichik retired from the Union in August 1973 after 33 years of service. He was last a patrolman in the port of Baltimore from 1966 until his retirement. He was born in Clarksburg, W. Va. and was a resident of Baltimore.

Gonsorichik started sailing in 1928 as a baker, chief cook and chief steward. He joined the Union in 1938 in the port of New York. In 1940, he was elected dispatcher at the old Union Hall at 2 Stone St., New York City. Later on he became a patrolman there. Before his sailing days, he was a veteran of the U.S. Marine Corps.

In 1942, he was elected as a rank-and-file committee member to the War Defense Mediation Board for the War Bonus in Washington, D.C. Taking a leave of absence in 1943, he sailed for six months.

Following the war, he took part as a negotiator and strike committeeman in all major beefs, including the 1946 General Strike, and the Cities Service and Isthmian Line beefs.



W. Paul Gonsorichik

From 1960 to 1962, he served as a patrolman, dispatcher and agent in the port of Norfolk. He then served as a patrolman in the port of Baltimore from 1962 to 1964, and in San Francisco from 1964 to 1966 when he returned to Baltimore.

Surviving are his widow, Mary and a son, Arthur Paul.

Delta Ecuador Committee



SIU Patrolman Teddy Babkowski (seated left) here early this month in the port of New York is with the Ship's Committee of the SS *Delta Ecuador* (Delta Line) of (seated l. to r.) Educational Director Joseph Oliveri and AB Joseph Violante. The rest of the committee at the payoff were (standing l. to r.) Steward Delegate Randy Frazier, Deck Delegate D. Manzanet, Reefer Engineer Paul Honeycutt, engine delegate and Recertified Bosun Vagn "Teddy" Nielsen, ship's chairman



'I christen thee the *UST Atlantic*.' Mrs. Renner does the honors.



Behemoth of the sea, the *UST Atlantic*.

Seafarers Crew UST Atlantic: Largest Ship

NEITHER near-freezing temperatures nor overcast skies could keep a crowd of some 200 persons from witnessing a traditional and historic event at the Newport News (Va.) Shipyard on Feb. 3.

It was the christening ceremony of the largest ship ever built in the Western Hemisphere: the 390,000 dwt. ultra large crude carrier *UST Atlantic*.

All was tense and quiet as the ship's sponsor, Mrs. Elizabeth Kemp Renner, wife of Shell Oil Board of Director's member William B. Renner, stood

poised, champagne bottle in hand, to do the honors that would bring good luck to the sea-going behemoth.

With the words "I christen thee the *UST Atlantic*," Mrs. Renner swung the bottle determinedly with both hands. But, as if to demonstrate that the ship was strong and sound, and more than adequate to the task of carrying some 3 million barrels of crude oil, it took four attempts for the bottle to break, finally sending the bubbling, white foam streaming down the *Atlantic's* hull. After a loud cheer went up from the

crowd of onlookers, the piped-in strains of the "Song of the High Seas" could be heard, appropriately ending the ceremony.

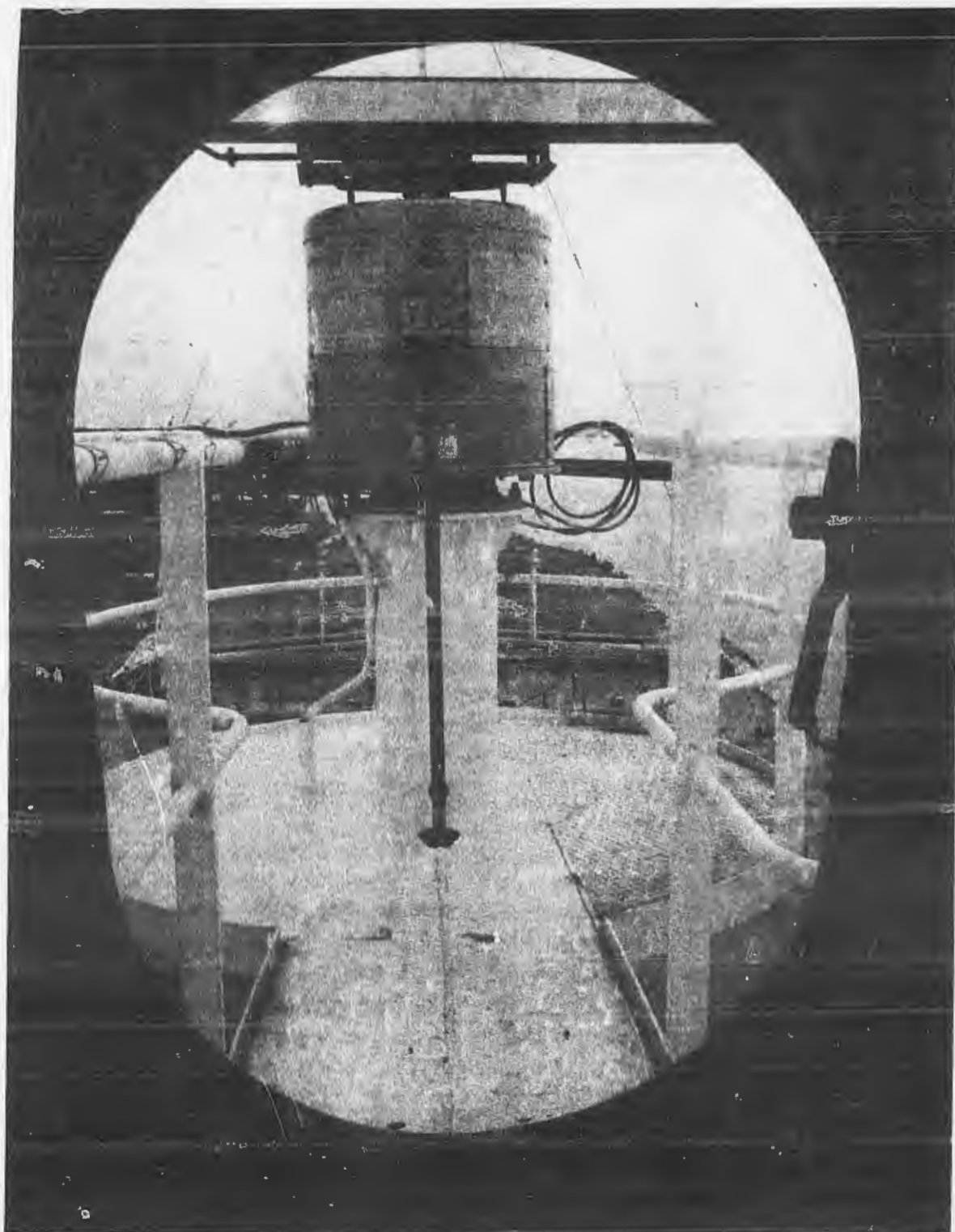
The *UST Atlantic* has an overall length of 1,187 feet and a beam of 228 feet (more than twice the length, and three times the beam of a T-2 tanker). She is 95 feet from keel to main deck and will have draft of over 70 feet when fully loaded.

The giant supertanker was built for her owner, U.S. Trust, at a cost of \$150 million over a 14-month period. She will

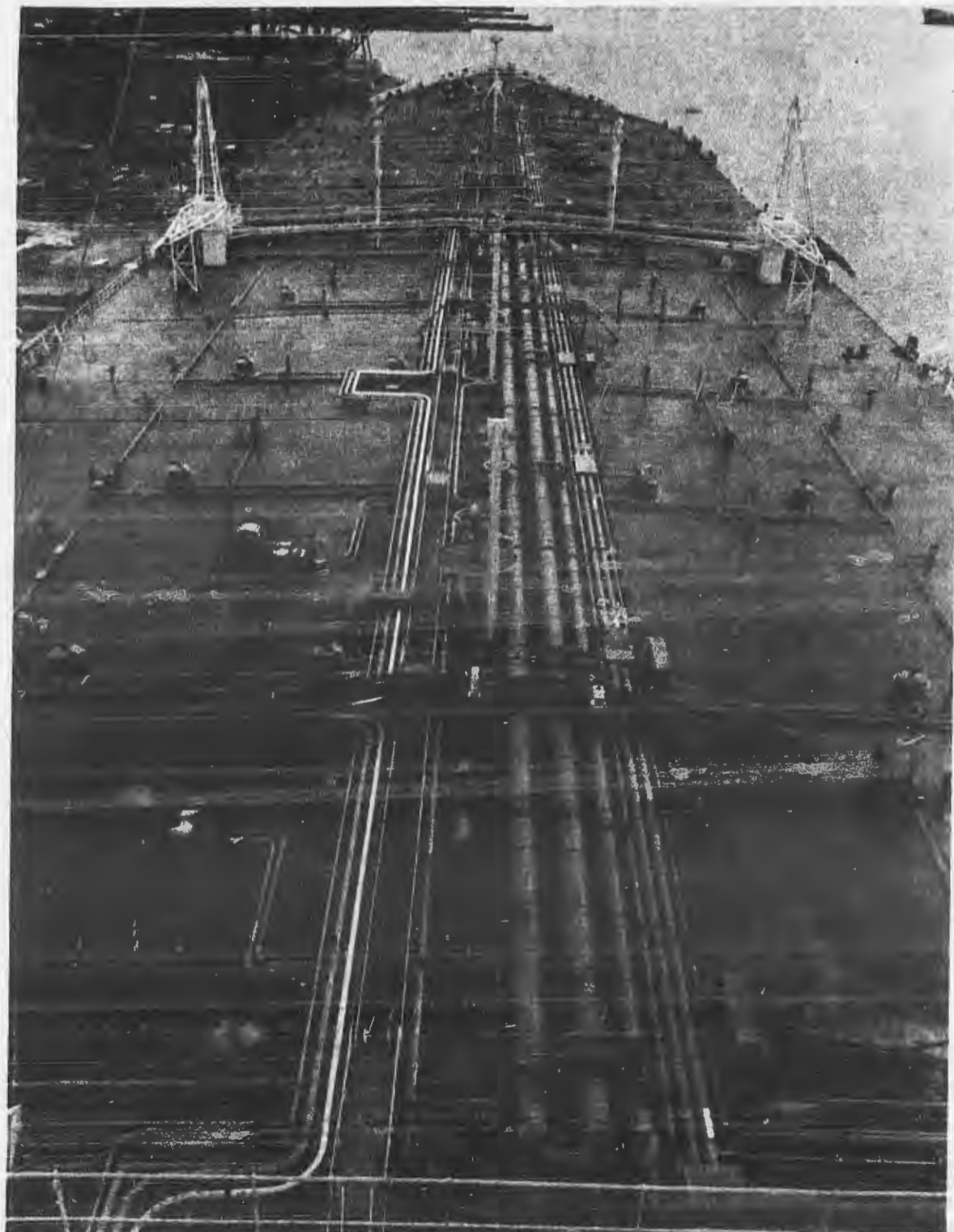
be permanently leased to Shell Oil Co. and will be operated by Interocean Management Corp., the deep-sea division of I.O.T.

The SIU has the responsibility of providing unlicensed crew for the *Atlantic*, which will have a full complement of 32 seamen.

In remarks given before the actual christening of the ship, Shell Oil's William B. Renner referred to the *Atlantic* as an "awesome and beautiful thing," and went on to call the construction of the giant supertanker a "tremen-



Eyes in the fog: the *Atlantic's* radar system.



Looking forward, showing the 228-foot beam of the ship.



The modern galley on the *UST Atlantic*.

Ever Built in Western Hemisphere

dous tribute to industry in the United States and the Newport News Shipyard." Referring to shipbuilding efforts of other countries, he said, "Anything they can do, we can do better."

Those who complain, out of ignorance, that the American seaman is overpaid, should consider such things as productivity before making their pronouncements. In the case of the *Atlantic*, her 32-man crew will move in each trip enough oil, when refined into gas, to drive 20,000 cars for 50,000 miles *plus* enough heating oil to keep 30,000 homes warm over the course of a year. Twenty-six million gallons would still be left over for use in such products as garden hoses, soap, aspirin, hosiery, clothing, and light bulbs.

The size of the *Atlantic* is almost mind-boggling. Her rudder is as tall as a four-story building and her propeller is over 31 feet in diameter. Her deck, equipped with several foam-gun fire stations resembling war-time gun tubs, is large enough to accommodate four football fields. Roaming around her house, and riding the elevator from deck

to deck, reminds one of a hotel, not a ship. Her rooms are modern and spacious.

But she is a ship, about which one shipyard supervisor said, "The job was no tougher really than any other. We just had to think *bigger*." That's it, you've just got to think bigger about ships like the *Atlantic*, and remember that she's doing an even bigger job—maintaining our standard of living, contributing to our economic growth, and supplying us with our energy needs.

The *UST Atlantic* will be delivered by the end of the month and will soon be digging a trench across the ocean in search of her first cargo.

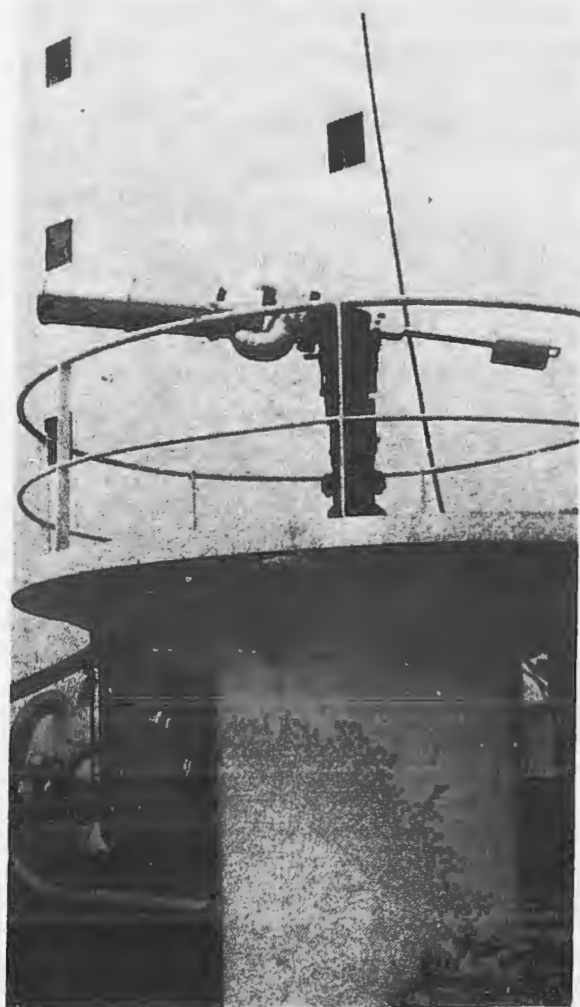
Even though the shipbuilding outlook isn't exactly bright in this country, we can expect to see at least one more ULCC built in the near future. The *Atlantic's* sistership, the *UST Pacific* is already abuilding at the Newport News Shipyard (keel laid on Jan. 8) and should have her own christening before the year is out.



The smokestack of the ULCC



The latest electronic equipment is on the ship's bridge.

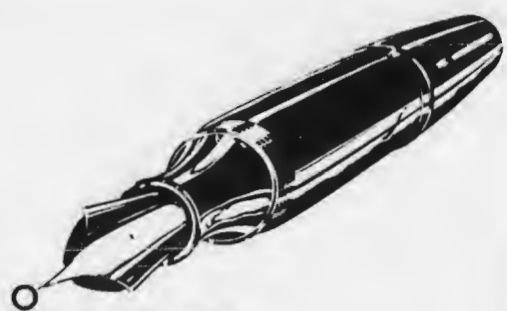


One of several foam-gun fire stations on the ship's deck.



The Bosun's quarters on the ULCC.

LETTERS



TO THE EDITOR

On the Loss of 3 Dedicated Men

I want to express personally to all my brother members, whether they may be ashore or at sea, that the SIU has lost three dedicated men with the deaths last year of SIU Vice Presidents Earl Shepard and Paul Drozak and SIU Welfare Director Al Bernstein. These three men, with their strength and wisdom, helped to build a strong and democratic union that will hopefully live forever.

I consider it an honor to have known these men, who during their SIU careers put the interest of the membership first and were always vigilant against those who were our enemies. May they be regarded in death as they were in life—three fine Seafarers.

Fraternally,
Paul Capo, Retired
Metairie, La.

'Enjoyed His Life on the Tugs'

I wish to express my deep appreciation to the SIU for the check I just received representing the Death Benefit for my late husband Lloyd Chalmers and for the promptness in sending it to me.

Lloyd always enjoyed his life on the tugs and missed it very much after he retired. He was proud to be a member of the SIU and we both sincerely appreciated the benefits afforded to us.

Again, my thanks for the SIU's kindness and consideration over the years.

Sincerely,
Mrs. Edith Chalmers

SS Stonewall Jackson Crew Came Through

On behalf of myself and my family, I would like to thank the men aboard the SS Stonewall Jackson, Voyage #16, for their expressions of sympathy upon the death of my father.

Also a special "thank you" to QMED Ronnie Laner, Bosun Carl Lineberry and Captain Schepis for their help in making my departure from the ship smooth and expedient.

Fraternally,
Larry Kincer, QMED
Baltimore, Md.

Lost Seafarer Is 'Missed By All'

I wish to convey the sincere sorrow of the crew of the SS Delta Brasil at the loss of Seafarer Edward Eugene Arnold, who drowned in Belem, Brazil Nov. 10, 1978. Eddie was last seen as he fell from a launch into the water near the ship. Despite immediate attempts to save him by the launch and others present at the scene, he was swept away and his body has not been recovered.

Eddie is very much missed by all on board. He was well liked by all of his shipmates and was a good man who did his job well.

A memorial service was held on board for Eddie at 1520 hours on Nov. 12, 1978. The U.S. Flag, held by Eddie's shipmates at the service, will be sent to his mother when our ship returns to New Orleans. Also, the crew has donated a total of \$700.00 in Eddie's memory, which will also be sent to his mother upon our return.

Fraternally,
J. L. Cox, Master
SS Delta Brasil

SIU Waitress Saves Passenger

Due to the alertness and quick action of our waitress, SIU member Dottie R. Regrut, the life of Mrs. Doris M. Smalian, a cruise passenger, was saved.

The incident took place during dinner hour, departure Hong Kong Dec. 14, 1978. Mrs. Smalian choked on a piece of food. While her husband and fellow tablemates looked on helplessly, Dottie rushed over and successfully applied the "Heimlich method."

Dottie deserves the highest commendation. Not only that, she is a great asset to the ship. She is very competent, cheerful and helpful with the passengers and crew.

When asked, Dottie replied that she had learned the Heimlich from shipboard demonstrations on this and other vessels.

All of us are proud to have her aboard.

Fraternally,
Pieter Dooel, Captain
SS President McKinley

'No Problem Was Too Big'

The labor movement has lost one of its most highly respected leaders, just as the obituary notice in the Log states in the December issue.

Earl "Bull" Shepard was one of the finest, most dedicated men in the labor movement in my humble estimation. No problem was too "knotty" for him to help unravel for a fellow union brother. If it was at all possible for him to solve, he would do it.

His leadership qualities made Baltimore one of the finest Union halls to ship from in the United States.

"Bull" epitomized true brotherhood in every way. We all miss him greatly.

Fraternally,
Clarence Cousins
Butler, Pa.

Cook and Baker



Proudly displaying the certificate testifying to his recent successful completion of the cook and baker course at HLS is Charles Jones.

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Assistant Cook—April 16

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SIU Fighting to Preserve 3-Watches on Towing Vessels

The SIU has fired a hard-hitting attack on the Coast Guard's current attempt to overrule legislation which for more than 40 years has mandated the three-watch work standards for crews of uninspected towing vessels (on voyages in excess of 600 miles).

In an opposition letter sent late last month to the Coast Guard, the SIU spelled out the two pronged basis of its strong objection to the proposed ruling:

- first, abandoning the three-watch system would create a serious threat to the health and safety of tugboat crews;

- and second, that the Coast Guard lacks any legal or legislative authority to make such a change in maritime law.

The three-watch standard was enacted by Congress in 1936 as a Section (673) of U.S. Code 46. Essentially, the 3-watch system sets an eight hour watch (4 hrs. on-8 hrs. off) for crews on vessels over 100 gross tons which operate on the Great Lakes and on coastal and offshore waters. Voyages less than 600 miles are exempted.

However, now the Coast Guard has proposed an "interpretive" rule which would replace the three-watch standard on these vessels with a 12-hour, two-watch standard (6 hrs. on-6 hrs. off).

"It is incredible," the Union protested, "that the Government agency responsible for promulgating regulations to increase the safety of life at sea could propose a rule which seeks to regress to safety standards that existed a half century ago."

The Union pointed out that the three-watch standard originally was enacted because Congress realized that the 12 hour work clause had been the cause of a number of merchant marine disasters at the time. The House Merchant Marine and Fisheries Committee has determined that the 12 hour clause placed vessels and crews in "a constant state of jeopardy," the Union revealed, according to Congressional records from 1936.



Furthermore, the SIU feels that the most telling legislative indictment of the impropriety of the Coast Guard proposal "is that it has already been specifically rejected by Congress on a number of previous occasions."

In 1975, the Coast Guard lobbied for a bill seeking to extend the exemption of the three-watch stand-

ard from voyages of less than 600 miles to voyages shorter than 1800 miles. Congress considered it ill-advised and did not even hold hearings on the bill.

"The Coast Guard evidently does not concur with the wisdom of their decision," the Union remarked in the letter. "Whereas the Congress thought it imprudent to extend the exemption of the three-watch standard to voyages of 1800 miles, you now propose to effectively extend that exemption to voyages of unlimited mileage and duration. With a single stroke of the regulatory pen, the Coast Guard seeks to promulgate a statute which goes beyond what the Congress finds unacceptable."

After stacking the legislative arguments against the Coast Guard proposal, the SIU went on to charge the proposed ruling as being "legally suspect." Citing a 1977 U.S. District Court judgment, the Union revealed that the Coast Guard had been found outside its legal authority in a previous attempt to undermine the three-watch standard.

