



# LOG

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# Murphy: Congress Must Act Fast to Help U.S. Fleet

With a bluntness uncommon to most politicians, Rep. John Murphy said that Congress must act with speed and imagination to rescue the U.S. merchant marine from "the brink of ruin."

He warned that if Congress remains complacent on issues involving American maritime "the U.S. international fleet will be either non-existent or nationalized."

Murphy, chairman of the U.S. House Merchant Marine and Fisheries Committee, made these remarks in an address to last month's Executive Board meeting of the AFL-CIO Maritime Trades Department in Miami, Fla.

Murphy said that the solution to the maritime industry's problems is simply more cargo for American-flag vessels.

He quoted some disturbing statistics which show that Americans paid \$3.5 billion to foreign-flag operators in 1976 to carry U.S. imports and exports. The U.S.-flag fleet, however, carried only 4.8 percent of the nation's foreign commerce in 1976.

The New York Congressman said that his goal for the U.S.-flag fleet is "to bring the merchant marine back to a point where it can carry 50 percent of our foreign trade."

## Several Measures

Murphy then outlined several of the measures he is working on to help secure more cargoes for U.S. ships.

Two of the bills Murphy talked about



are the "controlled carrier" bill and "closed conference" legislation.

Murphy introduced the "controlled carrier" bill in Congress late last year. He said that the intent of the bill is the regulation of rate-cutting practices of state owned fleets (in particular the Soviet fleet), operating in the U.S. foreign trades.

He said the bill would authorize the Federal Maritime Commission to suspend controlled carrier rates on the basis of "justness and reasonableness."

In other words, the FMC could force state owned fleets to raise their rates to minimum levels, enabling U.S. carriers to compete with them on a more equitable basis.

Since 1972, when U.S. ports were opened to state-owned fleets, they have taken vast amounts of liner cargoes away from American-flag carriers by charging below-cost cut rates.

Murphy said that he plans to introduce his second bill, the "closed conference" legislation, later this year.

Murphy noted that at the present time all U.S. shipping conferences, which govern the U.S. trades, are wide

open. This allows foreign fleets not directly involved in the U.S. trades to carry U.S. imports and exports as third-flag carriers.

He said that the "closed conference" bill would allow only U.S.-flag carriers and carriers of our trading partners to participate in certain trades. This would automatically reserve more cargo for U.S. ships.

Murphy said that the legislation he has planned for the coming year "is complex and controversial." But, he affirmed that "the American merchant marine is in a crisis situation that demands real and not cosmetic solutions."

## SUP Calls Joint Conference

The Sailors Union of the Pacific's newly elected President/Secretary-Treasurer Paul Dempster invited all the Seafarers International Union of North America seafaring affiliates, to participate in a joint conference on Apr. 12 at the SUP headquarters in San Francisco.

Speakers at the conference included, among others: Paul Hall, president SIUNA; Paul Dempster, president SUP; Frank Drozak, executive vice president SIU, Atlantic, Gulf, Lakes and Inland

Waters District; Henry Disley, president Marine Firemen's Union; Ed Turner, president/secretary-treasurer Marine Cooks and Stewards Union; Roy Mercer, president Marine Sea Transport Union, and Merle Adlum, president Inland Boatmen's Union of the Pacific.

These representatives, as well as others in attendance, spoke on the problems of the industry, with particular emphasis on matters affecting the West Coast. A report on the conference will be carried in a future edition of the *Log*.



Paul Hall

## The PRESIDENT'S Report

### An Important Step Toward the Future

How do you measure the strength of a union?

One way is by its pension, welfare, and general funds. Another, even more important way, is by the job opportunities it has secured for its membership.

The SIU is strong in both areas. Our funds are financially secure and more than ample to meet the needs of our members. And our job picture is the brightest in the industry.

But the wealth of a union is not determined by the size of its treasury or by the number of jobs held by its members.

I don't mean to discount the obvious importance of money and jobs. No union could exist without both.

But what I want to stress here is that these are the results of our strength, not the reasons for it.

The true measure of a union's strength is its constant determination to plan for the future.

This is the reason for the SIU's proposed merger with the Marine Cooks and Stewards union, now being voted on by the memberships of both unions. I believe this merger will bring greater strength for both the SIU and the MC&S and I'd like to explain why.

The SIU has lived through a total change in the maritime industry. We've not only survived this change, we've prospered under it. Instead of buckling under to the problems of the industry, we've always searched for positive ways to deal with those problems.