At that time, the Court determined that the Coast Guard has "no authority whatsoever for nullifying the three-watch requirement of Section 673." It found that the Coast Guard cannot overrule the standard by its own regulations, as it is also

trying to do in the current attempt, but must "petition Congress for a statutory amendment."

The Union also strongly objected in its letter to another Coast Guard proposal which attempts to define "rest time" for a licensed operator on uninspected towing vessels. "Rest time" is meant to insure that the operator is sufficiently rested to perform his duties in a safe and alert manner. But the Union said the Coast Guard's new proposal is "unclear, inadequate, improper and totally meaningless."

Rather than issue regulations which do nothing or do great harm to existing manning standards, it is the SIU's position that the Coast Guard should initiate measures to more fully promote the safety of life and property at sea instead of hindering it.



LOG

February 1979

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At Sea & Ashore

SS Santa Mariana

Cargo lashed to the deck of the *SS Santa Mariana* (Delta Line) included four speedboats which will next be seen in the next James Bond, Agent 007 movie.

The unusual cargo was shipped from the port of Wilmington, Calif. to "on location" site in Buenos Aires. Three of the four speedboats will be used as props in the new movie thriller. They will be blown to bits during an action-packed scene. The last speedboat will be put on display for publicity purposes.

Washington, D.C.

The National Maritime Council, a coalition of labor and management working for a stronger U.S. maritime industry named W. Patrick Morris, ex-chief minority counsel and staff director of the House Merchant Marine and Fisheries Committee, as its legislative director.

Morris worked three years for the House committee and for two years earlier as deputy general counsel for legislation and litigation for the Maritime Administration.

In 1973, he worked a year as special assistant of the general counsel of the U.S. Department of Commerce involving merchant marine and international trade matters.

Egypt-Israel

By U.S. law, half of the 100,000 metric ton cargo of \$14.5 million in wheat Egypt will be allowed to buy in the United States under the Public Law 480 Program must be carried in U.S. flagships.

The same applies to the \$5.4 million (or 400,000 metric tons) in wheat and wheat flour Israel bought under the same Title I agreement.

New Orleans

Ogden Marine Inc. has signed a contract with Avondale Shipyards, New Orleans to build two U.S. flag 42,000 dwt multiproduct tankers. The ships are set for delivery in 1981.

ST Beaver State

The *ST Beaver State* (Westchester Marine) got the green light from MARAD early this month to make two voyages from Alaska's North Slope to the Exxon Benecia Refinery, San Francisco. The 91,849 dwt tanker replaces the supertanker 62,434 ton *Manhattan* (Hudson Waterways) undergoing repairs in the Bay area.

The *Beaver State's* owner had to refund to the Government a part of the original construction differential subsidy as such aid is barred to vessels operating in the domestic trades.

Galliano, La.

Construction started late last month on the country's first operating offshore super oil port (LOOP) project as drilling rigs began work near here in southern Louisiana.

With the launching of the \$513-million first phase of the three phase superport, the project expects to off-load its first tanker in late 1980 and be fully operational in 1981.

The first phase will be able to handle 1.4 million barrels of crude oil daily. Final daily capacity should be 3.5 million barrels.

LOOP is composed of five big oil and pipeline companies. It is regulated by a new state agency, the Louisiana Superport Authority.

Supertankers will offload at Gulf platforms 19 miles out into a 24,000 foot, 56-inch pipeline connected to the Clovelly Salt Dome. The dome storage unit can store 4-million barrels of crude.

By the year 2010, the superport is expected to increase Louisiana's refining capacity by 1.6 million barrels daily.

The first phase of the project was financed through the public sale of a \$450 million revenue bond issue approved by the state.

SS Puerto Rico

The trailership *SS Puerto Rico* (PRMM) began a new weekly run early last month between the ports of Charleston, S.C. and San Juan, P.R. via Jacksonville, Fla. She has 278 40-foot trailers and can carry 130 autos.

Baltimore

Last year this port set a record of 4.29-million tons of containerized cargo handled.

Containers account for 56 percent of the cargo moved in and out of the port. Total cargo moved was 6.31 million tons.

In 1977, Baltimore handled 3.38 million tons of containers.

Washington, D.C.

A new, 10-section Hall of American Maritime-Enterprise is open for visitors in the Smithsonian Institute here.

On view includes the *SS Charles W. Morgan* whaleboat; liner *Levithan* paneling; working engine room, towboat pilot house, the 1884 Capt. J. W. Collins National Watercraft Collection of hundreds of models of schooners, clipper ships and fishing and river boats, tattoo parlor, nautical art, scrimshaw exhibit and two theaters.

Delta Peru Committee



The ship's committee of the *SS Delta Peru* (Delta Line) paid off last month at the 39th St. Dock, Brooklyn, N.Y. Seated (l. to r.) were Recertified Bosun Peter Sernyk, ship's chairman and Steward Delegate Carlos Lopez. Standing (l. to r.) were Deck Delegate Arne Bookman, Engine Delegate Robert Agree, Chief Steward Robert Hutchins, secretary-reporter and Educational Director Ross Laase.

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



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Cook and Baker—April 2

Assistant Cook—April 16

Lifeboat—April 12, 26

Tankerman—April 12, 26

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When It's Time to Pay Off



LUNDEBERG REPORT

78

HARRY LUNDEBERG SCHOOL

PINEY POINT, MARYLAND 20674

Starting At the Beginning...

Well the "good old days" of going to sea are over—if they ever existed. Today's merchant ships, tugs, towboats and barges are no place for the unskilled worker. Even the newest seafarer or boatman in the crew must have the skills to do his job from the start.

In 1968, the Lundeberg School began its entry rating training program in the deep sea industry. Several years later, the deckhand tankerman program was launched to serve the towing industry. Today, the basic vocational education program is 12 weeks in length and prepares young people for jobs aboard either ocean-going vessels or tugs and towboats.

During the course of this program, the students learn the basics of line handling, knot tying, engine work, cooking and cargo handling. The program also prepares the students to test for the Coast Guard endorsements of Lifeboatman and Tankerman.

Upon completing the 12-week course, every student is placed in his or her first job aboard a ship or boat—and a new career is begun.

The students who graduate from this program are the skilled seafarers and boatmen of tomorrow. And they are qualified for the tasks they must perform today. Their presence in the work force upgrades the quality of the entire maritime industry.

In 1978, 1,082 young men and women entered the industry. They went aboard SIU-contracted vessels ready to do their work and build their futures. And for each of these young people, a job was available. Every one of them was helping to fill the need in industry for skilled workers.

614 of these graduates signed on ocean-going vessels as entry ratings. Another 408 reported for work aboard boats and barges. 60 more of them are now working on the Great Lakes. Some of these students are filling jobs left vacant by seafarers and boatmen who advanced their careers. Others have jobs aboard brand new vessels which entered service within the last year.

In addition to meeting current manpower needs, these graduates are also the potential AB's, FOWT's, QMED's, Cooks, Stewards and Bosuns of tomorrow. They assure SIU-contracted companies that their equipment will be manned by competent, career-oriented workers.

And these students are motivated to advance. They are the products of the Lundeberg School's career-ladder approach to education.

Such optimism about the future potential of these graduates is based on past experience. The record shows that HILS trainees return to the school for further education and training. In 1978 alone, over 500 upgraders were former trainees. These are upgraders who, only a few years—or months—ago, were reporting aboard ships, boats and barges for their first jobs— jobs that led to careers in the opportunity-filled SIU-contracted fleet. For them, and for the graduates of '78, the potential and the promise of the basic vocational education program is being fulfilled.



Nothing Less Than A New Life

Real education leads to growth—and all personal growth is educational. At the Seafarers Alcoholic Rehabilitation Center, a very important kind of education takes place—seafarers and boatmen are educated to lead new lives free from dependence on alcohol.

The program offered at the ARC is one of the newest growth opportunities for seafarers. It began in 1976. Since that time 255 seafarers and boatmen have re-learned a positive view toward life and self.

During his six-week stay at the ARC, the resident spends his time learning about himself and his disease. Each week, he participates in educational groups, readings and

lectures that cover such topics as the disease concept of alcoholism, the basics of recovery, feelings—how to recognize and cope with them, the benefits of living sober, the family aspects of alcoholism, the 12 steps of Alcoholics Anonymous for recovery, going home and aftercare.

Individual and group counseling sessions complement this curriculum of self-study. But the program is not all inward-looking. Residents are helped to see the outside world, too, through eyes undimmed with the haze of alcohol. Many aspects of the program contribute to this new look at life—boat trips, arts and crafts, sports, museum tours,

and fishing for example. The residents also welcome visitors to the ARC for a cookout one Sunday each month during the spring and summer and host community AA groups several times each week.

The strengthening influence of the ARC also reaches beyond the residents themselves to touch their families through a family counseling program. Similarly, the ARC works to prevent alcoholism through an ongoing alcohol education program which reached 1,050 trainees and 104 A-Seniority upgraders in 1978 alone.

Although the ARC is located in Valley Lee, Maryland, the influence of this young program is felt throughout the maritime industry—every SIU port has referred residents to the ARC, and these

residents have returned to the civilian fleet with new hope and renewed talents and abilities. The majority of the 255 former residents are today healthy, productive maritime workers—important elements of the industry's most vital resource, its people.



Above. The alcoholic rehabilitation program is helping many seafarers build new lives.



Left. Upgraders and trainees alike use the Arts and Crafts Center at HLS to develop their talents and express their creativity.

students develop talents

Probably no profession is more noted for the development of its own art forms than seafaring. It is surely a profession that lends itself to self-expression through art.

At HLS, the Arts and Crafts Center encourages artistic growth and appreciation in the students. Last year, approximately 10 percent of the upgrading students and 35 percent of the trainees used the facilities at the Arts and Crafts Center to express their creativity and develop new skills.

Instruction offered at the Center includes stained glass, enameling, silver smithing, woodworking, leathercraft, model boat building, decoupage, drawing, painting, sculpture, and the seafaring crafts of macrame and scrimshaw.

Additionally, two courses were developed which have received credit from Charles County Community College. In all the courses,

the emphasis is on creative expression through the use of available materials. Because seafarers and boatmen are removed from the shops and stores which carry hobby supplies, they must learn to enjoy their crafts through the use of materials which are easily transported or readily available aboard a vessel.

The Arts and Crafts Center has also contributed much to the students' artistic appreciation through such varied activities as monthly field trips to area galleries and museums, art shows of students' work and sponsoring noted marine artist Peter Egeli as a speaker at the school.

In summary, the Center provides yet another growth area for HLS students. It opens to them the world of art and the seafarer's heritage of contribution to this world.

developing the human potential of seafarers

What is it about the Lundeborg School that makes the growth of the whole person possible? It's the atmosphere—the "feel"—of the place.

The grounds and buildings are attractive and well-kept. They provide surroundings that are pleasant, peaceful, designed to foster learning. The staff are well managed and motivated—professional people devoted to education and encouraged to teach unencumbered by paperwork, forms and rigid systems. Their time and energies are required to be directed toward the student and his success—a requirement that lets the true teacher reach his professional goal of educating each student.

The instructors and teachers at HLS have high expectations of their students, and the students respond. They want to succeed and believe they can succeed because their teachers believe they can. The feeling of mutual confidence is

the ideal atmosphere for learning. The students want to learn. The staff is dedicated to helping them.

Yet, despite the Lundeborg School's concern for each individual, the trendy, sometimes-chaotic, do-your-own-thing approach to education has never been part of HLS. The process of learning must be disciplined and orderly. So, standards are set, attendance is required, rules will be obeyed. Thus, each individual is helped and encouraged to grow. But a framework of positive discipline is provided.

That's the atmosphere of HLS—peaceful surroundings, enthusiastic goal-setting, concern for each individual, direction—not distraction. And this atmosphere is the reason HLS and its students succeed.



The atmosphere at HLS contributes much to the educational process. Above is the Vocational Education Building. Below is the Academic Schoolship Charles S. Zimmerman.

Seafarers Practice Safety



Safe work habits are part of every course at HLS.

One of the most universal concerns in industry today is safety on the job. The responsibility for safety in the work place rests with both the employer, who must provide safe conditions, and with the worker, who must learn accident prevention and emergency procedures.

The SIU membership have accepted their responsibility for safety. They have done so by learning how to prevent and, if necessary, cope with emergencies aboard a ship or boat.

HLS has developed a variety of courses to assist seafarers and boatmen in learning and improving their safety and survival skills.

During 1978, HLS students took full advantage of these courses. 1,303 students took and passed the Coast Guard examination for the Libeboatman endorsement. They left the school with a full working knowledge of emergency and rescue procedures at sea.

Similarly, 1,649 students earned firefighting certificates after being instructed in fire prevention and attending a full day of practical firefighting training in Earle, New Jersey.

Finally, 1,251 students earned Red Cross, First Aid and/or Cardiopulmonary Resuscitation Certificates through these training courses at HLS.

All of these students now bring to their jobs safety consciousness and emergency preparedness—attitudes and skills that could not have been developed without training and education.

a look at the future...

The maritime industry needs professional workers. And more and more seafarers are responding to this need. HLS, in turn, is responding to the needs of its students. New professional-level courses are being planned. In 1979 the school will again offer the **Bosun Recertification Program** to help deck department members advance into this important position aboard the many newly-contracted SIU ships. A **Steward Recertification Program** is also being developed to assist members in developing their professional skills.

And these graduates have a fine safety record. Over the years, students who have completed these courses have been commended for such diverse achievements as rescuing a man overboard at sea, preventing a disaster after a barge collision, and reviving a heart attack victim.

Clearly in today's workplace, the most valuable worker is one who is safety conscious. And the graduates of HLS—educated and trained to be safe workers—make a valuable contribution to America's merchant fleet.

Seafarers today... They're Professionals

Profession—not just a job, but a career that brings feelings of self-worth and pride in achievement. Seafarers today see their work as a profession. For this reason, they are willing to study and to develop new skills that go above and beyond the basic requirements of any given job.

The Lundberg School offers a series of advanced and specialized

courses that are designed for professional seafarers.

Last year, 385 seafarers completed such courses. After intensive training in such areas as electricity, cargo handling, refrigeration systems, and automation, the graduates returned to the ships of the SIU-contracted fleet ready to apply their advanced skills.



Today's SIU member sees himself as a professional and takes pride in his skills.

Serving A Motivated Membership

HLS serves a unique student population. In the main, this population does not come to the school with clearly defined goals for academic achievement. The students are job-oriented. They want to begin, or advance, their careers.

Yet, last year, 70 seafarers took advantage of an independent study program in speed reading. The teacher in the evening mathematics program offered assistance to students who wanted to improve their skills 830 times. Other students voluntarily asked for help in improving their reading skills 283 times.

These numbers—while they are impressive in themselves—are most significant because they represent human beings. They represent HLS students who were motivated to learn not only the skills of their jobs but also the important survival skills of reading and math.

For most of these students, the motivation to learn more than is required in the vocational class represents a real change in attitude from the day they first arrived at HLS. And the change comes about because the students respond to the unique educational approach at

helping those who served

Obviously, job security and job opportunities exist for the students at HLS. In an effort to assist veterans in making their re-entry into civilian life, the school and the SIU are cooperating to offer them training and the benefits of union membership. Through a special program, vets with the necessary sea experience can attend courses at HLS and earn ratings in the deck, engine, and steward departments. The program began in July, 1978. By the end of the year, 46 Vets had earned endorsements or certificates in the following areas:

Able Seaman	16
FOWT	11
Lifeboat	26
Cook and Baker	2



Now, they are serving as chief pumpmen aboard supertankers, refrigeration mechanics on container-ships, and electricians aboard all types of vessels.

In addition, many of the seafarers prepared for jobs that are still in the future—jobs aboard LNG carriers yet to be built and diesel-powered vessels constructed with fuel conservation in mind.

Through the advanced and specialized courses at HLS, these seafarers are reaching the top of their profession today and are preparing for a secure and challenging future tomorrow.

HLS—an approach that has only recently received widespread recognition in the United States.

This approach is the conviction of the HLS staff that academic and vocational skills are complementary. They must be developed together if the worker is to truly succeed in his profession.

The instructors at HLS use this approach to motivate their students to total educational achievement. They emphasize the value of job skills for job security and academic skills as a foundation for career growth.

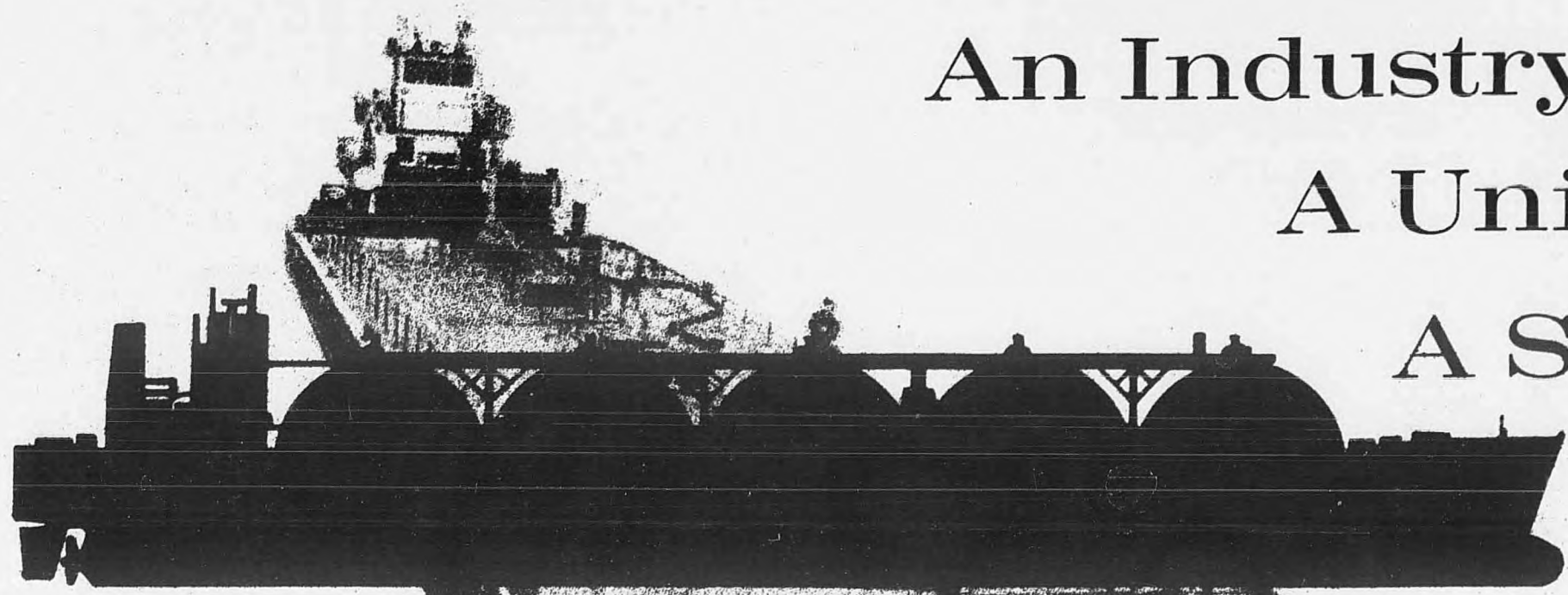
And the approach works! The number of students who responded to it are proof of this. Speed reading, basic math, remedial reading—each student's level of achievement and area of work is different. But there is a shared attitude of motivation toward self improvement. Each student sees himself as moving up to be the best he can become. Through his experience at HLS, he is learning not only job skills—he's learning to take a new look at education and its place in his whole life as a worker and as a person.



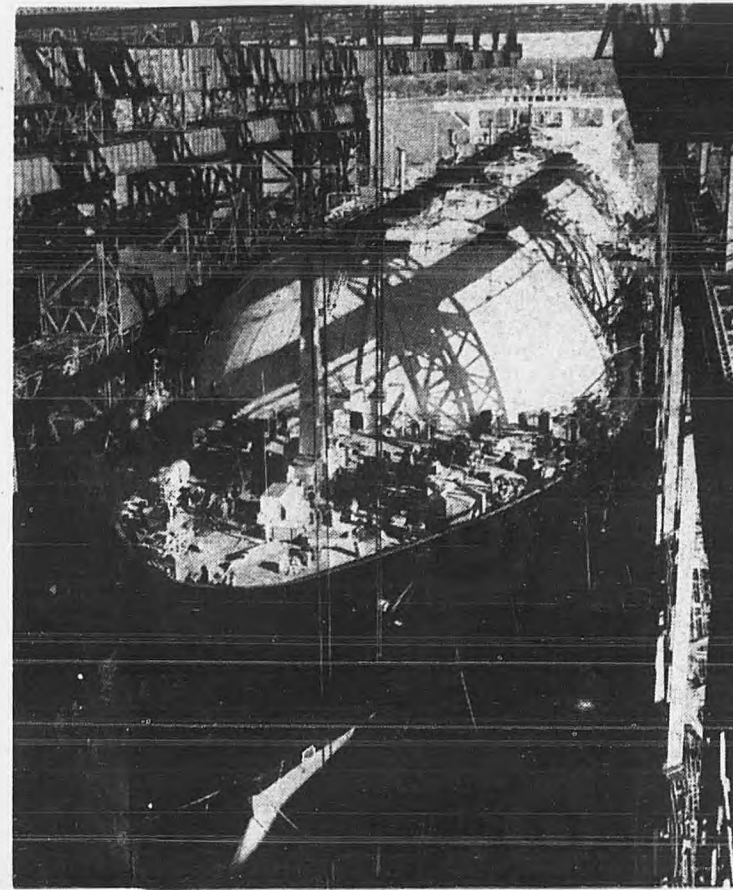
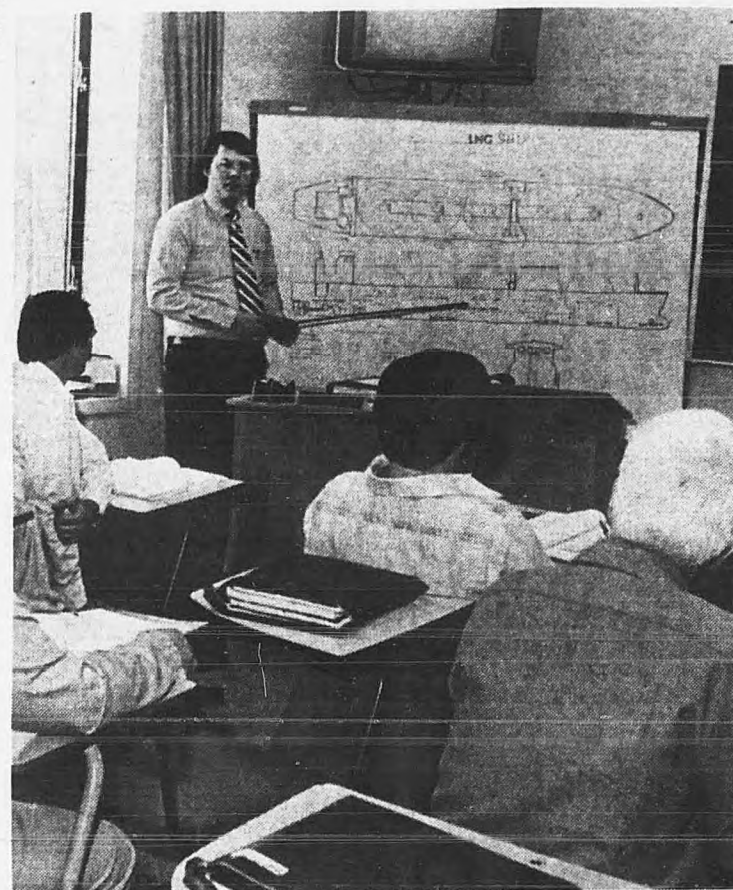
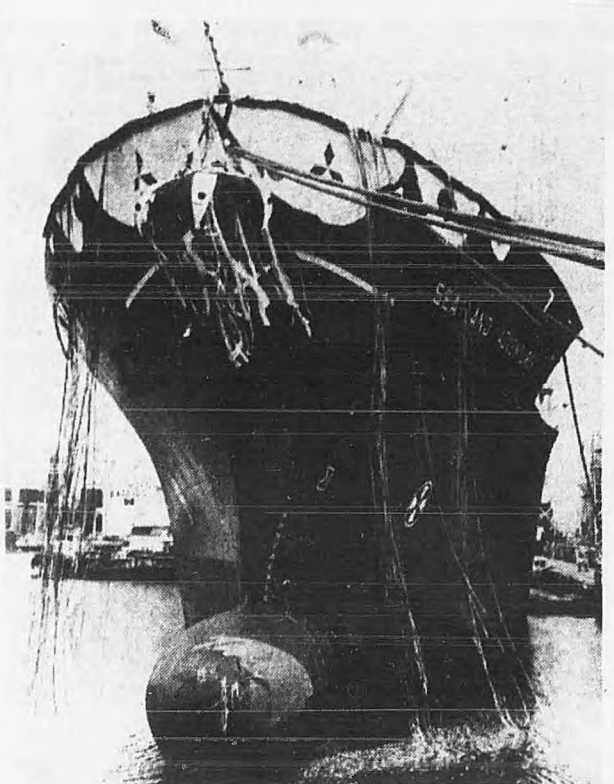
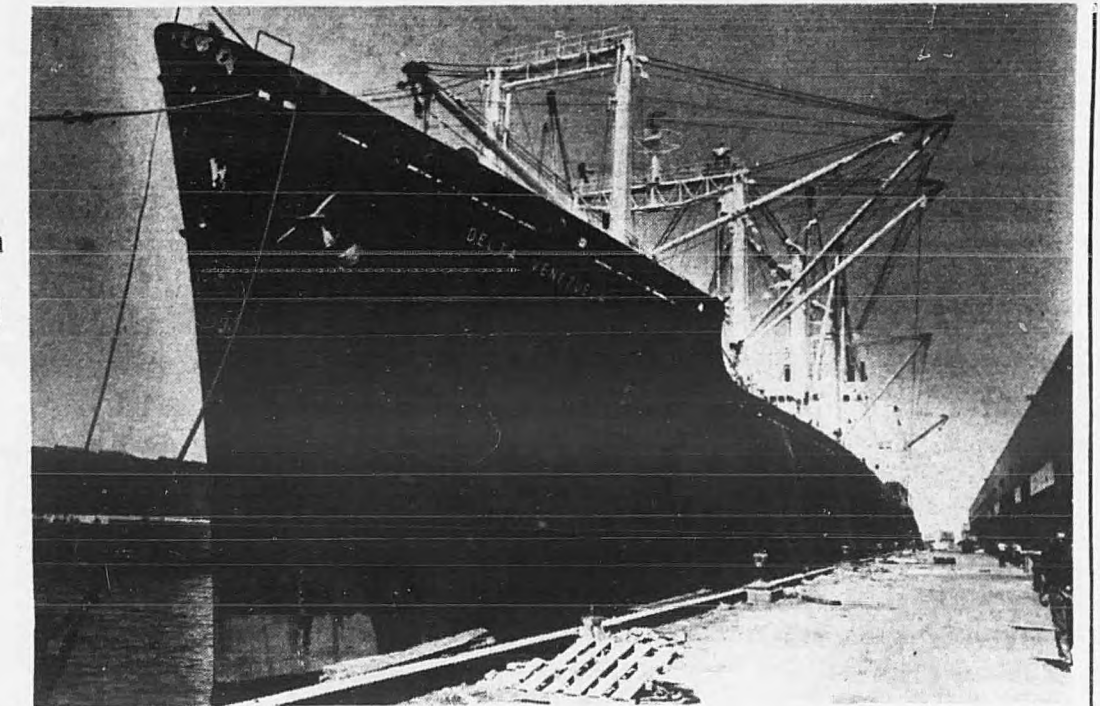
At HLS, students are motivated to improve themselves through independent study programs.

An Industry—
A Union—
A School—

Growing Together



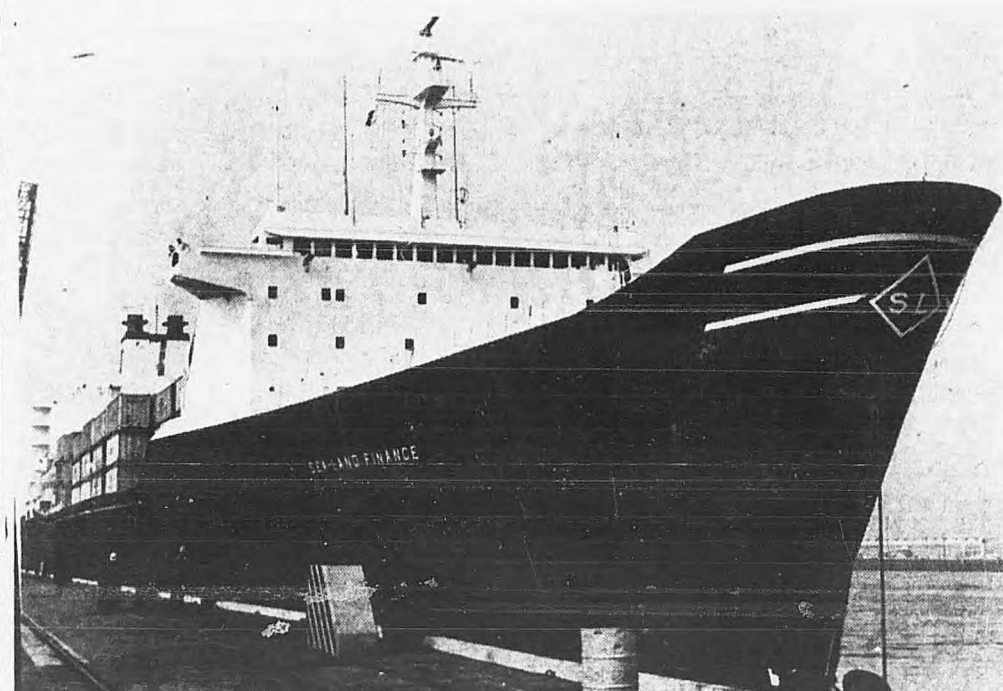
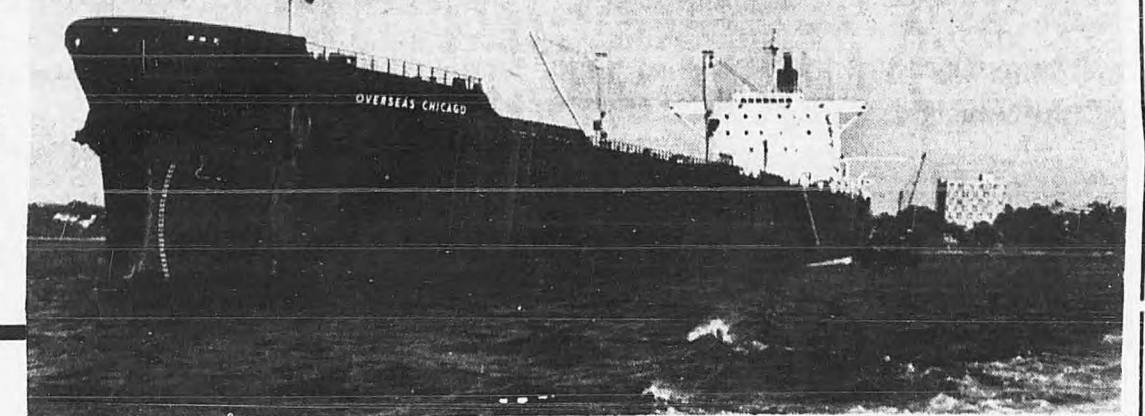
The newly-contracted Delta ships (right) provided many opportunities for seafarers with skills in refrigeration. Last year seven seafarers completed the maintenance of ship-board refrigeration systems course (left), seven more graduated from the reefer/utility course and 69 earned endorsements as refrigeration engineer.



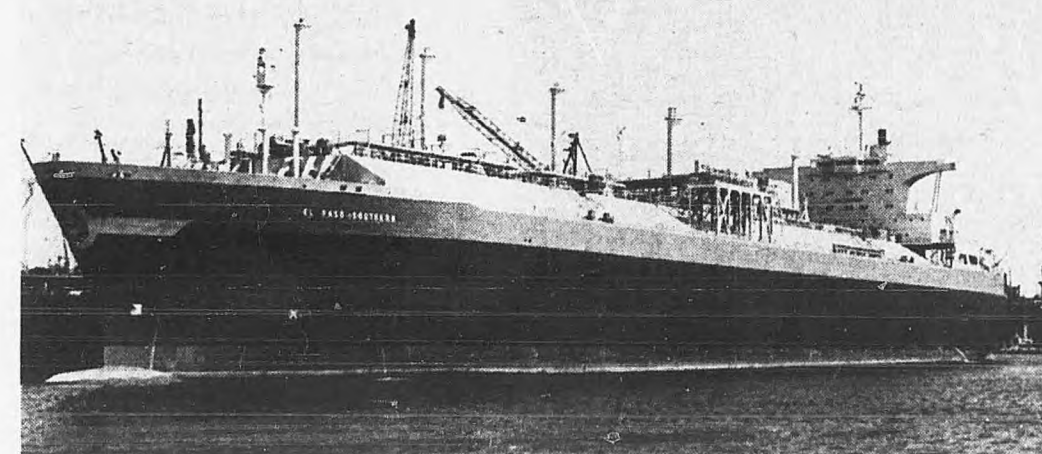
Seafarers in the black gang upgraded at HLS to take advantage of new job opportunities in the Engine Department. Many prepared themselves to work aboard diesel-powered ships such as the SIU-contracted Sea Land Adventurer (above, left). 70 Seafarers earned endorsements as QMED (above, right), and 23 more took the specialty course in diesel engine fundamentals.

New ships mean new jobs. But new skills are required aboard the many SIU-contracted LNG carriers; all Seafarers aboard these vessels attended the LNG course at HLS (above, left). 294 graduated from the class in '78 and many more are enrolling now to prepare for the LNG ships to be launched in '79.

Modern SIU tankers such as the Overseas Chicago (right) provide many job opportunities for the graduates of such HLS courses as automation (above, right) and Pumproom Maintenance and Operations (above, left). 437 Seafarers completed one or more such advanced courses in '78.



Sea Land Finance (above) is one of the many SL/7's which will carry Quartermasters who earned this rating through upgrading at HLS (below).



On the waterways, new boats and barges are entering service daily (above). HLS helped meet the manpower need by graduating 408 trainees who've been trained as deckhands and tankermen, 12 diesel engineers and 62 Vessel Operators who earned 128 licenses through the Transportation Institute Towboat Operator Scholarship Program (right).



THE HARRY LUNDEBERG SCHOOL

A Message from the President of HLS

As the staff of the Lundeberg School look back over 1978, and over the 11 years HLS has been in existence, we see a tradition in the making. A tradition of excellence in education. A tradition of helping both individual workers and an entire industry. Collectively, the school, the SIU and the industry have come a long way.

Today, thanks to the many programs at HLS, the school is represented by at least one graduate aboard every piece of equipment in the SIU-contracted inland and deep sea fleets. And the industry is better because of the skills and motivation these graduates bring to the job. The membership, too, is better because of HLS. SIU members enjoy job security and a better way of life because the school offers the way to help them prepare for the challenges of the future -- today.

These are our successes. But the future is an ever-present challenge. There is still a long way to go. Changes are certain. HLS and the SIU membership must prepare for them. We must continue to accept and meet the need for self improvement.

All of us at HLS are motivated to continue our tradition of service to the SIU membership and the maritime industry. The key to our success is the willingness of every SIU member to let us work with him to meet his needs. This is the reason HLS exists.

With this philosophy in mind, it is clear that the school will continue to grow and will become as excellent as the SIU membership is willing to let it become.

With the past as an indication of our future, we can believe that the horizons for HLS, the SIU and our industry are bright indeed.

Hazel Brown

Hazel Brown, President
Harry Lundeberg School

202. That's the number of diplomas—and dreams—that were achieved through the High School Equivalency (GED) Program at HLS in 1978. Now in its eighth year, this program has helped 1160 people achieve their dreams.

For each of these people, the motivation to earn that diploma was different. One seafarer did it to keep his granddaughter from dropping out of school. Another because he felt that he needed high school level math to handle upgrading in the Engine Department. Still another because, when he dropped out of school in the seventh grade, it was from the necessity to help support his family—getting his diploma was a chance denied him in his youth.



So, although the goal is the same, each student brings to the program his own individuality. They are from every area of the country, of every race and nationality. The oldest student was 76—the youngest, 16. And, because the teachers recognize this individuality, the students succeed. In fact, they have a success rate of 95%.

Over 1,000 Diplomas Earned



Individual attention for each student is the basis for the success of the GED program.

In contrast, the national success rate for the high school equivalency exam is under 50%.

The respect for each student as an individual leads to a unique teaching approach in the Academic Department at HLS. A pre-test determines the student's areas of strength and weakness. The teachers then develop a program of study especially for him. Thus, every student concentrates his efforts on learning what he needs to know. No time is wasted covering material he has already grasped.

To insure the success of this approach, GED classes at HLS are kept small so the teacher can concentrate on each student's needs. She becomes involved in his goal. She *cares*.

And the students respond to this caring attitude. As GED graduate Carl Barrett said, "The teachers are patient and give each student individual attention. . . . I know I would never have gotten my diploma on my own." Boatman Alex-

ander Borawick added, "The teachers helped me with a problem until I understood it." Seafarer John Funk felt that, "I received a lot of individual help from the teachers."

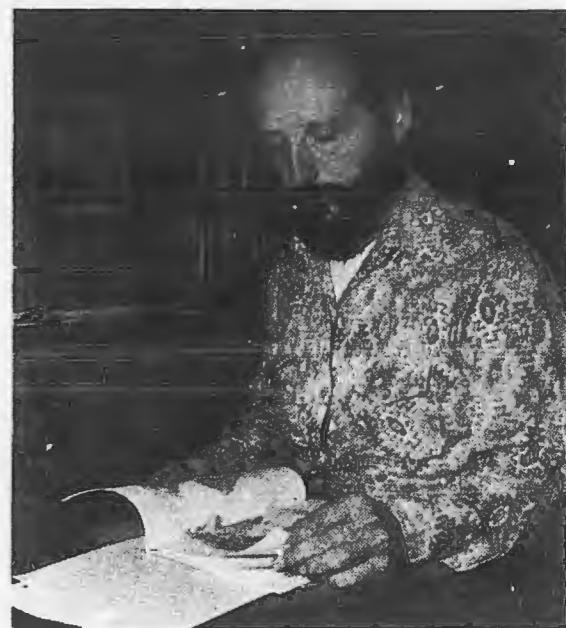
Of course, the success of these graduates encourages others to try for their diplomas, too. Their achievements motivate others to try. The combination of an outstanding record of success and a completely supportive atmosphere makes it possible for individuals to realize their dreams through hard work and motivation.

And what impact does making a dream come true have on a person? He or she grows as an individual—they believe in themselves; they are motivated to do more and be more. HLS has ample evidence of this in the numbers of GED graduates who enter upgrading courses, who enroll in advanced and specialized classes, who apply for scholarships.

In fact, during the last few years, several recipients of Seafarers Wel-

fare Plan "Charlie Logan" Scholarships have been graduates of the high school equivalency program. They are now pursuing advanced studies in such areas as law, hotel management and electronics.

So, the GED program has had—and is having—a big impact on the SIU membership and on the maritime industry. As a result of this program, 1160 workers are stronger and more motivated because their dream came true; because they are high school graduates.



For each student, the motivation to earn a diploma is different, but all share the goal of personal achievement.

The quality of HLS programs is evidenced by the fact that, through a cooperative program with near-by Charles County Community College, all vocational and some academic courses carry college credit. Additionally, three college-level courses were developed and begun at HLS in 1978. During that year 1,787 students earned college credits at HLS. Two of these seafarers completed the requirements for and earned Associate of Arts degrees from CCCC.

Making Dreams Come True

Reading Program Meets Basic Need

The Armed Services are recognizing the problem—they can't train many new recruits because the recruits can't read. American high schools are recognizing the problem—students can't pass competency exams because the students can't read.

HLS recognized the problem in 1970, and the school has been doing something about it ever since. HLS has offered instruction in basic reading skills since that date, and this year 1,159 seafarers were helped to achieve new self-sufficiency and trainability through the school's various programs in the reading lab.

The needs of these students varied greatly—some needed help in reading comprehension or vocabulary building; some wanted to learn effective study skills; some spoke English as a second language. And the reading lab responded to and met all these needs.

In fact, the role of the reading programs at HLS is vital to the success of many of the school's graduates. Because the question of



In the HLS reading lab, teaching methods are tailored to the needs of every student.

students' success was never "Can they do the job?" Of course they could! Many of them had years of experience aboard ships or boats.

Their abilities with lines, engines and other gear were never doubted.

Rather, the question was "Can these people read well enough to pass a test that will allow them to do the jobs for which they were trained?"

In the case of the students who worked in the HLS reading lab, the answer was a resounding "Yes!"

Had it been otherwise, the failure of the students would have been a tragedy. They would have been locked into low-ranking jobs with no opportunity to move up or contribute their expertise. It would have been a tragedy for industry, too, which would have lost the much-needed skills that these students possessed.

1,159 such tragedies were prevented in 1978, because the reading lab met the educational needs of seafarers and boatmen who attended HLS.

A center for learning, reading, relaxing—this is the Library at HLS as seen by the students it serves. And certainly the Library's collections of fiction, periodicals, non-fiction and professional publications are a vital part of the learning system at HLS.

But the Library goes far beyond its fundamental role as a central location for reading and research. At the Lundeberg School, the Library is deeply involved in preserving maritime history and heritage. In 1978, all issues of the *Log* from its first edition through today were microfilmed to preserve this vital record of the growth of the SIU. More issues of the *Log* were indexed, so that this newspaper may



Library services are expanding to include videotaping of courses.

HLS Library More Than Just Books

become a reference tool for maritime researchers.

Also in 1978, the Library reached beyond its doors and into the HLS classrooms as its audio-visual specialists assisted many instructors in videotaping classes for independent study by students. A collection of other audio-visual aids was developed to help students study topics of interest on their own.

Finally, the Library began sponsoring a series of films and speakers who discussed such topics of student interest as lobbying, in-

vestments and maritime art.

In short, as the Lundeberg School has grown, the Library has grown also. The progress of HLS is reflected in the progress of the Library. As 1979 begins, plans are under way to construct a new library building at HLS that will offer the space and facilities for expanding all of the Library's services to the school. Most importantly, though, this building will reflect the love of education, books and learning which is such a vital part of HLS.



The HLS Library is a pleasant place for students to read and relax.

A Center for Industry, Labor, Learning

Since HLS is operated jointly by labor and management, the school provides the ideal environment for conferences and meetings which contribute to the betterment of the entire industry.

In 1978, the school hosted many such activities. On several different occasions, seafarers and boatmen met at HLS to discuss the membership's needs in relation to contract negotiations. Numerous educational conferences were also held to inform members about developments and concerns in their industry. To insure that membership communication remained effective and ongoing, monthly membership forums were held at the school and were attended by all students.

Frequently, representatives from SIU-contracted companies visited HLS to discuss such training needs as pumproom operations, diesel



The Trustees' Meeting was among the many industry functions hosted by the Lundeberg School in 1978.

engineering and refrigeration.

In fact, industry involvement is continuous in the development of programs at HLS. Again in 1978, for example, the school welcomed the Towing Advisory Board, a

becoming a whole person

Acquiring skills and putting them to use on the job is the goal of the students at HLS. But the Lundeberg School's goal for its students is broader. HLS is dedicated to developing the whole person.

After exposure to the philosophy of the school and after seeing this philosophy in action, the students come to accept it as their own. They come to see themselves as more than just workers.

In light of this larger view, the vital role of counseling services at HLS is evident. Through group and individual counseling, the individual student at HLS is helped to define his roles as family member, community member and crew member. The counselors at HLS strive to help each student in this process of definition—and the students respond to this willingness to help. In 1978, 244 individual counseling sessions were held with upgraders and 829 with trainees. Since HLS

students must be able to function in relation to others in a crew or community, group counseling sessions for trainees and for upgraders were also well attended.