We saw that new ship technology restricted job opportunities. But we also recognized that it demanded advanced, specialized skills which opened up new jobs for merchant seamen. And we developed training programs to meet that demand.

When we learned that being good sailors and good craftsmen wasn't

enough to keep up with changing times, we developed stronger unionizing efforts and more widespread techniques. We lost ships that were scrapped or sold and entire companies that folded under the pressure of increased foreign competition. But we organized new companies. Not only that, we got involved in political action to protect American shipping and encourage its growth.

The SIU is in good shape now, but history has taught us that we can't afford to be satisfied with what we've achieved so far. We've achieved a great deal through training, organizing, and political action. These have been today's efforts to meet tomorrow's challenges.

But what we've learned over the years is that tomorrow's challenges keep getting tougher.

We knew this back in 1940 when the SIU's Atlantic and Gulf districts got together in the Union's first merger. We knew it in the 1972 merger with the Great Lakes District and in the 1976 merger with the Inland Boatmen's Union.

What we gained in all three instances is what I believe lies ahead in the proposed merger with the MC&S: Combined and increased strength to meet tomorrow's challenges.

I see this now more than ever as a union's best safeguard against future problems and its most effective way to capitalize on future promises.

I stress promises as well as problems because I think both are part of the challenges facing the maritime industry. A lot has been said about the decline of the U.S. merchant marine—all of it true. Numbers tell the whole story. After World War II, there were 2,300 U.S.-flag merchant ships. Now there are about 500.

But at the same time, there are a number of major developments in the industry that promise total maritime revitalization for this country. These include offshore oil drilling, ocean mining of a vast reserve of deep sea minerals, and increased use of liquified natural gas and technologically advanced LNG vessels. The rapidly growing tug and barge industry is also reaching an enormous potential for growth.

U.S. maritime labor will have to pool its resources on a national scale in order to meet the challenge of these developments. Right now we need a national maritime policy. We'll have to work closely together to get it and to make sure that it delivers these promises to American labor and the American economy.

If the memberships agree to unite, then the merger of the SIU and the MC&S will be just one step toward the future. But it is an important step closer to the time when all maritime unions can use their combined strength to stem the decline of the U.S. merchant marine and take full advantage of the industry's dynamic new beginnings.

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# Drozak Hits Navy Budget Bid for Non-Combat Ships

The U.S. Navy should stick to their warships and allow the private merchant fleet to handle all non-combatant naval support roles, according to Frank Drozak, executive vice president of the SIU. Drozak was joined in his view by spokesmen from the maritime industry.

They made their views known in testimony before subcommittee hearings of the House Armed Services Committee on Apr. 5. The hearings were held to study the Administration's proposed budget requests for the Navy for Fiscal Year 1979.

From the SIU's and the private sector's point of view, there are two sore spots in the proposed Navy budget for 1979.

First, is a request for \$192 million to build a non-combat cable repair ship. The Navy says that the vessel is needed "for retrieval and repair of various underwater cables and associated acoustic or electronic equipment."

Second, is a request for funds to build several towed array vessels, which are roughly equivalent to offshore supply boats. A Navy spokesman said that the towed array vessels are needed to support some sort of Navy ocean research project.

The Navy already operates a sizable fleet of non-combatant oilers as well as a fleet of 125 harbor tugboats. In the last 10 years, the Navy has spent \$100 million in the construction of new tugs.

## Able and Ready

In opposing the latest Navy request for funds to build non-combat vessels, Vice President Drozak stated that the private merchant marine is both able and anxious to build and man any support vessels needed by the Navy. But more importantly, said Drozak, the private fleet can perform these services at a significant savings to the U.S. Government.

In reference to the proposed cable repair ship, he pointed out that the pri-



SIU Executive Vice President Frank Drozak tells House hearings that the private sector of the U.S. merchant marine should be allowed to handle all non-combat support roles for the Navy.

private fleet has "the only modern cable-layer (the *CS Long Lines*) under the U.S. flag." And he noted that the *Long Lines* has done extensive work for the Navy in laying thousands of miles of cable.

Drozak added that allowing the private sector to handle non-combat roles would free scarce shipbuilding funds for the construction of much needed new warships.

Year after year, Navy spokesmen complain about the lack of funds available to build new warships.