Through a better understanding of self, HLS students are reaching a better understanding of their career development and their role as workers in the totality of their lives.



Beyond the Campus

The efforts of HLS on behalf of seafarers, boatmen and the maritime industry are not limited to the classroom. The school staff are regularly involved in national and international forums at which American maritime must be represented and heard.

During 1978, the school staff represented the industry's interests to such diverse groups as IMCO, the Oil Companies' International Marine Forum, the Federal Committee on Apprenticeship, and the Federal Railroad Administration.

Within the United States, the expertise of the staff at the school is well-recognized. They are routinely requested to testify in congressional hearings on marine subjects and to speak in educational forums at institutions of higher learning such as the U.S. Merchant

Marine Academy and Yale University.

The school staff is also extensively involved in professional societies concerned with education and the maritime industry. Among the many such societies in which staff members participated in 1978 were the National Transportation Apprenticeship Conference, the Maritime Training Advisory Board, the International Reading Association, the Maritime Transportation Research Board and the Cryogenic Society of America.

These activities of the HLS staff are a vitally important service to their students and to the industry. By taking their expertise in various areas of maritime into the public forum, the staff are able to explain and advance the interests of the people and the industry they serve.

for a meeting.

The school extends its facilities to other union and industry organizations, too. Last year members of the Sailors Union of the Pacific, the Marine Firemen and Oilers and the former Marine Cooks and Stewards Union met at HLS to discuss and observe the training opportunities available to seafarers.

These varied activities extend the educational process beyond the classroom. Since HLS is a center for industry and membership communication, the students enjoy an additional learning experience. They see and hear first-hand the issues affecting maritime today and the people who are handling those issues. Perhaps even more importantly, the students learn the vital role they, as seafarers and as individuals, play in the continued success of that industry.

During 1978, 155 seafarers earned their AB tickets at HLS. Upon graduation, each new Able Seaman had a job waiting for him. The jobs were there, and HLS met the need for skilled manpower to fill them.

This is an important key to the school's success in vocational edu-

155 AB's

cation. HLS is flexible. Its course offerings and manpower allocations reflect the needs of the maritime industry. In 1978, U.S.-flag ships needed AB's. In 1978, HLS provided trained AB's to man these ships.

Based on this experience in meeting industry needs, the school can forecast its challenges for 1979. And the present forecast calls for even more AB jobs this year.



155 Seafarers equipped themselves to take jobs as AB's through the Able Seaman Course at HLS.

A Special Program to Meet Industry Needs

Job opportunities for seafarers in 1978 were excellent. To help as many seafarers as possible take advantage of these opportunities, a special program was offered in New York for AB's and FOWT's. The

In a way, HLS is partly responsible for the industry-wide demand for its graduates. The school has gained a reputation for quality of education. Students who graduate from HLS are trained, reliable workers. They spend their time at the school learning the theory of their jobs in class and applying this theory during on-the-job training. When they leave HLS, they are ready and able to perform.

Since quality is the hallmark of a Lundeberg graduate, there is great demand in industry for his skills. For him, the job opportunities are numerous indeed.

And seafarers can rely on their school to help them take advantage of these opportunities. In 1978, 155 Ordinary Seamen were able to seize job opportunities that were just waiting for them thanks to the AB program at HLS.

program operated for six months—from June to December. During that time 51 seafarers earned AB tickets, 82 achieved Fireman/Watertender endorsements and 85 advanced to Oiler.

The SIU has accepted the role of leader in the maritime industry. Perhaps one of the most important characteristics of a good leader is foresight. The SIU's development of a manpower pool of Qualified Members of the Engine Department (QMED's) is a good example of how foresight pays off in job security and job opportunities.

Years ago it became apparent that automation was the future in the U.S.-flag fleet. It also became apparent that seafarers who possessed the many diverse skills of the QMED would be needed in large numbers.

The SIU readied its membership to meet this need through the QMED program at HLS. When the time came, seafarers were ready to board new ships in the rating of QMED. From the beginning, the QMED program was a success and made a big contribution to the vi-

More QMED's



As more new ships come under contract with the SIU, more seafarers advance to QMED to fill the available jobs.

308 Ratings

For any seafarer, holding a rating in his department is a big step up in his career ladder. 153 Fireman/Watertender and 155 Oiler



Engine department seafarers earned hundreds of ratings at HLS in 1978.

For Each graduate a job was waiting

1978 was an outstanding year for professional growth among seafarers and boatmen. Clearly, the numbers for last year really do speak for themselves:

Licenses earned through HLS—175
Endorsements earned through HLS—1,068
Certificates of Achievement—496 (courses not tested by U.S.C.G.)

These figures reflect only upgraders at HLS; they do not include students in the basic vocational education program.

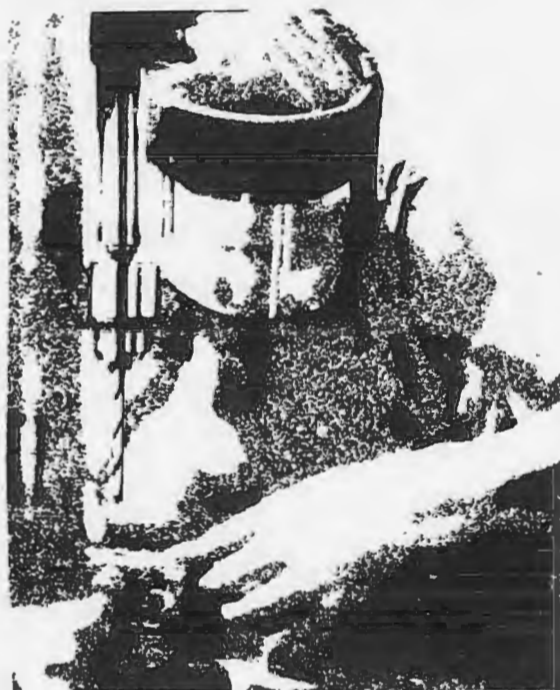
ratings were earned at HLS last year. And each rating represented career growth for a seafarer.

For the seafarers who achieved these ratings, there was a lot of incentive to get ahead. Jobs were there waiting to be filled. In the engine department, 1978 was a year of opportunity, and 1979 looked even better.

This promising outlook is proving to be a reality. Many FOWT courses are scheduled to be offered at HLS, and the 1978 graduates are experiencing the security of full employment.

Of course, this security is something they earned. They were willing to work hard and to learn new skills. Through their success, the SIU is meeting its manning commitments throughout its contracted fleet. It is maintaining its reputation for reliability.

Thus, the individual success of each member is contributing to the strength of the entire SIU organization. And each seafarer is contributing to the growth and stability of his industry. As a result, HLS graduates in the engine department—and every department—are experiencing the benefits of trade unionism at its very best.



tality and strength of the SIU.

Because the SIU's contracted companies are among the most prosperous U.S.-flag fleets, job opportunities for QMED's have remained constant. As a result, the QMED program at HLS has continued to be the road to the top for engine department personnel. In 1978, 70 seafarers completed the QMED program and earned this rating. For these seafarers, this was no small achievement. The course is three months in length. During that time, the student passes Coast Guard examinations for 8 endorsements.

Clearly, these graduates really are *qualified* members of the engine department. Because of the foresight of HLS and the SIU in determining industry needs, the opportunities which await QMED's aboard U.S.-flag ships have never been better.

The Numbers Speak For Themselves

For SIU Boatmen & Seafarers, SPAD Is the Strongest Weapon in Our Fight for Jobs & Job Security

No American industry is as regulated, controlled, monitored, governed, managed or influenced by the Federal government as is water transportation.

No less than five Executive Offices in the White House, 10 Cabinet-level Departments, and 31 Federal agencies, Boards, Commissions and Committees affect water carrier operations.

This is all in addition to the all-powerful and persuasive influence of the Congress.

Boatmen and Seafarers—more than any other American workers—have a direct stake in what is going on in Washington. To Boatmen and Seafarers, political action is a necessary way of life. "Politics Is Porkchops" is more than a slogan.

It is important that we have in Congress legislators who understand the need for a strong U.S.-flag water transportation industry. And people who are willing to make sure that American vessels, carrying American cargo, and manned by Americans once again becomes a commitment of our nation.

SIU Educating Congress

It is also important that these same legislators understand that an integral part of the U.S.-flag merchant marine is the domestic tug and towboat fleet. All too often this important sector of the water transportation industry is taken for granted and its problems minimized.

For this reason the SIU is working to educate the Congress as to the component parts of the merchant marine and of its overall needs.

Not only is Congressional understanding and support necessary, but

it is also important that the Executive Branch of government, from the President on down, understands the need to maintain a strong domestic water transportation industry as the core of our merchant marine.

To this end it is essential that the government strongly protect the Jones Act. This law reserves all domestic water commerce to U.S.-owned, U.S.-built and U.S.-manned vessels. It must be protected against efforts by industry opponents who would allow foreign interests, vessels and workers to participate in our coastal and river trades.

If it weren't for the Jones Act, foreign tugs with foreign crews would be docking ships, and moving barges in our domestic trade.

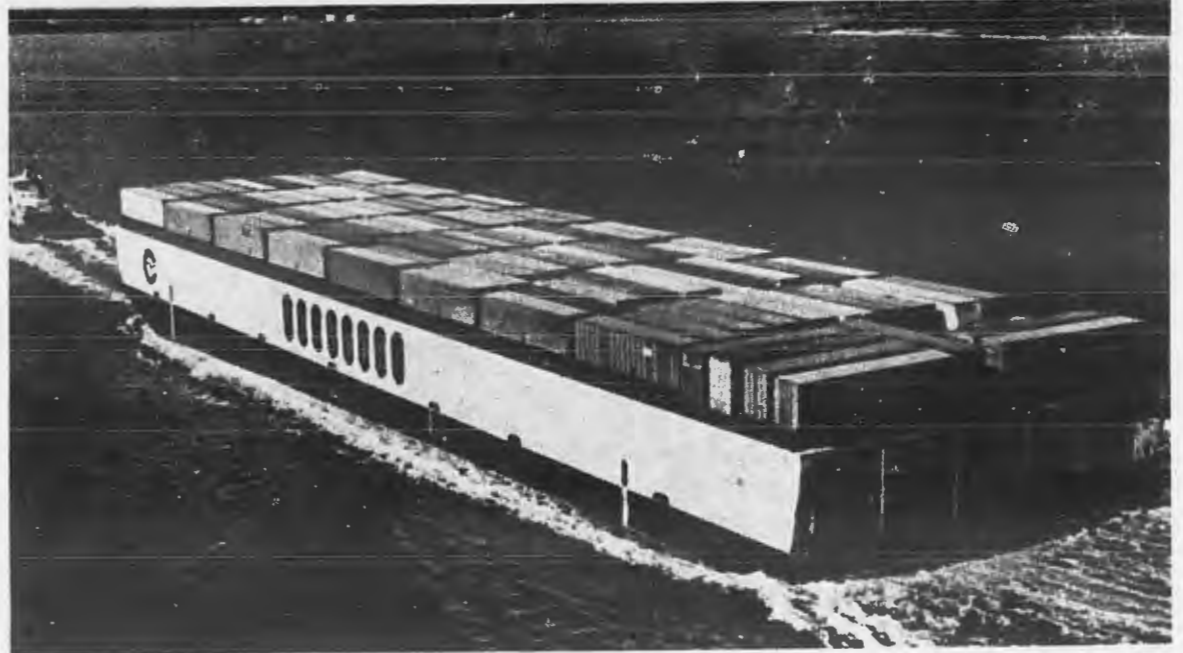
It is important also to promote the tug and towboat industry against attacks by competing modes, such as the railroads and pipelines.

The poor economic health of the railroads has forced many in Congress to believe that the only way to bail out the railroads is by limiting the ability of water carriers to compete.

This has led to the recent attempts to hold back on money needed for maintenance and improvement programs on the inland waterways, such as Locks and Dam 26, and the recent successful effort to impose a fuel tax on inland water carriers.

The domestic water carrier transportation industry is today faced with many problems. Its opponents will continue to press hard for more user charges, for less maintenance of the waterways.

Projects such as the Tenn-Tom Waterway, the Gallipolis Locks, the Industrial Locks in New Orleans, and the widening of the Gulf Intra-



Double-decker, roll on/roll off barges like the one above are being built today because the 1970 Merchant Marine Act earmarked funds for their construction. The SIU worked hard to get the Merchant Marine Act passed but those efforts were only possible because Union members supported SPAD.

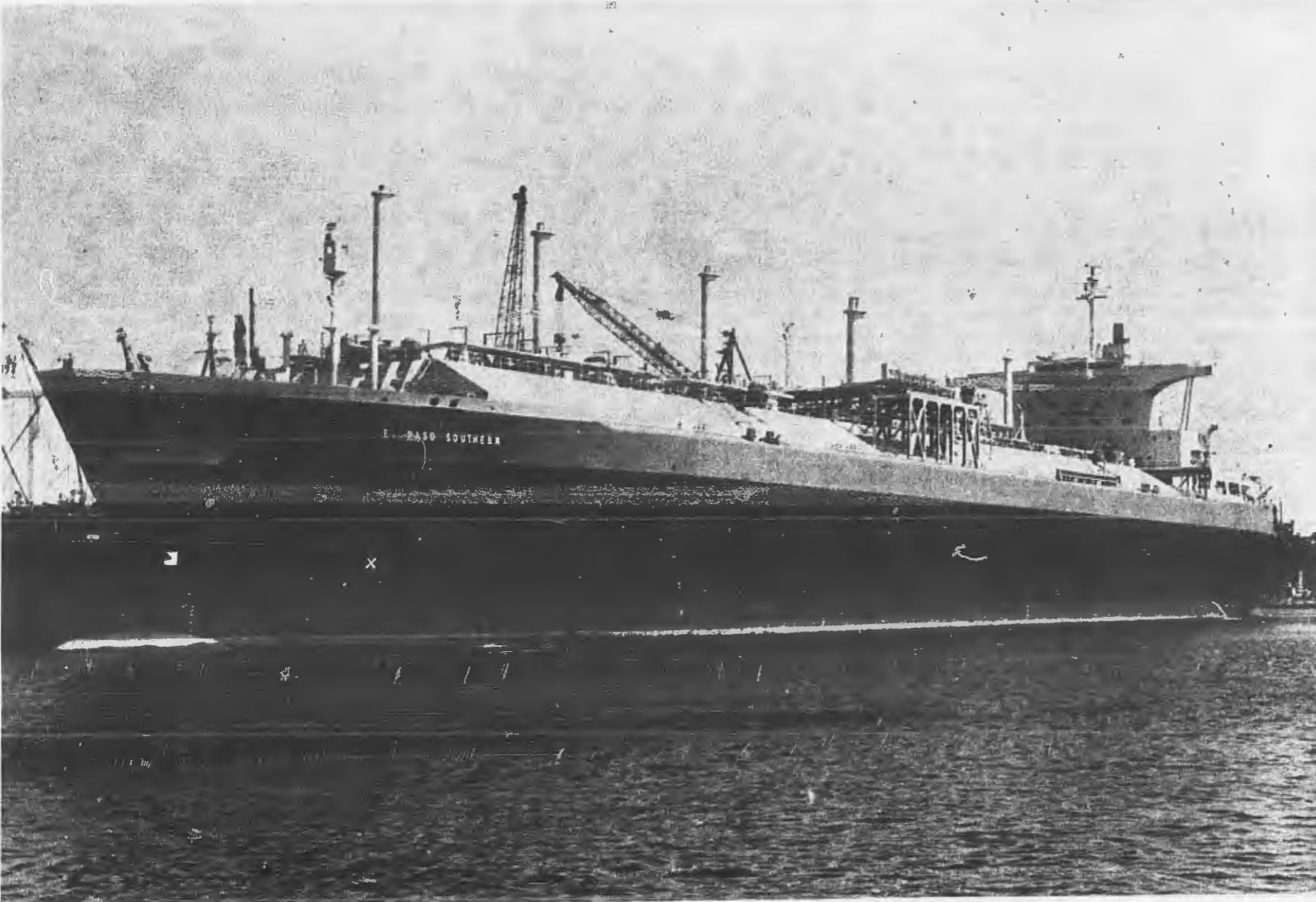
coastal Waterways will be opposed not only by railroads but by environmentalists.

New rules and regulations issued by agencies including the Coast Guard and the Environmental Protection Agency are making barge operations less efficient and more costly. All this hurts our industry's ability to survive in this nation's competitive transportation network.

Boatmen, Seafarers Must Participate

The SIU is active in Washington promoting the water transportation industry. The efforts of the SIU must have the involvement and participation of every Boatman and Seafarer.

Our involvement is to support those members of Congress whose legislative views on maritime matters are similar to ours. We must get them elected. That takes money.



The U.S. LNG fleet, which includes the SIU-crewed *El Paso Southern* (above), is the largest LNG fleet in the world. American shipbuilders were able to get in on the ground floor of the liquefied gas industry because of funding provided by the 1970 Merchant Marine Act.

That's where our participation comes in. It is through SPAD—the Seafarers Political Activities Donation—that we can make our voices heard in Congress.

It is our SPAD donations that enable us to present our views to the legislators whose decisions and actions directly affect the jobs and job security for all of us.

SPAD IS A VOLUNTARY PROGRAM. Your participation is through your voluntary vacation check-off to SPAD. With only 30 cents per day, Boatmen will join their brother Seafarers in helping to elect Congressmen who will listen to our concerns and will understand our needs and objectives.

SPAD IS UNITY. It is the unity of Boatmen and Seafarers working together to provide greater job opportunities for American maritime workers—and better security for themselves and their families.

SPAD WORKS. It is your participation in this voluntary program that contributed to the passage of the Merchant Marine Act of 1970 which has helped build hundreds of new tugs and barges.

In fact, a total of 341 new American tugs and towboats, as well as hundreds of barges have been built or are on order as a result of the 1970 Act.

Your contributions have worked to insure jobs for American maritime workers not only on the high seas but increasingly in the coastal and river trades.

It has effectively beaten back attacks on the Jones Act which could have destroyed thousands of maritime jobs.

THERE IS MUCH TO BE DONE. This nation needs a strong commitment to its merchant marine both in the foreign and domestic trades.

To achieve our objectives, participation in political activities is necessary. Our unity and our participation are the keys to our success.

Throughout the years we have achieved much through our strength of unity and participation. Together we can go forward to achieve our goals of jobs and security for Boatmen and Seafarers.

Transcolorado Crew Foster Good Relations Around The World

The SIU crew of the heavy lift vessel *SS Transcolorado* (Hudson Waterways Corp.) is a good, hard-working group. They move heavy military equipment and industrial equipment in and out of ports all over the world quickly and efficiently.

But the *Transcolorado's* crew is building up a reputation on and off the vessel for another reason. They go out of their way to make life a little more pleasant for those they come in contact with.

One recent example took place during a nine-day stopover in San Diego when the crew took time out to guide a Naval Reserve unit on a tour around the ship.

That tour marked the first time any of the naval unit's personnel had ever been aboard a heavy lift ship. The unit's

Commander, Michael Adkins, expressed his gratitude to the crew for the "very informative" tour and for the "enjoyable surprise dinner your capable stewards prepared for the unit."

"The officers and crew of the *Transcolorado*," Cmdr. Adkins said, "are most definitely a credit to the U.S. merchant fleet."

The *Transcolorado* calls at ports throughout Europe and the United States and positive relationships with the military are one of the crew's hallmarks.

Ship's Chairman Nicholas Nagy reported that "this ship has very good relations with all military personnel and units that we come in contact with all over the world."

That spirit of cooperation has done a

lot for the image of both the *Transcolorado* crewmembers and the U.S. merchant marine. "It is certainly reassuring for us to know," Cmdr. Adkins said, "that in the event of mobilization we can expect such enthusiastic cooperation from the crews of merchant vessels such as those embarked upon the *Transcolorado*."

But it isn't just the military who are full of praise for the crew of the *Transcolorado*. The Society for Seamen's Children, located on Staten Island, N.Y., expressed their gratitude to the Seafarers who donated \$128 around Christmastime to buy gifts for the underprivileged kids the Society aids.

Responding to the good-will gesture, Betty van Stolk, president of the Society's Board of Managers, wrote to

the crew to tell them their gift would be "wisely and well spent."

"There is something very basic and heartwarming to give to children at any time," Mrs. van Stolk wrote, "but especially at Christmas, and more so to our youngsters who constantly need to be reassured by loving gestures."

"Your kindness," Mrs. van Stolk went on, "will be remembered by our group."

The crew aboard the *Transcolorado* are remembered by many people in many ports because of their willingness to help out anyone they can in any way possible.

In the words of Naval Commander Adkins, "they are a credit to the U.S. merchant fleet." They are also a credit to their Union.

Murphy Sponsors Bill to Protect U.S. From Convenience Flag Spills

Congressman John Murphy (D-N.Y.), chairman of the House Merchant Marine and Fisheries Committee, launched a new effort to safeguard American waters by introducing Congressional legislation aimed at curbing the "increasingly frequent" incidence of flag-of-convenience tanker tragedies.

Addressing the newly-convened 96th Congress, Murphy said passage of the Oil Spill Liability Bill (H.R. 85) is vitally

necessary to prevent "American versions" of foreign flag tanker disasters such as the two that have already occurred in European waters this year.

"It would be tragic indeed," the New York Congressman said, "if it was an oil

spill off the coastal states of the U.S. which would finally spur Congress on to pass this legislation."

The new Oil Spill Liability legislation is similar to an oil spill bill Rep. Murphy sponsored last year. That version of the bill was passed by the House but became the subject of great controversy in the Senate and never came up for a vote.

Murphy called the new version of the bill "comprehensive in many ways."

"Its protection," he stated, "extends not only to the high seas, our territorial waters, the contiguous zone and the outer continental shelf, but also our inland waterways and tributaries, on-shore and offshore facilities, pipelines and refineries."

Under the Oil Spill Liability Bill, vessel owners and operators would be held responsible for any oil discharge damages caused by their tankers.

In addition, the bill would create a

back-up compensation fund which would cover the cost of oil pollution damage, clean-up expenses and damage to property or natural resources when those costs are not paid in full by the vessel owner or operator, or when the responsible party cannot be identified.

Murphy emphasized that "taxpayer dollars will not be used to carry out the requirements of the bill, as monies will be made available from the oil spill liability fund." That fund, expected to total \$200,000,000 will come from charges "not exceeding 3¢ a barrel" on petroleum and its products received at terminals and refineries in the U.S.

"This is an equitable bill," Murphy concluded. "It guarantees our states full recovery for damages to property, restitution for any tax loss and compensation for all cleanup costs. Every effort must be made to ensure that it indeed does become law in this Congress."

Yearly Renewed Clinic Card, Exam Is a Must

Whether a Seafarer, Laker or Boatman is working aboard a vessel or is on the beach, he or she is required by U.S. Coast Guard regulations to pass a yearly physical examination thereby renewing their clinic cards.

The exam and the clinic card can be had at SIU medical facilities.

Not keeping the clinic card up-to-date, will lessen the SIU member's opportunities for jobs because a current clinic card is one of the musts when throwing in for a job.

Also, not being in top physical shape endangers the seaman's, his shipmates' and the ship's safety.



Rep. John Murphy (D-N.Y.), chairman House Merchant Marine & Fisheries Committee.

Overseas Vivian Committee



SIU Patrolman Darry Sanders (seated l.) was at a payoff with Recertified Bosun Wallace Perry Jr. (seated r.) ship's chairman of the *ST Overseas Vivian* (Maritime Overseas) at the Chevron Dock, Perth Amboy, N.J. late last month. The rest of the ship's committee are (standing l. to r.) Deck Delegate Gene Dakin; Engine Delegate Bob Ross; Chief Steward Joe Johnson, secretary-reporter, and Educational Director Gilbert Otero.

That Cargo Has Gotta Move!

...And you're the one who makes it happen

Responsibility. Respect. And more money, too.

These are the things you can earn when you are so good at what you do that you're really the best.

THEY'RE THE THINGS YOU EARN WHEN YOU'RE THE CHIEF PUMPMAN.

Why settle for less? You're an SIU Seafarer—the most professional maritime worker in the world. You're the best—make it pay.

Sign up for the Pumproom Maintenance and Operation Course at HLS. See your SIU Representative today.

Course Starts April 16



New Chief Cook, Cook & Baker



Chief Cook Ernie Hoitt (left) and Cook and Baker Robert Gilliam display their sheepskins achieved at HLSS earlier last month.

Three Grads for the Pumproom



Working over course material last month for the Pumproom Operation and Maintenance Course are graduates (l. to r.) Tom Woerner, Harry Horn and Terry Gile.

The Harry Lundeberg School of Seamanship

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

Lifeboats for Two



Tankerman Ralph Race (left) of Philadelphia and Gregorio A. Blanco got their lifeboat tickets last month in Piney Point.

A Duo of Cooks



Ready to cook up a storm or better still a kettle of fish are (l. to r.) graduating Assistant Cook Thomas Brickley and Chief Cook Floyd E. Brown.

Tankerman, Too



New Tankerman Frank Pivik shows the diploma he got from Lundeberg School last month.

23—Count 'Em—Get AB Tickets



AB Course instructor Jeff Gumport (not in photo) lined up his graduating class for this group photograph. They are (l. to r. front row) Dennis Tinucci, Bill Soloan, Tom Baez, Murray Hartley, Rick Cavalier, Michael Manio, Spiios Kosturos, Richard Conley, Evan Bradley and J. P. Visier. In the middle row (l. to r.) are Harry Collins, Tom Rossi, Jose Gomez, Robbie White, Jim Powell, Edwin Tirado, John Bartlinski, Jim Hopson, George Swofford, Lance Zollner and Ken Bradley. On the mast are (l. to r.) Tom Engle and P. J. Burke.



Pensioner Lloyd Chalmers, 62, died on Dec. 2. Brother Chalmers joined the Union in the port of New York in 1963 sailing as a deckhand for the Erie-Lackawanna Railroad from 1935 to 1969. Boatman Chalmers was born in the Bronx, N.Y. and was a resident of Bellrose, L.I., N.Y. Surviving are his widow, Edith and a son, Donald.



Raymond L. Kirkpatrick, Jr., 25, died on Nov. 26. Brother Kirkpatrick joined the Union in the port of St. Louis in 1975 sailing as a deckhand for the American Barge Line from 1974 to 1977 and also for National Marine Service. He was a 1974 HLS grad. Boatman Kirkpatrick was born in Linton, Ind. and was a resident of Jasonville, Ind. Surviving are his parents, Mr. and Mrs. Raymond L. and Patricia Kirkpatrick Sr. of Jasonville.



George F. Lambly, 73, died on Oct. 8. Brother Lambly joined the Union in the port of New Orleans in 1963 sailing as a cook for Crescent Towing from 1971 to 1978 and for Coyle Lines. He was born in Gretna, La. and was a resident there. Surviving are his widow, Anna; a daughter, Shelia and his mother, Emma of Gretna.



Pensioner Louis E. Willis, 65, died in the Norfolk USPHS Hospital on Oct. 6. Brother Willis joined the Union in the port of Baltimore in 1965 sailing as a mate and captain for NBC Lines from 1963 to 1974 and for C. G. Willis from 1972 to 1974. He was born in Smyrna, N.C. and was a resident of Harkers Is., N.C. Cremation took place in the Colonial Crematorium, Norfolk. Surviving are his widow, Mary and a grandson, Craig D. Gordon.



Pensioner Linwood H. Wyatt, 63, died on Nov. 28. Brother Wyatt joined the Union in the port of Norfolk in 1959 sailing as a tanker man and as a bridgetender for the Chesapeake and Ohio Railroad from 1947 to 1975. He also worked at the Newport News, Va. Shipyard in 1938. Boatman Wyatt was a veteran of the U.S. Coast Guard in World War II. Born in Newport News, he was a resident of Hampton, Va. Surviving is his widow, Ruby and a son, Charles.



James R. Ryan Jr., 52, died of heart failure in the Galveston USPHS Hospital on Aug. 23. Brother Ryan joined the Union in the port of Houston sailing as a captain for the G & H Towing Co. from 1965 to 1978. He was a veteran of the U.S. Navy in World War II. Boatman Ryan was born in Carmona, Tex. and was a resident of Rye, Tex. Burial was in the Galveston County Memorial Cemetery, Hitchcock, Tex. Surviving are his widow, Arlene; two sons, Charles and Russell; a daughter, Darlene and a granddaughter, Melanie K. Hodges.



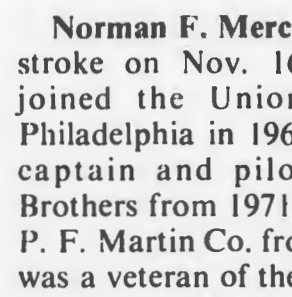
Pensioner Randall H. Holmes, 72, passed away on Nov. 4. Brother Holmes joined the Union in Port Arthur, Tex. in 1963 sailing as a chief engineer for the Sabine Towing and Transportation Co. from 1948 to 1964 and for the W.C. Sheppard Construction Co. as a diesel mechanic from 1943 to 1948. He was born in Geneva, Fla. and was a resident of Nederland, Tex. Surviving is his widow Ruth.



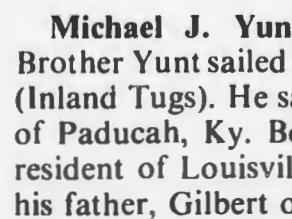
Ronald J. Wood, 42, died on Oct. 30. Brother Wood joined the Union in the port of Detroit in 1969 sailing as a wiper. He sailed 13 years for the American Steamship Co. and the Huron Cement Co. Laker Wood was born in Green Bay, Wisc. and was a resident there. Surviving is his sister, Mrs. Jean Kieffer of Green Bay.



Pensioner Aciclo M. Perez, 71, died in the Santa Rosa Medical Center, San Antonio, Tex. on Oct. 5. Brother Perez joined the SIU in 1946 in the port of New York sailing as a chief cook. He sailed 50 years and rode the Bull Line. Seafarer Perez was born in Puerto Rico and was a resident of San Antonio. Burial was in Forest Park Lawndale Cemetery, Houston. Surviving are a sister, Mrs. Gloria Benejam of Aquadilla, P.R.; a nephew, Ernest Quinones of San Antonio and two granddaughters, Mrs. Lisa M. Becerra of Houston and Noila Burcio.



Norman F. Merckx Sr., 51, died of a stroke on Nov. 16. Brother Merckx joined the Union in the port of Philadelphia in 1960 sailing as a mate, captain and pilot for McAllister Brothers from 1971 to 1978 and for the P. F. Martin Co. from 1961 to 1970. He was a veteran of the U.S. Air Forces in World War II. Boatman Merckx was born in Philadelphia and was a resident of Wenonah, N. J. Surviving are his widow, Lois and five sons, Norman Jr., Douglas, Christopher, Kevin and Steven.



Michael J. Yunt died on Oct. 5. Brother Yunt sailed on the *M/V Warren* (Inland Tugs). He sailed out of the port of Paducah, Ky. Boatman Yunt was a resident of Louisville, Ky. Surviving is his father, Gilbert of Louisville.



Pensioner Chester G. Spaeth, 67, died on Dec. 5. Brother Spaeth joined the Union in the port of Frankfort, Mich. in 1953 sailing as an AB for the Ann Arbor (Mich.) Railroad Car Ferries from 1971 to 1976. He sailed 47 years. Laker Spaeth was a veteran of the U.S. Army in World War II. A native of Manitowoc, Wisc., he was a resident there. Surviving are his widow, Louise and a stepson, Richard.



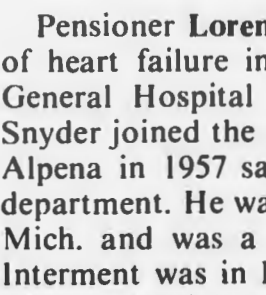
Pensioner Oskar Kaelep, 76, succumbed to heart failure in Greenville Hospital, Jersey City, N.J. on Aug. 24, 1978. Brother Kaelep joined the SIU in 1943 in the port of Norfolk sailing as a bosun. He sailed for 33 years. Seafarer Kaelep hit the bricks in the 1965 District Council 37 beef, the 1962 and 1959 Robin Line strikes and the 1961 Greater N.Y. Harbor beef. He was born in Estonia, U.S.S.R., and was a naturalized U.S. citizen. He maintained homes in Morganville, N.J. and Miami, Fla. Cremation took place in the Rosehill Crematory, Linden, N.J. Surviving are his brother and sister-in-law, retired (Masters Mates and Pilots Union) Capt. and Mrs. Alex and Ena Kaelep of North Miami, Fla.; a nephew, Walter Casper Jr. of Clinton, Iowa; a greatnephew and two greatnieces.



Sterling "Stan" Bailey, 22, died in Hartford, Conn. Hospital on Jan. 1 after being hit by a car while walking in East Hartford. Brother Bailey joined the SIU following his graduation from the HLSS in 1977. He sailed as an AB for Dixie Carriers. Born in Machias, Me., he was a resident of Columbia Falls, Me. Burial was in Mailey Hill Cemetery, Columbia, Me. Surviving are his mother, Joan; his father, Stanley and a brother, Jeffery, both of Columbia Falls.



Pensioner Frederick "Pat" Hartshorn, 78, died of lung failure in Memorial Hospital, Pawtucket, R.I. on Dec. 17. Brother Hartshorn joined the SIU in 1946 in the port of New York sailing as a bosun. He sailed 23 years. Seafarer Hartshorn walked the picketline in the 1961 N.Y. Harbor strike, 1962 Robin Line beef and the 1965 MEBA beef. He was a veteran of the U.S. Navy in World War I. A native of Newport, R.I., he was a resident of Pawtucket. Interment was in Mount St. Mary's Cemetery, East Providence, R.I. Surviving is his widow, Norma.



Pensioner Loren A. Snyder, 75, died of heart failure in the Alpena, Mich. General Hospital on July 7. Brother Snyder joined the Union in the port of Alpena in 1957 sailing in the steward department. He was born in Frankfort, Mich. and was a resident of Alpena. Interment was in Evergreen Cemetery, Alpena. Surviving are his widow, Mary; a son, Allan of Kalamazoo, Mich., a daughter, Mrs. Marilyn Couillard of Alpena and a daughter-in-law, Mrs. Bernice Snyder also of Kalamazoo.



Merrill E. Johns, 63, succumbed to chronic bronchitis in St. Luke's Hospital, Fort Thomas, Ky. on Nov. 28. Brother Johns joined the SIU in the port of Baltimore in 1955 sailing in the steward department. He was a veteran of the U.S. Army Signal Corps and Infantry in World War II. Born in Dayton, Ky., he was a resident of Cincinnati, Ohio. Cremation took place in the Hillside Chapel, Cincinnati. Surviving are a brother, Harold of Fort Thomas and a sister, Audrey of Cincinnati.



Pensioner Sam N. Bowser, 58, died on Jan. 17. Brother Bowser joined the SIU in the port of Seattle in 1957 sailing as a cook. He sailed 26 years. Seafarer Bowser was a veteran of the U.S. Army in World War II. Born in Texas, he was a resident of Seattle. Surviving is his mother, Mrs. Ella Harris of Seattle.



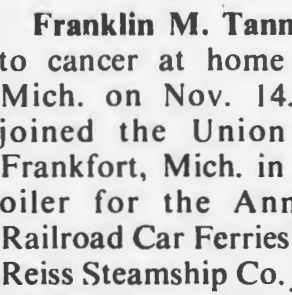
David E. Wilson, 52, died on Dec. 22. Brother Wilson joined the SIU in the port of San Francisco in 1965 sailing as a chief pumpman and QMED. He sailed 33 years. He attended Piney Point in 1967 and 1975. Seafarer Wilson was born in San Francisco and was a resident of Redwood City, Calif. Surviving are a son, Richard; two daughters, Barbara A. Loveles of Redwood City and Shirley Freeman, and a sister, Mrs. Frances Anduha, also of Redwood City.



Pensioner Walter J. Zaleski, 61, died of cancer on Dec. 10. Brother Zaleski joined the SIU in 1944 in the port of Philadelphia sailing as an AB. He sailed 33 years. Born in Philadelphia, he was a resident there. Interment was in St. Peter's Cemetery, Philadelphia. Surviving are two sisters, Mrs. Theresa O'Donnell and Mrs. Valentine Giordano, both of Philadelphia.



Pensioner Harry Schultz, 78, passed away at Sailors Snug Harbor, Sea Level, N.C. on Nov. 4. Brother Schultz joined the SIU in 1946 in the port of San Francisco sailing as a pumpman and fireman-watertender. He sailed for 23 years. Seafarer Schultz was a veteran of the U.S. Navy in World War II. He was a native of Brooklyn, N.Y.



Franklin M. Tanner, 63, succumbed to cancer at home in Crystal Lake, Mich. on Nov. 14. Brother Tanner joined the Union in the port of Frankfort, Mich. in 1953 sailing as an oiler for the Ann Arbor (Mich.) Railroad Car Ferries in 1964 and for the Reiss Steamship Co. from 1964 to 1978. He was born in Michigan. Burial was in Springdale Twsp. Cemetery, Manistee County, Mich. Surviving are his widow, Lorna and four sons, Leo, Leroy, Samuel and Arlo.

Just One More Step, and Former OS Will Be a Master

John Maytum claims to have had no particular desire to go to sea when he was a boy. But he was born and raised in close proximity to it in Providence, R.I. And even though he still calls Rhode Island home, he has been responding to the call of the sea now for some 22 years.

At 47, Maytum, who started out with the SIU more than two decades ago, has accomplished a lot in his merchant marine career. And his story is proof that a young ordinary seaman, if he puts his will and mind to it, can still become captain of an ocean-going ship. Whether he likes it or not, Maytum is well on his way to winning that most honorable



John Maytum

and distinctive title of the position of command: "Old Man" (even if he is still young).

The LOG spoke with John Maytum at the MEBA District 2 Upgrading Center in Brooklyn, N.Y., where he is preparing to take the examination for "Master of oceans on vessels of any gross tonnage, steam and motor."

Maytum began his sea-going career in 1956 when he shipped as wiper on the SIU-contracted T-2 *Stony Creek*. His next job was as OS on the Waterman freighter *Topa Topa*. He's been on deck—or on the bridge, as the case might be, ever since.

Maytum upgraded to AB in 1962 and six years later went "from the fo'c'sle to the cabin" when he successfully upgraded to second mate.

Before getting his chief mate's license in 1971, Maytum worked for some seven months as mate of the training vessel *Dauntless*, WW II flagship of Admiral Ernest J. King and now part of the SIU's Harry Lundeberg School fleet. The *Dauntless* was then being used for training excursions—or "cruises to nowhere," as they were called—on the Chesapeake.

In the early 1970's Maytum made several trips to Vietnam as chief mate on the tankers *Falcon Lady* and *Falcon Dutchess*, and also on the freighter *Buckeye Atlantic*. He has also served as chief mate of the 225,000 dwt. super-tanker *Williamsburgh*, and later on her sistership, the *TT Stuyvesant*, which he took fresh out of the yard. Maytum served in the same capacity on the *Zapata Courier*, also taking that 35,000 dwt. tanker out of the yard new.

Even though Maytum has been sailing as mate for some 10 years now, he's still a dues-paying member of the SIU. As he says, "I still keep my book in

the Union—I never returned it. It's a good thing."

John Maytum will soon sit for his master's license. We trust he will do well

and will soon have his first command. Not bad for the kid from Providence who never thought much about going to sea.

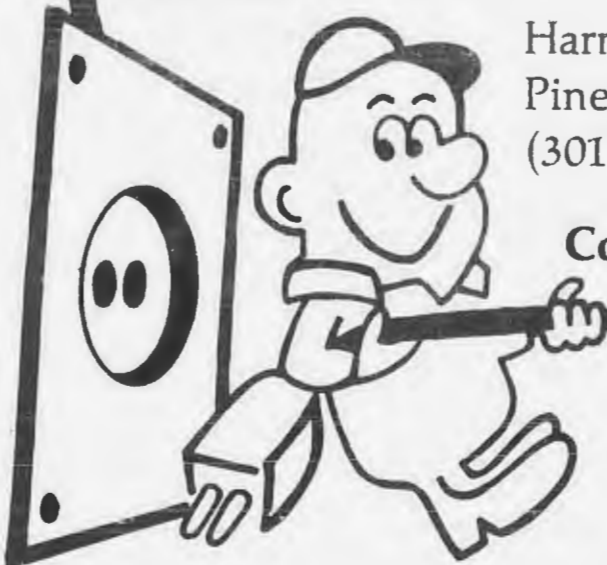
The Professional Touch

That's what graduates of the **Marine Electrical Maintenance Course** have—the professional skills to maintain electrical systems aboard ship. These are the skills that mean more money and more job security. They're the skills you get when you take the **Marine Electrical Maintenance Course**.

So sign up Now! See your SIU Representative or contact:

Harry Lundeberg School
Piney Point, Maryland 20674
(301) 994-0010

Course Starts April 30



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.

Apply Now For Bosun Recertification

SIU members who are qualified to participate in the Bosun's Recertification Program, which was reinstated by the Seafarers Appeals Board last month, are urged to submit their applications for the 1979 class sessions as soon as possible.

Applications can now be picked up at any Union hall or upon written request from the Seafarers Appeals Board (675 4th Ave., Brooklyn, N.Y. 11232). Seafarers may also use the application reprinted here.

The three 1979 Bosun's classes are scheduled as follows:

- Class I—May 7 through June 30, 1979
- Class II—August 6 through September 30, 1979
- Class III—October 8 through November 30, 1979

Each of the 1979 classes will be limited in size to 12 seamen who will be chosen by the Bosuns Selection Committee according to the same standards which were used until the Program was temporarily sus-

pending in 1976.

Seafarers who meet the following eligibility requirements are encouraged to apply promptly for the program:

A.) Class A seniority.
B.) At least one year seetime as Bosun aboard SIU (AGLIWD) contracted vessels.

C.) Endorsement as a Green Ticket Able Bodied Seaman, any waters, unlimited. However, seamen who because of any condition such as eyesight, etc., are unable to pass

the A.B. physical examinations but are already certified to ship as Bosun pursuant to Rule 5.A.4. (a) of the Shipping Rules, need not have such endorsement.

Those members who do not meet "B" and "C" qualifications at present, but who have sailed 36 months as A.B. after May 1979 will be qualified to make application for this Program, or seamen who possess a certificate of satisfactory completion of the Harry Lundeberg School of Seamanship entry rating

BOSUN RECERTIFICATION PROGRAM

APPLICATION

(PLEASE PRINT)

DATE: _____

NAME (In Full): _____
LAST FIRST MIDDLE

ADDRESS: _____
(STREET AND NUMBER) (CITY) (STATE) (ZIP)

PHONE #: () _____ S.S. #: _____ CZ #: _____
AREA CODE

PRESENT SENIORITY STATUS _____ RATING: _____

DATE OF LAST SIU CLINIC CARD _____

DATE OF BIRTH: _____ PLACE OF BIRTH: _____

HEIGHT: _____ WEIGHT: _____ EYES: _____ HAIR: _____

AMERICAN CITIZEN? Yes _____ No _____ If Naturalized, Answer the following: _____
(DATE)

CERTIFICATE NO.: _____ PLACE: _____

If Alien answer the following: _____
(TYPE OF ALIEN) (ALIEN REGISTRATION NO.)

How long have you sailed in the capacity of BOSUN? _____

Have you ever attended any training program of the Andrew Furuseth Training School and/or Harry Lundeberg School of Seamanship? Yes _____ No _____

If Yes, When? From _____ To _____ Port _____

Did you Graduate? Yes _____ No _____ If no, state reason for not graduating _____

EDUCATION

Highest Grade Completed		Length of Training	Graduate		Type of Course
Type	Name		Yes	No	
School					
Grammar	_____		()	()	
Junior High	_____		()	()	
High School	_____		()	()	
Junior College	_____		()	()	
College or Univ.	_____		()	()	
Trade Schools:	_____		()	()	

Program: 3 Classes to Be Held This Year

training program and possess a Green (unlimited any waters) Able Seaman endorsement shall be considered as qualified.