Drozak pointed out that both Russia and Great Britain use their merchant fleets effectively and extensively as a military auxiliary to naval operations. He said that when the U.S. private fleet has been called on to support naval maneuvers during peacetime, the results have been excellent. He noted the work

of the SIU-manned *Erna Elizabeth* in 1972 in refueling Navy vessels at sea. The *Erna Elizabeth* and her crew received high praise from top Navy officials for their efforts.

Drozak concluded that "maximum use of the merchant marine" for non-combat support roles would create three important benefits for the Navy and the nation. He said it would:

- "Relieve the Navy of a massive support vessel shipbuilding requirement and the Federal funds involved, with greater funding thus being available for U.S. combatant vessels."

- "Allow a closer peacetime support role for the U.S. merchant marine, meaning we could do a better job, should a true emergency arise, in backing up the Navy."

- "The merchant marine could train and operate the crews for the ships, re-

lieving the Navy of a major manpower and training requirement."

## Brand, Crowley Testify

From the management side, testimony at the hearings was given by Herb Brand, president of the Transportation Institute (TI) in Washington, D.C., and Thomas Crowley, president of Crowley Maritime Corp. in San Francisco. TI is an educational and research organization for the maritime industry.

Herb Brand said that America's tradition has always been "to allow private industry to do a job whenever it can, and that Government should only undertake those projects which private industry cannot perform."

He said that the merchant fleet has served the nation well in several wars.

*Continued on Page 31*



Herb Brand, right, president of the Transportation Institute, testifies at House of Representatives hearings on the Navy's budget for Fiscal Year 1979. Waiting his turn to comment is Thomas Crowley, president of the SIU-contracted Crowley Maritime Corp. of San Francisco. Both men urged maximum use of the private merchant fleet as a military auxiliary to the Navy.

## Voting Begins on Merger of SIU, AGLIWD and MC&S

Voting on the proposed merger of the SIU, AGLIWD District and the Marine Cooks and Stewards Union began this month at all SIU and MC&S Union Halls.

For the merger agreement to become effective, the respective memberships of both the SIU and the MC&S must okay the merger in separate secret referendums.

Voting for SIU members began Apr. 17, 1978 and will continue through May 16, 1978. SIU members can pick up their ballots at the service counter in any SIU Hall. Voting for MC&S members began Apr. 10 and will continue for

60 days.

Copies of the proposed Merger Agreement between the two Unions have been made available to members at all SIU Halls so that they may inspect the Agreement before voting.

Results of the election will be announced in June. The *Log* will carry details concerning the vote in the June edition of the paper.

### Began 1 Year Ago

The wheels of merger were first set in motion for the SIU and MC&S more than a year ago.

In February 1977, the Executive

Board of the AGLIWD District offered a proposal of merger separately to each of the SIUNA's affiliated Pacific District Unions—the Marine Cooks and Stewards, the Sailor's Union of the Pacific, and the Marine Firemen's Union.

The executive officers of the three West Coast unions considered the proposals separately. The MC&S officers accepted the proposal, while officers of the SUP and the MFU tabled the proposal.

The merger proposal between the MC&S and the SIU was then presented to the SIU membership at all March 1977 monthly membership meetings.

The proposal was accepted unanimously. This gave the SIU Executive Board the authority to work out the mechanics of merger with the MC&S.

The fate of the merger proposal of the two Unions now rests with the respective memberships of both organizations.

If the merger takes place, it will represent a giant step forward in the consolidation of some of the SIUNA's seagoing affiliates into one larger, stronger unit. Such a move would provide stronger job security and wider job opportunities for all members of the SIU family.

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## Boatman Jarvis, 25, Got Engineer's License Through HLS

In the days when Walter Jarvis' father was a tugboat captain, few career Boatmen were thought of as professionals. His father, the late Walter Jarvis Sr., was one, but he had to prove it through long years of skill and hard work in the wheelhouse.

At 25 years of age, SIU Boatman Jarvis Jr. already has demonstrated his professional standing. He has eight years of tugboat work behind him, but he also has something else that gives him a firm foothold in his career—an inland license. It gives him the good pay and job security that many men in his father's generation could never count on even after years on the job.

Jarvis is a licensed engineer with Allied Towing in Norfolk, Va. He started there as a deckhand when he was 17 and eventually switched to the engine room where he found his real interest.

### Went to HLS

Jarvis heard about the Diesel Engineer Course at the Harry Lundeberg School from SIU Norfolk Patrolman David "Scrap Iron" Jones. When he had the necessary three years seetime in the engine room, he decided to take the course and a chance to get his license.