The Seafarers Appeals Board shall have the authority and power to regulate the admission of applicants to this Bosuns Recertification Program.

D.) A clean employment record aboard ship. No performers or narcotics users of any type should be accepted into this Program.

E. A Boatswain who has been

removed as Ship Chairman will not be eligible for recertification.

The following procedures shall be adhered to during the course of this Program:

- On the first Monday, following the first Sunday in the month of April, July, and September, a special meeting will be held in the Port of New York following the monthly membership meeting with all seamen registered as Recertified Bosuns or Certified Bosun, for the purpose of selecting a three man

Committee, to be designated as the Bosuns Selection Committee, who the following day at the office of the Seafarers Appeals Board shall review all applications submitted to the Seafarers Appeals Board requesting participation in the Program.

- After due consideration to all applicants, twelve seamen and twelve alternates will be selected to each class. Alternates will be offered any openings caused by the unavailability of the twelve designees.

- The Bosuns Selection Committee shall strive to provide a fair distribution of participants for the various areas: East Coast, West Coast, and Gulf. They shall consider the applicants seetime as Bosun and seetime in other deck ratings, his performance aboard ship, his aptitudes and abilities.

- The designees selected by the Committee shall be final. Any complaints regarding selection shall be determined by the Seafarers Appeals Board.

- 2 -

List below, your Bosun discharge time for a period of at least one year.

<u>YEAR</u>	<u>VESSEL</u>	<u>COMPANY</u>	<u>RATING</u>	<u>SIGNED ON</u>	<u>SIGNED OFF</u>	<u>NUMBER OF DAYS</u>
_____	_____	_____	_____	_____	_____ to _____	_____
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_____	_____	_____	_____	_____	_____ to _____	_____
_____	_____	_____	_____	_____	_____ to _____	_____

DATE _____ PORT _____ SIGNED _____ (FULL NAME IN INK)

At the meeting of the Bosuns Selection Committee, held on _____

Brother _____ has been _____ (APPROVED OR DISAPPROVED)

for entry into the Bosun Recertification Program.

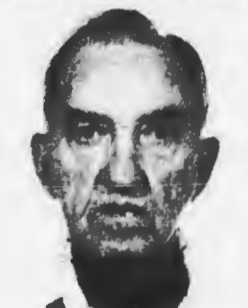
SELECTION COMMITTEE

(CHAIRMAN)

Pensioner's Corner



Julius Silagyi, 65, joined the SIU in the port of New Orleans in 1952 sailing as a fireman-watertender and cook. Brother Silagyi walked the picketline in the 1961 N.Y. Harbor beef. He is a veteran of the U.S. Army Infantry in World War II. Born in Cleveland, he is a resident of New York City.



William F. Simmons, 63, joined the SIU in 1942 in the port of New York sailing as an AB. Brother Simmons sailed 40 years. He attended the HLS in 1970. Seafarer Simmons was born in Alabama and is a resident of Ellisville, Miss.



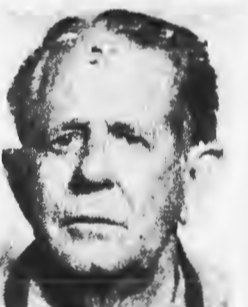
Maynard K. Adams, 65, joined the SIU in 1946 in the port of New Orleans sailing as an oiler. Brother Adams sailed 35 years and for the Isthmian Line for two years. He is a former member of the SUP. Seafarer Adams also worked as a heavy equipment operator. Born in Kansas, he is a resident of Seattle.



Willis G. Scribner, 68, joined the Union in the port of St. Louis in 1964 sailing as an engineer for the Inland Tugs Co. in 1958 and from 1964 to 1978. Brother Scribner also sailed as a mate for the Commercial Transportation Corp. from 1959 to 1964. He was a member of the NMU and the Pipefitters Union's Local 211. Boatman Scribner was born in Albany, Ill. and is a resident of Dickinson, Tex.



John R. Marshall, 62, joined the SIU in 1938 in the port of Boston sailing as a chief steward. Brother Marshall sailed 44 years. He was born in Cambridge, Mass. and is a resident of Allston, Mass.



Milton J. Mouton, 62, joined the SIU in 1940 in the port of New Orleans sailing as a chief Cook. Brother Mouton sailed on the Delta Line in 1953. He was also on the Delta Line Shoregang in New Orleans from 1960 to 1961. Seafarer Mouton was born in Lafayette, La. and is a resident of Marrero, La.



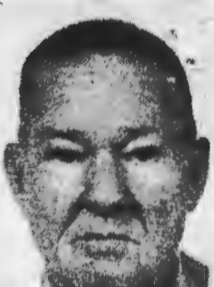
Rafael Ramos, 64, joined the SIU in 1942 in the port of New Orleans sailing as an oiler. Brother Ramos sailed 46 years. He is a veteran of the U.S. Navy during World War II. Seafarer Ramos was born in Puerto Rico and is a resident of Bayamon, P.R.



Calman Boggs, 68, joined the SIU in 1942 in the port of Mobile sailing as an AB. Brother Boggs sailed 42 years. He hit the bricks in the 1965 District Council 37 beef. Seafarer Boggs was born in Newfoundland, Canada and is a resident of Wilkes-Barre, Pa.



Stephen J. Frankewicz, 58, joined the SIU in 1938 in the port of New York sailing as as AB and fireman-watertender. Brother Frankewicz is a veteran of the U.S. Army during World War II being wounded by an exploding land mine. He was born in Mobile and is a resident of Ridgely, Md.



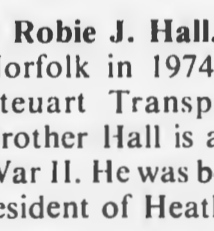
Grover Cleveland Turner, 58, joined the SIU in the port of Houston in 1957 sailing as a chief steward. Brother Turner sailed 36 years. He was on the Sea-Land Shoregang in San Francisco from 1972 to 1977. Seafarer Turner also attended a Union Crews Conference in Piney Point, Md. He is a veteran of the U.S. Army in World War II. A native of Wichita Falls, Tex., he is a resident of San Francisco.



Louis D. Lae, 63, joined the SIU in 1938 in the port of New Orleans sailing in the steward department. Brother Lae sailed for 41 years. He is a veteran of the U.S. Navy Seabees during World War II. Born in New Orleans, he is a resident there.



Recertified Bosun **Raymond T. Lavoine Jr., 56**, joined the SIU in the port of Baltimore in 1956. Brother Lavoine sailed 26 years. He graduated from the Union's Bosun Recertification Program in December 1973. Seafarer Lavoine also attended a Piney Point Educational Conference and was on the picketline in the 1961 Greater N.Y. Harbor strike. He is a veteran of the U.S. Navy during World War II. Bosun Lavoine is also a cabinet maker. A native of Everett, Mass., he is a resident of Baltimore.



Robie J. Hall, 63, joined the Union in the port of Norfolk in 1974 sailing as a diesel engineer for the Steuart Transportation Co. from 1974 to 1978. Brother Hall is a veteran of the U.S. Navy in World War II. He was born in Richmond County, Va. and is a resident of Heathsville, Va.



Eugene R. Daoust, 45, joined the Union in the port of Alpena, Mich. in 1953 sailing as an oiler for the Huron Portland Cement Co. Brother Daoust was born in Alpena and is a resident there.



Eugene F. Seuthe, 65, joined the Union in the port of Cleveland in 1953 sailing as AB. Brother Seuthe also worked as a rigger. He is a veteran of the U.S. Army Corps of Engineers in World War II. Laker Seuthe was born in Germany and is a naturalized U.S. citizen. He is a resident of Buffalo, N.Y.



Clifford D. Thomas, 65, joined the Union in the port of Frankfort, Mich. in 1969 sailing as an AB. Brother Thomas sailed 19 years. He also worked as a millman and machinist. Laker Thomas is a veteran of the U.S. Army during World War II. Born in Benzonia County, Mich., he is a resident of Bear Lake, Mich.



Andrew C. Reed, 67, joined the SIU in 1945 in the port of Mobile sailing as a fireman-watertender. Brother Reed attended the HLSS in 1976. He was born in Uriah, Ala. and is a resident of Slidell, La.



Raymond Kaduck, 56, joined the SIU in the port of Miami in 1955 sailing as a fireman-watertender and chief cook. Brother Kaduck sailed 33 years. He was born in Pennsylvania and is a resident of Miami.

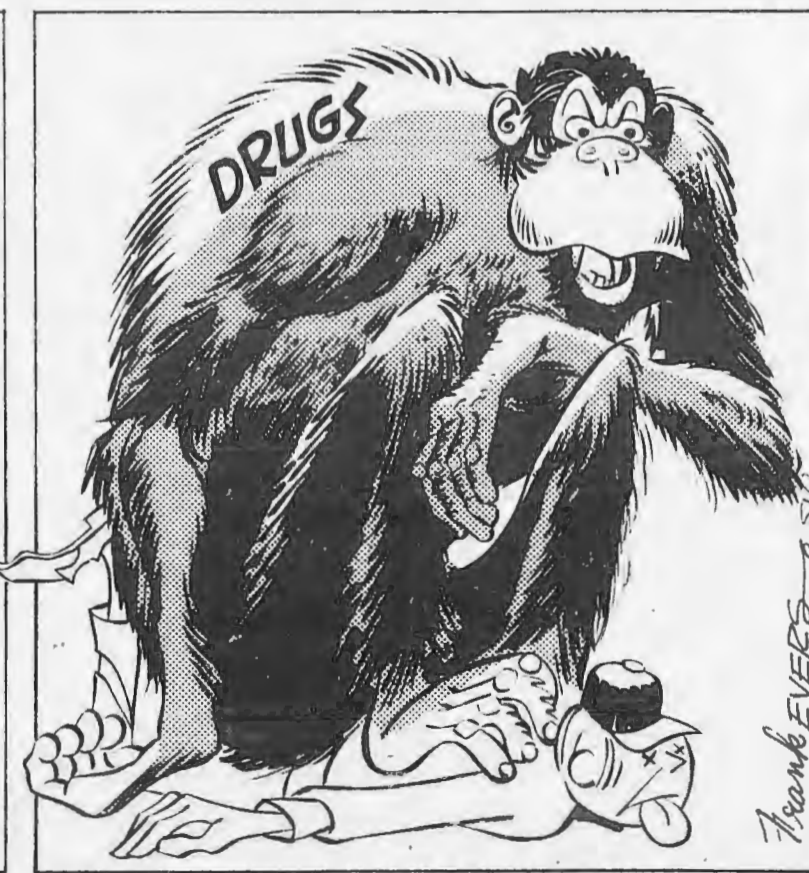


Weldon L. Kitchens, 66, joined the SIU in 1949 in the port of Tampa sailing as a cook. Brother Kitchens sailed for 31 years. He is a veteran of the U.S. Army during World War II. Seafarer Kitchens was born in Escambia, Fla. and is a resident of Mobile.



Felix P. Amora, 55, joined the SIU in the port of New Orleans in 1948 sailing as a waiter for nine years, deck engineer and chief electrician. Brother Amora also sailed during the Vietnam War. He was a crane maintenance electrician on the Sea-Land Shoregang in San Francisco from 1968 to 1978. Seafarer Amora has been a SIU member for 31 years, with 22 years seatime. A native of the Philippines, he is a resident of Daly City, Calif.

A MESSAGE FROM YOUR UNION



NARCOTICS ARE FOR LOSERS

IF CAUGHT YOU LOSE YOUR PAPERS FOR LIFE!

THINK ABOUT IT!

The LNG's—A New Way of Life for Today's Seafarer

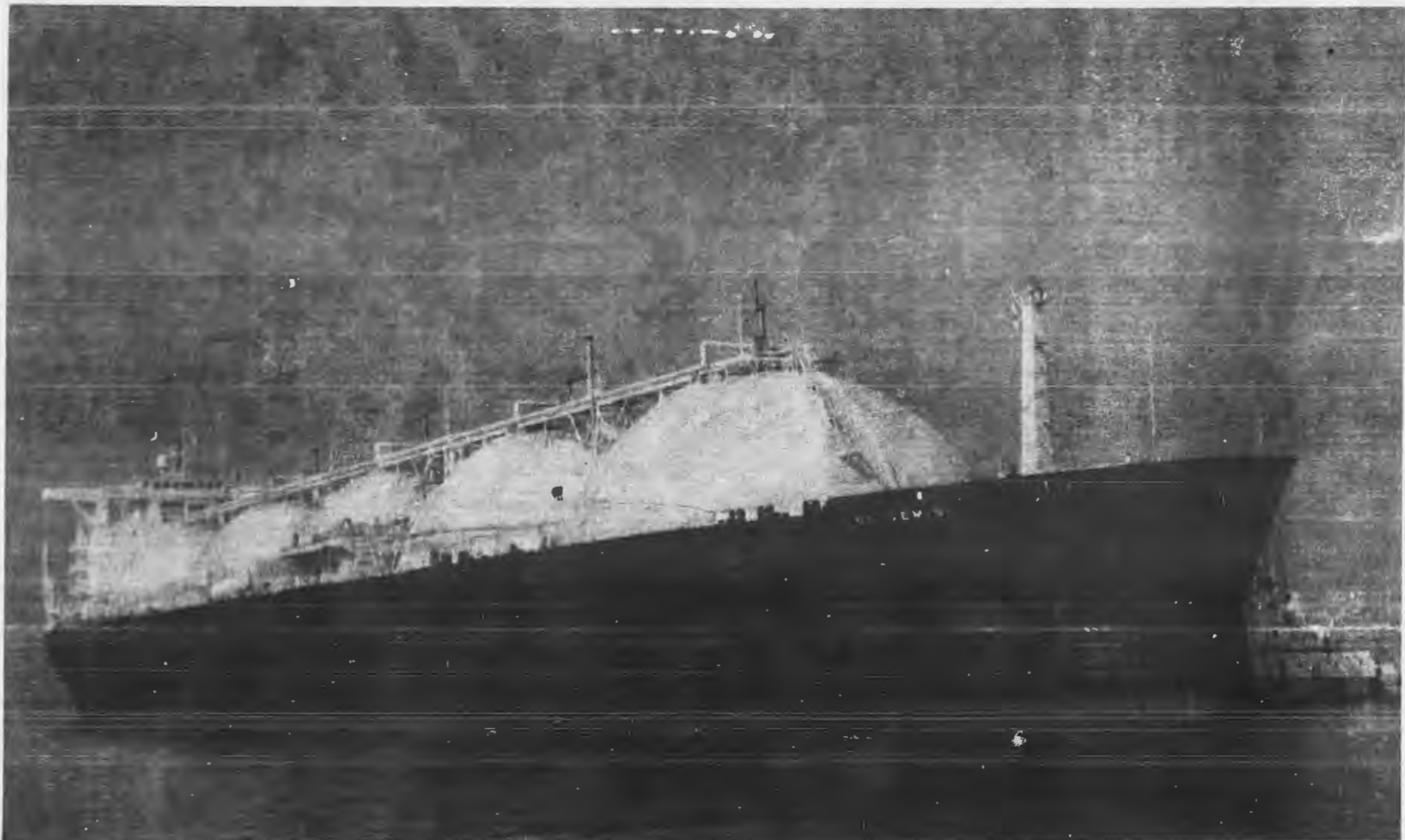
The *LNG Gemini* came into Osaka, Japan recently, and SIU Yokohama Port Agent Frank Boyne did double duty, first servicing the vessel and then taking some pictures of ship and crew.

Though some would say that the *Gemini* isn't exactly the most photogenic of ships, with her five huge, dome-like cargo tanks extending almost as high above the main deck as the bridge, she is nonetheless a ship with an especially vital mission—the transportation of energy.

The *LNG Gemini* is one of seven American-flag LNG ships, all of which are SIU-crewed. This growing fleet of LNG ships includes the *Gemini* and her four 936-foot sister ships, *LNG Leo*, *LNG Capricorn*, *LNG Aquarius*, and *LNG Aries*. All five were built by General Dynamics for the Energy Transportation Corp.

Two other American LNG's, the *El Paso Southern* and the recently-launched *El Paso Arzew*, are slightly larger than the *Gemini*, at 948 feet, and were built by Newport News Shipbuilding.

Osaka doesn't see much of the *Gemini*, or her crew, at any one time. Unloading of the liquified natural gas (LNG) usually takes no more than 12 hours. But she calls there frequently on her regular run between Indonesia and Japan.



The *LNG Gemini*, in all her splendor, on a recent visit to Osaka, Japan.

The crew members of the *Gemini* may not, as yet, know Japan very well. But there's one thing that they all do know about—LNG. The SIU has pioneered in

the manning of these ships because of the specialized training program offered at the Harry Lundeberg School. All crew members—regardless of their specific skills—must take the LNG course before being eligible for a job on an LNG ship.

Though the *Gemini* and her sisters might look like seagoing moon buggies to some, they are models of efficiency, safety, and comfort on the inside. No ship can claim to have all the comforts of home, but the LNG's come close. And the *Gemini* does it up right, especially when a special occasion, such as Thanksgiving Day rolls around.

For the *Gemini*'s first Thanksgiving at sea, last year, crew members were treated to an array of goodies besides the traditional gobbler. Her galley may well be better equipped and stocked than most shoreside kitchens. Feast

your eyes on this partial menu of the *Gemini*'s first Thanksgiving:

"shrimp cocktail . . . herring in cream sauce . . . oyster cocktail . . . roast turkey with oyster dressing garnished with chilled cranberry sauce . . . roast prime rib of beef . . . baked imported Danish ham . . . fresh baked Italian bread . . . (and assorted vegetables, pies, and candies)"

The *LNG Gemini*, and the other LNG ships, have had all sorts of things said about them since they first started sailing. But these "ships of the 1970's" are proving their worth each day, and will become more and more commonplace as we enter the next decade.

And, for hundreds of Seafarers in the years to come, the challenges and quality of life offered by such ships as the *LNG Gemini*, will make them look better and better all the time.



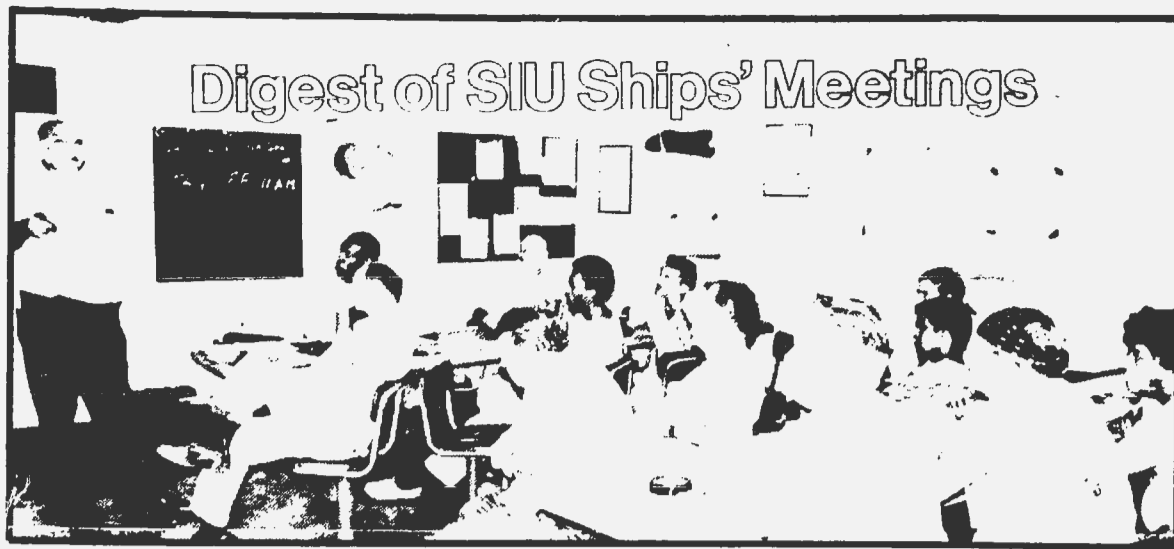
SIU Port Agent Frank Boyne, center, visits with OS Gary Snodgrass, left, and AB Glen Miller, on the deck of the *Gemini*.



The steward department of the *LNG Gemini*. L. to R., Frank Costango, Chief Steward; Larry Dockwiller, Cook-Baker; William Christmas, GSU; Carlos Ortiz, GSU; Steve Wagner, GSU.



Setting up salads on the *Gemini* are GSU's Carlos Ortiz, left, and Steve Wagner.



LNG GEMINI (Energy Transportation), December 24—Chairman, Recertified Bosun Charles Boyle; Secretary F. Costango; Educational Director John Fedesovich; Deck Delegate Gerald Lopez; Engine Delegate Tom Curtis; Steward Delegate Larry Dockwiller. No disputed OT. Secretary gave a vote of thanks to all, especially to Bill Mullins, for the fine job decorating the two lounges and other areas for the Christmas holidays. Also noted that there will be a softball game in Bontang with the P.D. Badak employees and their wives. A cookout will be held after the game. The steward gave a vote of thanks to Kevin Thatcher, a new man who trained at Piney Point and is doing a fine job. Several communications were received from Headquarters and were posted on the bulletin board. A vote of thanks to the steward department for a job well done. Next port Nagoya, Japan.

ARECIBO (Puerto Rico Marine Mgt.), December 17—Chairman, Jose A. Ruiz; Secretary J. G. Guilles; Educational Director D. Manafe; Deck Delegate J. Montanez; Engine Delegate Carlos Bonafont; Steward Delegate Edgardo Vazquez. Chairman requested all crewmembers to wait for their replacement before getting off the ship. Some disputed OT in engine department. A notice was placed for all crewmembers to attend when there is a boat drill. Everyone must join in the boat drill except those who are on watch, deck or engine, and the chief cook who must standby in the galley. A vote of thanks to the steward department for a job well done.

SEA-LAND GALLOWAY (Sea-Land Service), December 10—Chairman, Recertified Bosun George Burke; Secretary O. Smith. Some disputed OT in deck and engine departments. Chairman noted that there was a delay in reporting the fire that broke out on 02 level and stressed the importance of reporting any fire to the bridge immediately. Secretary reported that all those who need upgrading should avail themselves of the opportunities at Piney Point as soon as possible.

DELTA VENEZUELA (Delta Steamship), December 17—Chairman, Recertified Bosun Kasmoin Amat; Secretary J. Gonzalez; Educational Director E. Harris. Some disputed OT in deck and engine departments. Chairman reported that the hand rail in the shaft alley and the escape ladder need to be replaced.

DELTA SUD (Delta Steamship), December 3—Chairman, Recertified Bosun Tony Radich; Secretary Edwin Vieira; Educational Director James C. Dial; Engine Delegate M. Welch. \$71 in ship's fund. No disputed OT. Chairman reported that there are quite a few Logs on board that were left by the patrolman and suggested that all should read them. There are a number of interesting articles that everyone should read. The company put a new video tape cassette recorder on board this trip and all members should take good care of it. A vote of thanks to the steward department for a job well done.

SEA-LAND FINANCE (Sea-Land Service), December 3—Chairman, Recertified Bosun James Pulliam; Secretary A. H. Reasko; Educational Director Hacker. No disputed OT. All communications received were read and posted on the bulletin board. Chairman noted that all members should attend the ship's meetings so any differences can be discussed. Also that all who qualify should attend upgrading classes. Discussed the importance of SPAD and the new SPAD checkoff program. It was requested that the ship be kept clean at all times, that SIU ships are clean ships. Observed one minute of silence in memory of our departed brothers.

THOMAS JEFFERSON (Waterman Steamship), December 17—Chairman, Recertified Bosun Donald Pool; Secretary Bill Kaiser; Educational Director Ben F. Cooley; Deck Delegate Robert E. Hagood; Engine Delegate James P. Harrington; Steward Delegate Jonnie H. Green. \$130 in ship's movie fund. Some disputed OT in deck department. The Log was received in Bremerhaven. Chairman spoke on the "40 Years of Progress" that appeared in the November Log and all the other wonderful progress that has been made by the SIU and the SIU school at Piney Point. Discussed the importance of donating to SPAD. Educational Director also spoke on our "40 Years of Progress" and hoped that we will continue to get the things that we are fighting so hard for. Observed one minute of silence in memory of our departed brothers.

BAYAMON (Puerto Rico Marine), December 28—Chairman, Recertified Bosun Dimas Mendoza; Secretary R. Aguiar; Educational Director H. D. Jones. No disputed OT. A vote of thanks to the steward department for the excellent meal put out on Christmas day. Report to Log: "We the crewmembers of the SS Bayamon extend our deepest sympathy to the family of Brother Bull Shepard. We were sorry to read of his death in the Log."

SEA-LAND COMMERCE (Sea-Land Service), December 17—Chairman, Recertified Bosun Lothar G. Reck; Secretary E. C. Caudill. No disputed OT. Chairman discussed the importance of donating to SPAD. Asked everyone who liked to watch movies to donate to the movie fund. Also that all members should read the Log so that they will be aware of all the programs that are going on in the Union. Observed one minute of silence in memory of our departed brothers.

OVERSEAS ULLA (Maritime Overseas), December 31—Chairman, T. Gregory; Secretary M. Ciampi; Educational Director T. Long; Deck Delegate S. Nicholson; Engine Delegate James Brewer; Steward Delegate John A. Williams. \$320 in movie fund. No disputed OT. Chairman discussed the importance of donating to SPAD. A telegram was received from President Paul Hall wishing everyone a Merry Christmas and a Happy New Year and was posted on the bulletin board. A vote of thanks to the steward department for a job well done.

SANTA MAGDALENA (Delta Steamship), December 4—Chairman, Recertified Bosun J. Kingsley; Secretary R. Blackburn; Educational Director H. Ulrich; Deck Delegate I. Glass; Engine Delegate G. Smith; Steward Delegate R. Melville. \$75 in ship's fund. Some disputed OT in steward department. Chief Steward R. Blackburn, wants to thank everyone for their cooperation in maintaining the high standards of passenger ship service with a special thanks to the Bosun Jack Kingsley. R. Ehlert said that the third steward had cleaned up the crew area and improved living conditions aboard the ship and had more things fixed in the crews quarters in the past three weeks than had been done in the previous four months and should be congratulated. I. Glass, deck delegate, complimented all steward department cooks, messmen, third stewards and galley help for the fine menus aboard ship and the cooperation and friendly attitude displayed by all. Chief Steward thanked everyone for their cooperation and said that the *Magdalena* was a clean ship with an excellent crew. Next port Bahia.

SEA-LAND ECONOMY (Sea-Land Service), December 17—Chairman, Recertified Bosun A. McGinnis; Secretary L. Nicholas; Educational Director H. R. Guymon; Deck Delegate B. Jarratt; Engine Delegate J. Mata; Steward Delegate R. Aumiller. \$186 in movie fund. No disputed OT. Chairman discussed the importance of SPAD. A Merry Christmas and a Happy New Year to all at Headquarters from the SS *Sea-Land Economy*. Observed one minute of silence in memory of our departed brothers. Next port Jacksonville.

CANTIGNY (Interocean Mgt.), December 27—Chairman, M. Zepeda; Secretary F. Nigro; Educational Director J. Singletary. No disputed OT. Joe Ebbale, AB, was hurt during bad weather and was taken ashore by the Coast Guard at Stapleton Anchorage, N.Y. A collection was taken up for him and the amount will be over \$300.00. We, his shipmates, only hope this will be a little of our Christmas shared with him. The safety feature by Frank Drozak in November Log was read by all. A vote of thanks to the steward department for a fine Christmas dinner with all the extra trimmings. Next port Texas City.

DELTA BRASIL (Delta Steamship), November 11—Chairman, Recertified Bosun William E. Showers; Secretary A. Estrada; Educational Director Hugh W. Wells Sr.; Deck Delegate Joseph A. Cane; Engine Delegate Joel W. Spell; Steward Delegate Carl T. Treidler Sr. It was noted that men should put on a lifejacket at the gangway that should be available there when going ashore via launch service and returning to ship. Whoever is on the gangway should assist the men to and from the launch. There was a long discussion on safety and the unfortunate accident that took the life of Gene Arnold. All the crew and officers of this vessel have made a voluntary financial donation to assist his family of four children as this will be a terrible time for them and his wife especially at Christmas. Observed one minute of silence in his memory and in the memory of all our departed brothers.

GOLDEN MONARCH (Apex Marine), December 3—Chairman, Recertified Bosun M. Kerngood; Secretary E. Johnson. No disputed OT. Chairman held a discussion on safety. Advised all crewmembers to please be careful when walking on deck due to ice conditions. The decks are very slippery with snow and you should hold on to hand rail when possible. A vote of thanks to the steward department for a job well done.

AMERICAN HERITAGE (Apex Marine), Chairman, Recertified Bosun A. Armanda; Secretary M. Deloatch; Educational Director J. Pazos; Engine Delegate Joseph Olson. Chairman discussed the importance of SPAD. Some disputed OT in deck department. A vote of thanks to the steward department for a great Christmas dinner. They really put out a big spread. It was noted that this is a very good feeding ship. Next port Stapleton, New York.

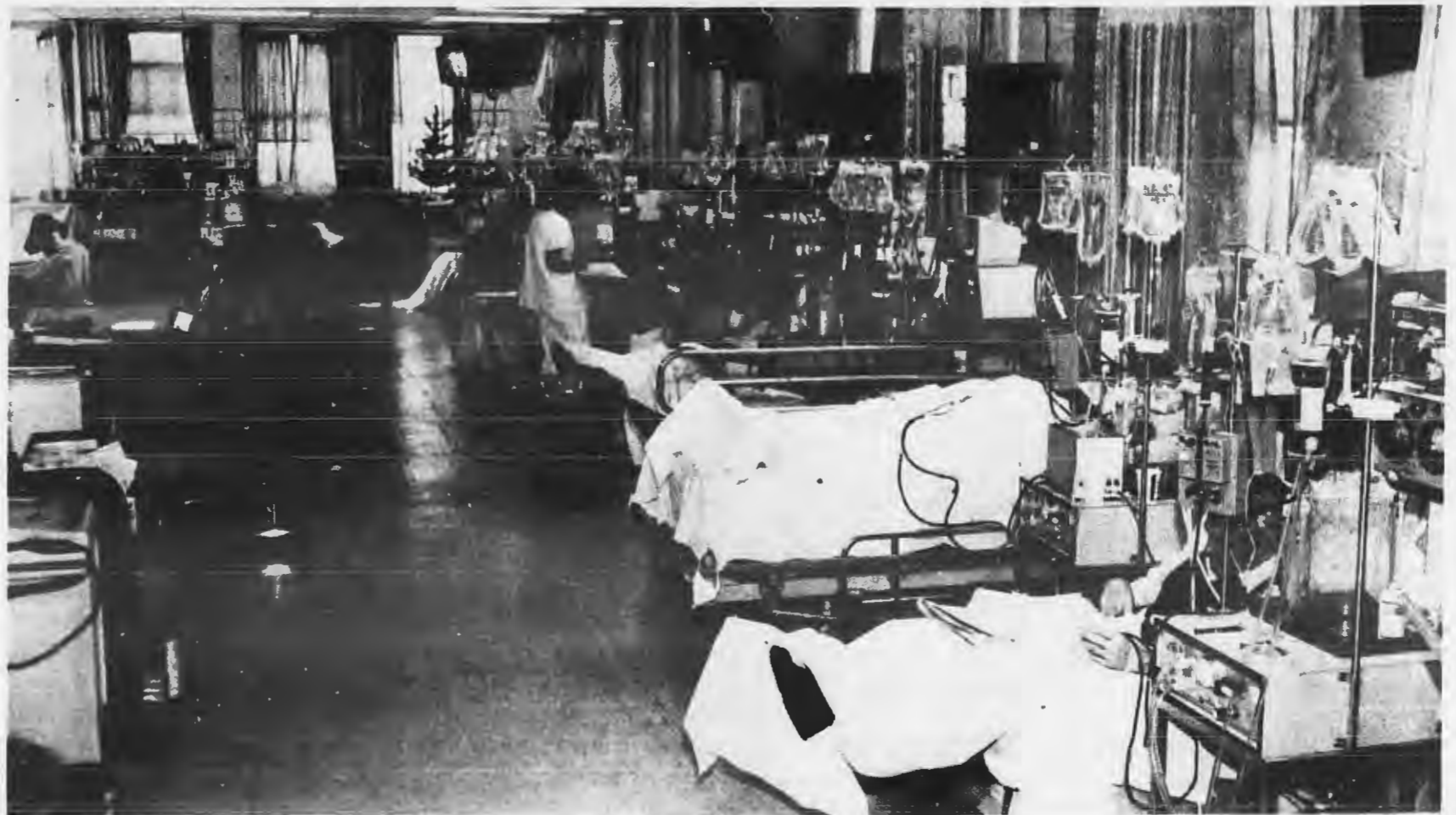
PUERTO RICO (Puerto Rico Marine), December 3—Chairman, Recertified Bosun Barney Swearingen; Secretary T. Jackson; Educational Director H. P. Calloe; Deck Delegate Charles H. Fox; Engine Delegate George Lindsay; Steward Delegate Eddie Villaso. No disputed OT. Chairman reported that we are getting more and more new ships and will need qualified men to crew them. In order to qualify to man these ships you have to upgrade at the Harry Lundberg School. Observed one minute of silence in memory of our departed brothers. Next port San Juan.

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

ALEX STEPHENS
SAM HOUSTON
BALTIMORE
SEA-LAND VENTURE
LNG ARIES
WILLIAMSBURGH
MAYAGUEZ
OVERSEAS VALDEZ
OVERSEAS VIVIAN
SEA-LAND PRODUCER
COASTAL KANSAS
POINT MARGO
COUNCIL GROVE
SUGAR ISLANDER
TRANSCOLORADO
LNG CAPRICORN
AGUADILLA
COVE EXPLORER
ALLEGIANCE
SEA-LAND EXCHANGE
BROOKS RANGE
PISCES
POTOMAC
OVERSEAS ALEUTIAN
COVE NAVIGATOR
EZRA SENZIBAR
OAKLAND
DEL SOL
JOSEPH HEWES
WORTH
DELTA AFRICA
SEA-LAND CONSUMER
BORINQUEN
SEA-LAND McLEAN
SEA-LAND LEADER
GUAYAMA
ALEUTIAN DEVELOPER
PONCE
OGDEN TRAVELER
ROBERT E. LEE
WESTWARD VENTURE
GALVESTON
OVERSEAS ALICE
MONTPELIER VICTORY
SANTA MARIA
EL PASO
ANCHORAGE
JACKSONVILLE
INGER
STONEWALL JACKSON
MASSACHUSETTS
AMERICAN EXPLORER
BOSTON
CAROLINA
MARY
BANNER
SEA-LAND MARKET
PITTSBURGH
OVERSEAS ARCTIC
ZAPATA ROVER
SANTA MARIANA
DELTA PANAMA
PORT
TAMPA
MOHAWK

Staten Island USPHS Has Extensive Kidney Treatment Unit

Shown here are nurses of the Staten Island (N.Y.) USPHS Hospital's Kidney-Blood Dialysis Unit preparing a chronic kidney-failure patient for a 6-hour "blood cleansing" treatment via the dialysis machine. Note patient (below r.) who has lost function of one or two kidneys through disease, etc., writes a letter while inserted tubes carry blood from his body into the machine which does the job of eliminating poisons, urine, etc. from the blood as a normal, healthy kidney does by osmosis and filtration. The treatment is given three times a week year round. Most of the patients in the End Stage Renal Disease Program funded by Medicare can't work or work at home. Anyone of any age in the area afflicted by kidney failure is eligible for treatment. However, merchant seamen have top priority for treatment, according to a hospital authority, since there are a limited number of dialysis machines. Some patients with the disease take the treatment simply to "rest their kidneys" helping to strengthen them.



A QMED who doesn't know how to work on diesel engines could be waiting a long time...



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Course Starts May 28

To enroll, see your SIU Representative or contact HLS

Ogden Connecticut Committee



The coastwise tanker *ST Ogden Connecticut* (Ogden Marine) tied up Feb. 8 at the Exxon Dock, Bayway, N.J. for a payoff. Here's the Ship's Committee (l. to r.) of the vessel headed by Recertified Bosun J. Broadus, ship's chairman; Engine Delegate Cleveland Taylor; Deck Delegate S. McGowan and Steward Delegate R. E. Thomas.

Personals

Mike Phillips, SS #528-90-1436

Nancy Kaiser Griffin would like you to call her at (713) 342-6394.

Edward C. Deaver

Your brother, James, would like you to contact him at Box 55, South Otselic, N.Y. Tel. (315) 653-4482.

Michael Marcello

Your nephew, Louis Nappa, would like you to call him at (212) 272-3894 or write him at 9501 Glenwood Rd., Brooklyn, N.Y. 11236.

Ted Daniel

Your brother, William, would like you to get in touch with him at 1712 75th Ave., Elmwood Park, Ill. 60635.

Mike Piskin

Your "old buddy and ex-sparing partner" G. Ripcord "the Caveman" Pulignano would like you to contact him at 6514 Keystone St., Philadelphia, Pa. 19135.

Rolando "Roly" Quion

Your brother and sister would like you to call or write them at 2204 E. 15th St., Long Beach, Calif. 90804, Tel.: 439-7473.

Clarence D. Simmons SS #418-26-6584

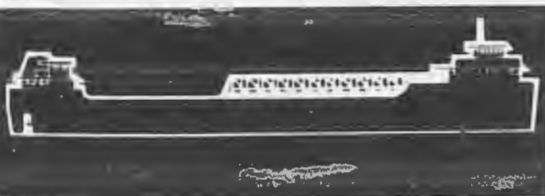
Your daughter, Patricia Sizemore, would like you to write her at 2100 Olive, Baytown, Tex. 77520.

Bill Thompson

Your sister, Mrs. E. L. Patman, would like you to call or write her at (813) 345-0802, 3691 62nd St. North, St. Petersburg, Fla. 33710.

All Seafarers

William G. Greenman would like anyone who has received the Distinguished Service Medal or the Meritorious Medal for service in the U.S. merchant marine from WW II through Vietnam to contact him at the following address, concerning research he is doing on the subject: 214 Wythe Creek Rd., Lot #65, Poquoson, Va. 23662.



Dispatchers Report for Great Lakes

JANUARY 1-31, 1979

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Algonac (Hdqrs.)	26	6	1	14	9	0	29	10	6
Algonac (Hdqrs.)	9	4	1	7	6	0	18	6	5
Algonac (Hdqrs.)	4	2	0	4	6	0	7	2	1
Algonac (Hdqrs.)	30	40	6	0	0	0	42	71	32
Totals All Departments	69	52	8	25	21	0	96	89	44

*"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.

SIU Scholarship Helping Seafarer's Son Shape Up & Ship Out

When John M. Gallagher, Jr. got a phone call from the SIU back in 1973 telling him he'd won the Union's four-year, \$10,000 college scholarship, he immediately relayed the news to his father.

Seafarer John M. Gallagher was on a ship at the time, and when a telegram was handed to him he got pretty nervous. "He thought it was bringing bad news," his son explained, "but as soon as he opened it he got real excited and was very happy."

The elder Gallagher's excitement over his son's winning the SIU's college grant was shared by John Jr. because it enabled him to take the first step towards a career in marine biology which, he said, "I think I've always been interested in."

John's chosen field is a natural extension of the seafaring life he grew up with. "I've always wanted to go to sea like my dad," Gallagher said. "But I also wanted to ship out in such a way that I'd

always be learning something and finding out new things.

"Marine biology," John continued, "will allow me to do both—be at sea and do research at the same time. It's one of the newest fields around and one of the few frontiers left."

With his major all picked out, John attended Drexel University in Philadelphia, Pa., graduating in 1978.

As part of his studies, John worked on research projects in several different areas of biology. One study involved work on cell membranes. Another project, which was right up his alley, was a marine ecology study.

Using marsh areas on and around the Philadelphia campus as a laboratory, the project was designed to test the levels of a chemical known as ATP, in the water.

While Gallagher was attending college full-time, he was also working relief jobs on tugboats for SIU-contracted companies in the Philadel-

phia area. Now a full-book Union member, John is still working as a deckhand on inland vessels, trying to save enough money for tuition for graduate school.

"I want to get a Masters degree and then a Ph.D. in marine biology," he said, "and I can work on the tugs while I continue my schooling."

Gallagher's not sure exactly what direction his research work will take after he gets his degree. "It might be marine biochemistry," he said, "or an offshoot of whatever I'm working on at that time."

One thing he's sure of though is that he's interested in "anything to do with oceans. I'd even like to work as a technician on a deep sea research vessel," he said.

Gallagher's hobbies and recreational interests also run to deep sea activities. He likes swimming and scuba diving but also finds time for motorcycling, music and reading.

John's father, Seafarer John M. Gallagher, has been an SIU member since 1941 when he joined the Union in the port of New York. His close to 40 years as a Union member included participation in the 1962 Robin Line beef. Gallagher, who shipped in the deck department for many years, now sails as Recertified Bosun.



John M. Gallagher, Jr.

Crew Heroics Save Seaman From River Current

The SIU-contracted S.S. *Monticello Victory* (Monticello Tanker Co.) lay at anchor in the Mississippi River off Baton Rouge, La., on the night of Dec. 2, waiting for a loading berth and for a launch carrying crew replacements to arrive from shore.

While he waited for the new crewmen, third mate Philip Rosenstein went up on deck to make sure everything was ready for the launch's arrival.

"Let's get this line stretched out," Rosenstein called to the watchstander, pointing to the life ring's coiled line, "in case we have to use it for an emergency."

Those words proved prophetic. Just a few minutes later, at 11:45 p.m., as A.B. James Bruce began climbing the ship's Jacob's Ladder, he lost his footing and fell into the river, hitting the launch on his way down.

Weighed down by heavy winter clothing and unable to fight the strong 3 to 5 knot current, Bruce lay helpless in the water, supported only by a small line from the launch.

Rosenstein immediately had the pilot ladder lowered into the water and threw a life ring to Bruce. But the third mate reported Bruce "appeared to be stunned and could not get hold of the ring. I tried to get him to grab the ladder," Rosenstein continued, "but he could not do so because he was completely exhausted."

Climbing down the ladder, Rosenstein tied the life line around Bruce, securing it to the ladder to keep the AB from being carried downstream by the powerful current.

It took four men to pull Bruce out of the water to safety. Because of the quick thinking of third mate Rosenstein and the cooperation of the rest of the crew, Bruce has recovered and is now serving as AB aboard the *Monticello Victory*.

The ship's Master, William H. Barrett, commended the "heroic actions" of third mate Rosenstein during the rescue.

"James Bruce was stunned and in a state of shock and unable to help himself after falling into the water," the Captain said. "With disregard for his own safety, Mr. Rosenstein secured Bruce to the life ring and the ladder until help arrived and Bruce was lifted from the water. The actions of Mr. Rosenstein saved his life."

Third mate Rosenstein was, himself, full of praise for his fellow crewmembers aboard the *Monticello Victory*. "The crew on this ship," Rosenstein said, is a

credit to the merchant marine. During the rescue operations there was no panic and the cooperation was terrific.

"The crew of the *Monticello Victory*," Rosenstein added, "is one of the finest crews I have had the honor to sail with."

Dispatchers Report for Inland Waters

JANUARY 1-31, 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	1	0	0	1	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	3	7	0	0	2	0	6	14	5
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	2	0	0	0	0	1	2	2	3
Mobile	4	0	0	0	0	0	10	0	1
New Orleans	1	2	8	0	0	3	5	6	12
Jacksonville	5	4	10	4	3	7	3	3	13
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	5	1	1	0	0	1	7	4
Seattle	0	0	0	0	0	0	0	0	1
Puerto Rico	0	1	9	0	0	2	0	1	13
Houston	11	12	12	5	13	7	7	5	5
Port Arthur	11	3	69	14	7	13	5	3	125
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	2	13	14	2	8	8	7	14	15
Piney Point	0	44	0	0	44	0	0	1	0
Paducah	0	0	29	1	3	13	1	1	51
Totals	39	92	152	28	81	54	47	57	248
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	1	0	0	1	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	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	4	2	0	3	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	8	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	2	0	0	1	1	1	2	1	0
Port Arthur	0	0	1	0	0	0	0	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	04	0	0	0	0	0	0
Piney Point	0	1	0	0	1	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	3	2	6	3	3	5	2	1	1
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	2	0	0	1	0	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	2	1	1	1	0	1	1	1
Mobile	0	0	0	0	0	0	0	0	1
New Orleans	1	0	3	1	0	0	0	0	4
Jacksonville	0	0	1	0	0	1	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	0	0	0	1
Houston	0	0	1	0	0	0	0	0	1
Port Arthur	1	0	2	0	0	0	1	0	3
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	1	2	0	0	2	0	2	2
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	2	1	6	1	0	1	2	1	12
Totals	4	4	19	3	1	5	5	4	28
Totals All Departments	46	98	177	34	85	64	54	62	277

*"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.

SIU Crew Does Whirlwind, Record-Setting Job on OBO Ultrasea

Anyone who thinks a sailor's life is a breeze can learn a few things from the SIU crew which recently completed a trip to Russia and back on the ore/bulk/oil carrier *Ultrasea*.

The work these Seafarers accomplished in the course of the voyage is a good example of what it takes to operate a modern merchant vessel and also strong testimony to the fact that Seafarers are more than able to do the job.

The five year old *Ultrasea* (Apex Marine Corp.) is a San Clemente class OBO tanker of 81,500 dwt. On her latest trip, she carried grain to Odessa and picked up crude oil in Libya for the return voyage to the U.S.

After unloading the ship in Russia, the SIU crew, under the direction of Recertified Bosun R. F. Mackert, "mucked" or cleaned out 18 ballast tanks. "This is not an easy task at best," the captain of the vessel, Richard A. McClean, explained, and it was compounded by the notorious Russian winter weather with temperatures in the sub-freezing range.

"The sailors performed well under most adverse circumstances," Capt. McClean said in his letter sent last month to SIU Executive Vice President Frank Drozak.

But "mucking" the ballast tanks was only a prelude to the crew's excellent performance throughout the voyage. After leaving Russia, they set a new record for this class of vessel by butterworth nine huge cargo holds in only 27 hours. Capt. McClean explained that "the Bosun and crew worked day and night on this job to prepare the ship for taking on oil in Libya."

"To top off the whole voyage," he added, "we had several days of good weather returning to the U.S. and the crew again proved their worth by painting the ship in only four days. This included nine hatches, decks and all trim."

"It has been a pleasure sailing with Bosun Mackert and his fine crew," Capt. McClean concluded, and "I look forward to being shipmates again."



Seafarers set a work record on the *Ultrasea* for this class of vessel by mucking nine huge cargo holds in only 27 hours.

Boatman Saved His Wheelhouse Job Thru HLSS Towboat Course

"The way things are going," Capt. Leslie Gibbs says, "if a Boatman doesn't get some kind of training, he'll eventually be phased out of the industry."

Brother Gibbs knows what he's talking about through his own experience. He felt the impact of increasing regulations in the towing industry when the Towing Vessel Licensing Act first went into effect in 1973. At that time, he had been working in the wheelhouse for close to ten years with G & H Towing of Texas. But he didn't have an operator's license, and without it, the new Act would have put him out of a job.

"The law threatened to knock me out of the wheelhouse and back to the deck," he explained. "But then the SIU gave unlicensed Boatmen like me the golden opportunity to protect our job security."

That opportunity was the Towboat Operator's course which the Union set up at the Harry Lundeberg School. Gibbs signed up for it in April, 1973. When the Act went into effect in September of that year, he was able to keep working as a fully qualified, licensed operator.

He had high praise for the way the course prepared him to pass the licensing exam. "It was presented so that even a man set in his ways like me could learn," he said.

Gibbs joined the SIU 27 years ago and has spent the last 20 working for G & H Towing. Before he started on boats, he was a foreman in a non-union steel company. "I had a whole lot of responsibility and no pay to go with it." His stepfather was a cook with G & H at the time and he told Gibbs about the benefits of joining the SIU. "You can't beat the opportunities the Union has provided for someone like me, who never finished high school, to move ahead," he said.

But over the years, Gibbs said he has come to see that education is "really the

only way to stay ahead."

He plans to take the Mate and Masters course at the Lundeberg School so that he can extend the 200 mile limit of his present operator's license to unlimited. He works now as captain on the tug *Grampus*, doing shipdocking and deep sea towing. But the additional license will allow him to qualify for whatever kind of job G & H takes on. Since the company has shipyard orders for nine new tugs and is rapidly expanding, this ability will be very

important in the years to come.

"The entire industry is moving toward stricter regulations, which will mean greater safety and more training for everyone working on boats," Gibbs said. "Education is your best bet in every way."

Gibbs lives in Altaloma, Tex., just outside of Galveston, with his wife, Patricia and his four children: Cheryl-Ann, 17; Leslie "Bubba", Jr., 16; Cynthia, 11; and Christopher, six years old.



Capt. Leslie Gibbs

MEMBERSHIP MEETINGS' SCHEDULE



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

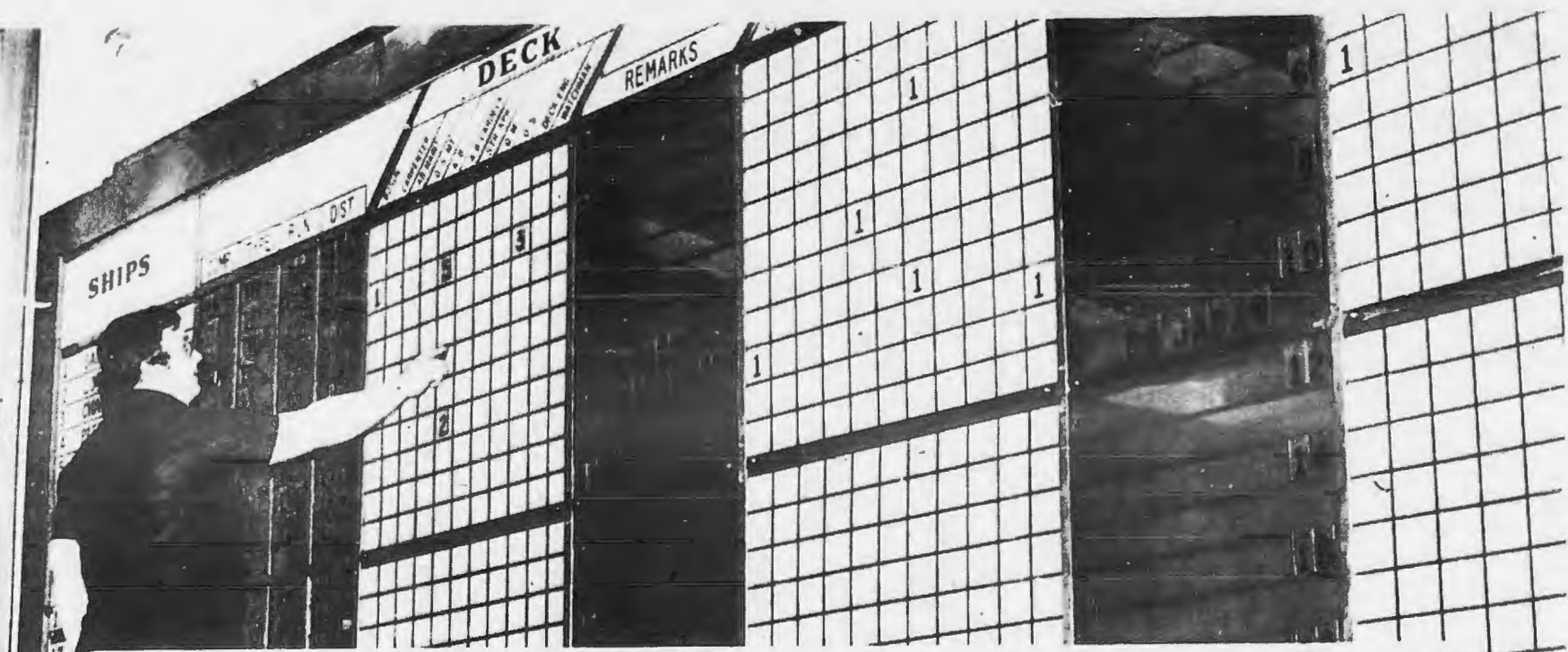
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**You can't afford not to apply for a
Towboat Operator Scholarship**

See your SIU Representative or contact HLS for details



Dispatchers Report for Deep Sea

JANUARY 1-31, 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	7	1	2	15	6	2	5	1	1
New York	82	29	12	107	54	17	130	32	10
Philadelphia	10	2	1	5	2	2	22	7	1
Baltimore	24	10	2	9	11	1	43	8	3
Norfolk	10	9	3	15	8	5	23	10	2
Tampa	6	3	2	11	6	7	13	2	0
Mobile	20	2	1	22	2	0	27	4	0
New Orleans	83	10	9	69	34	7	159	19	10
Jacksonville	51	7	4	49	17	3	76	12	2
San Francisco	44	14	5	45	14	10	61	11	1
Wilmington	21	6	10	10	10	7	45	11	17
Seattle	50	6	15	34	15	12	71	5	8
Puerto Rico	18	4	0	21	7	2	24	1	0
Houston	106	17	13	92	43	23	149	21	12
Piney Point	0	2	1	0	11	0	0	0	0
Yokohama	2	0	1	1	2	1	5	0	0
Totals	534	122	80	505	242	99	853	144	67
ENGINE DEPARTMENT									
Boston	2	3	0	3	4	0	2	1	1
New York	85	30	5	98	46	4	132	57	11
Philadelphia	9	7	0	7	1	0	12	9	0
Baltimore	14	12	0	7	6	1	22	12	2
Norfolk	8	6	3	6	6	0	15	6	3
Tampa	8	4	0	4	7	1	14	4	1
Mobile	21	8	1	13	2	1	35	10	1
New Orleans	34	23	5	47	21	0	113	37	5
Jacksonville	37	10	2	24	9	0	47	15	2
San Francisco	30	12	5	40	14	5	39	11	3
Wilmington	22	0	3	8	1	2	34	4	3
Seattle	22	9	7	26	11	3	45	16	9
Puerto Rico	10	3	0	6	9	1	19	4	0
Houston	70	22	9	61	27	10	109	20	9
Piney Point	0	0	0	0	9	0	9	1	0
Yokohama	1	0	0	0	0	1	2	1	0
Totals	373	149	40	350	173	29	650	208	50
STEWARD DEPARTMENT									
Boston	3	0	0	1	2	0	2	1	0
New York	40	10	2	61	50	13	64	15	3
Philadelphia	5	1	0	0	0	0	6	1	0
Baltimore	11	3	0	9	1	2	19	7	0
Norfolk	6	2	0	8	6	2	16	5	1
Tampa	4	0	1	7	3	0	5	0	1
Mobile	13	0	1	11	2	0	29	4	1
New Orleans	31	7	1	35	23	2	63	5	2
Jacksonville	13	4	0	20	12	1	35	4	2
San Francisco	10	6	18	19	4	31	33	5	12
Wilmington	12	2	2	11	4	2	23	4	4
Seattle	15	4	6	17	6	8	19	4	4
Puerto Rico	11	3	0	9	11	3	16	3	0
Houston	36	3	6	39	22	18	56	6	7
Piney Point	0	4	0	1	46	1	4	1	0
Yokohama	2	0	0	2	0	0	0	0	0
Totals	212	49	37	250	192	83	390	65	37
ENTRY DEPARTMENT									
Boston	2	3	7				3	3	12
New York	39	97	51				43	154	190
Philadelphia	2	10	4				9	24	4
Baltimore	9	22	15				28	38	39
Norfolk	3	11	14				6	22	18
Tampa	1	3	5				9	4	1
Mobile	4	8	1				8	15	4
New Orleans	29	51	19				61	68	51
Jacksonville	8	29	7				12	41	17
San Francisco	15	24	55				26	27	84
Wilmington	8	21	36				8	38	87
Seattle	11	26	28				12	42	40
Puerto Rico	10	16	10				25	19	11
Houston	23	61	40				36	58	69
Piney Point	0	62	0				14	7	0
Yokohama	0	0	1				0	2	1
Totals	164	444	293	0	0	0	300	562	628
Totals All Departments	1283	764	450	1105	607	211	2193	979	782

*"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.

Shipping was excellent last month at all deep sea A&G ports. A total of 1,923 jobs were shipped during that time period. Of this number, 1,105 were taken by "A" seniority members, 607 by "B" seniority people and 211 by "C" seniority people. This indicates that shipping is good right across-the-board for all seniority classes and all ratings. Shipping for SIU members will remain good to excellent for the foreseeable future.

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& Inland Waters
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New Full Book 'A' Seniority Upgraders

Gilbert Rodriguez



Seafarer Gilbert Rodriguez, 25, got his entry rating at HLSS in 1974. He sails as a pumpman and he has a FOWT endorsement earned at the Lundeberg School. He also has firefighting, lifeboat and cardio-pulmonary resuscitation training. Brother Rodriguez lives in Galveston and ships out of the port of Houston.

Bob Bess



Seafarer Bob Bess, 23, graduated from the Harry Lundeberg School of Seamanship Entry Training Program in Piney Point, Md. in 1973. He upgraded to fireman-water tender there in 1976. Brother Bess has his lifeboat, firefighting and cardio-pulmonary resuscitation training. He lives and ships out of the port of Norfolk.

Zaharia J. Kyriacou



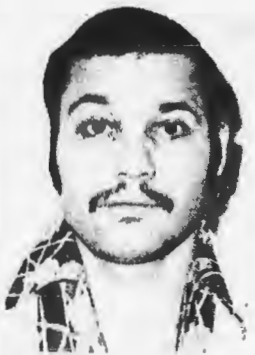
Seafarer Zaharia J. Kyriacou, 23, graduated from the HLSS in 1976. Brother Kyriacou sails as a 3rd-cook. Also to his credit, he has lifeboat, firefighting and cardio-pulmonary resuscitation training. He lives in Annapolis, Md. and ships out of the port of Baltimore.

Paul Dowe



Seafarer Paul Dowe, 20, graduated from the Lundeberg School in March 1977. He upgraded to fireman-water tender at the School in November 1977. Brother Dowe has completed the lifeboat, firefighting and cardio-pulmonary resuscitation courses. He is a resident of Brooklyn, N.Y. and ships out of the port of New York.

Evan Bradley



Seafarer Evan Bradley, 24, is a May 1975 graduate of the Lundeberg School Entry Training Program. He upgraded to AB there in November 1978. HLSS also provided him with firefighting, lifeboat and cardio-pulmonary resuscitation training. Brother Bradley is a resident of Sacramento, Calif. and sails from the Gulf ports.

Tom Carroll



Seafarer Tom Carroll, 24, graduated from the Lundeberg School in June 1977. Brother Carroll got his AB ticket last year and is LNG-trained. Also, he has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He resides in Smithtown, L.I., N.Y. and ships out of the port of New York.

James A. Peacock



Seafarer James A. Peacock, 39, graduated from the Andrew Furuseth Training School in the port of New Orleans getting his entry rating in 1968. He got his AB endorsement in 1971. Brother Peacock has his firefighting and cardio-pulmonary resuscitation training and lifeboat tickets. A resident of Brunswick, Ga., he ships out of the port of New Orleans.

John Kane



Seafarer John Kane, 23, is an April 1974 graduate of the Lundeberg School. He upgraded there to AB in September 1978. He has lifeboat, firefighting and cardio-pulmonary resuscitation training as well. Brother Kane is a resident of St. Louis and ships out of the port of New Orleans.

Why is this FOWT smiling?



Because he's working.

The best bet for wipers who want to improve their job security is getting an FOWT ticket at HLS. Job opportunities for FOWT's have never been better. So, enroll now in the FOWT course at HLS.

Course begins April 12

To enroll, see your SIU Representative or contact:
Vocational Education Department
Harry Lundeberg School
Piney Point, Maryland 20674

Monticello Victory Committee



Late last month the Ship's Committee of the ST Monticello Victory (Victory Carriers) paid off at the Exxon Dock Bayonne, N.J. They were (l. to r.) Deck Delegate Jim Barbaccia, Chief Steward Duke Hall, secretary-reporter Steward Delegate Robert Black and Recertified Bosun Anthony Caldeira, ship's chairman.

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



Support SPAD Checkoff Today For Job Security Tomorrow

A strong U.S. maritime industry is the bread-and-butter of SIU members and it's also a crucial part of the country's national and economic security.

A strong, growing American maritime industry can serve the nation in times of prosperity and national emergency. And the healthier the industry is, the better the job security is for SIU Seafarers and Boatmen.

The United States needs a commitment from Government for a national merchant fleet, built in American shipyards and crewed by American seamen and boatmen, capable of doing the job that has to be done in both the foreign and domestic trades. And that means a strong U.S. fleet—from the largest supertanker to the smallest tug.

These are the reasons the SIU spends so much time and effort fighting on the political front in Washington.

But our ability to keep on fighting depends directly on SIU members supporting those efforts. That support means sign-

ing a form like the one printed below, authorizing the Seafarers Vacation Plan to deduct 30 cents per day from your vacation benefits for the SPAD (Seafarers Political Activities Donation) fund.

The 30 cents a day will be used, like every other voluntary SPAD contribution, to further the Union's political work on behalf of the entire SIU membership.

Because of the new 30 cent SPAD checkoff, SIU patrolmen are no longer soliciting or accepting out-of-pocket SPAD donations. But Seafarers and Boatmen who wish to make direct contributions to SPAD can still do so at Union headquarters.

Political activity is a way of life for the SIU and it always will be. Because even if the jobs of SIU members are secure for today, nothing says the same will be true tomorrow, unless we keep on working.

The harder we work in Congress for legislation that boosts the U.S. maritime industry, the better off every member of this Union will be.

After all, our jobs are what keep us going. And 30 cents a day is a small price to pay to make sure those jobs will be there tomorrow.

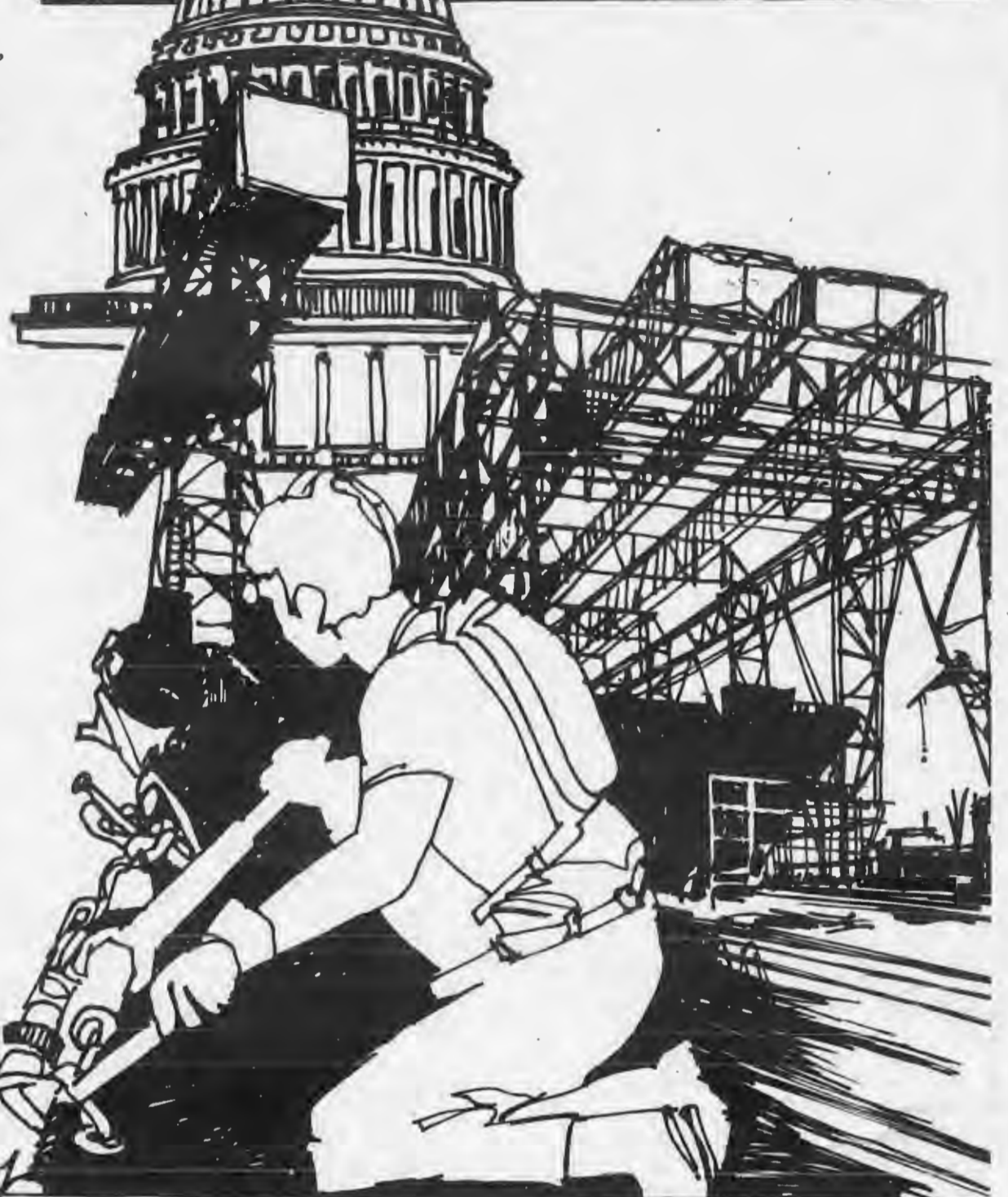


LOG

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FEBRUARY 1979



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

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