"The course helped a lot," he said. And it paid off for him in more ways than one. He passed the licensing exam for assistant engineer on the first try in September, 1976 and went back to work for Allied for considerably more money than he had been making



Walter Jarvis, Jr. is the youngest licensed engineer with Allied Towing of Norfolk, Va. He prepared for the license exam through the Diesel Engineer Course at the Harry Lundeberg School.



before. He is now the youngest licensed engineer with Allied. Married and the father of one child, Jarvis really appreciates the extra money.

He is engineer on the 2,600 hp. tug *Tester* which makes regular runs hauling oil from Yorktown, Va. up to a

power plant at Quantico, Va. on the Potomac River. The *Tester* is used to actually test new engine parts for Allied's fleet. This is part of Jarvis' responsibility as engineer.

Jarvis enjoyed his stay at the Lundeberg School and said he is looking forward to returning to Piney Point, Md. to upgrade again—this time to gain the higher pay and job security of a chief engineer's license.

## Full Employment Bill Passes House

By a margin of 257 to 152, the U.S. House of Representatives passed the Humphrey-Hawkins Full Employment Bill earlier this month.

The bill, heavily supported by the labor movement, is designed to reduce the national unemployment rate to 4 percent within five years after passage of the bill.

The bill now goes to the Senate, where hearings will be conducted by the Human Resources Committee and the Banking Committee.

During the House floor fight for the bill, several damaging amendments that would have diluted the purpose of the measure were narrowly defeated.

The most crucial vote was a 215-205 defeat of an amendment that would have made full employment contingent on a balanced budget.

**If passed and signed into law, the bill establishes as a national goal "the right to full opportunities for useful paid employment at fair rates of compensation for all individuals able, willing and seeking to work."**

The late Senator Hubert H. Humphrey sponsored the bill in the Senate. One of his last official acts before his death was a letter he sent to his Senate colleagues urging them to vote for the bill.

## 3 Die, 12 Injured at Exxon Refinery, Company Fined \$1,200

Three men died and 12 others were injured as the result of a carbon monoxide poisoning accident at an Exxon oil refinery on Jan. 2. Following an investigation by the California Occupational Safety and Health Administration, the corporation was fined \$1,200.

Two of the injured men, members of the International Union of Petroleum Workers, an affiliate of the SIUNA, also filed suits against Exxon. Those suits are still pending.

The accident at the Benicia, Calif. refinery was caused by what OSHA called "taking chances and cutting corners." A maintenance crew had

gone into a coker tank to get it ready for production but the enclosed tank hadn't been adequately checked to make sure it was safe to enter.

The pipelines that feed the four-story coker tanks are fitted with metal blinds to keep toxic or combustible substances from entering the tanks. At Exxon, the blind was removed while the workers were still in the tank and carbon monoxide came into the tank through the pipes.

The civil investigation by OSHA concluded, according to a spokesman, that the oil industry "has become sloppy in its safety procedures." On paper, the spokesman said, the industry

has "remarkably good safety and health procedures." But there's been a "breakdown" between the on-paper regulations and what actually takes place.

Exxon was charged with four "serious" safety violations stemming from the accident. The violations were:

- Allowing workmen to enter a tank without a safety shield, or blind, in place;
- Allowing employees to enter a confined space without proper respiratory equipment;
- Failing to determine that there was a gas-free atmosphere in the tank, and
- Allowing both the maintenance

and rescue crews to enter the tank without safety harnesses or lifelines.

Each violation carries only a maximum fine of \$300 which, Earl Church, secretary-treasurer of the IUPW said was "not enough." "It is the responsibility of Exxon to monitor their own operations," Church said. "They should have been heavily fined for the laxity."

OSHA is in the process of conducting another investigation to determine whether there is cause for criminal prosecution in connection with the accident. The results of that investigation will be turned over to the Solano County District Attorney's Office.

## Empty Steering Engine Room: A Cause of \$8.5M Damages

In February 1977 the 25,000-ton tanker *SS Marine Floridian* (Marine Transport Lines) rammed into the Benjamin Harrison Bridge on the James River at Hopewell, Va. One bridge span collapsed right away dumping two vehicles into the water. Eventually both a second span and a bridge tower fell onto the ship.

There were no fatalities or serious injuries, but total damage to the bridge

was estimated at \$7 million and to the tanker at \$1.5 million.

The National Transportation Safety Board recently determined the cause of the collision and recommended a number of safety measures to prevent similar accidents.

The *Floridian* (a non-SIU ship) hit the bridge for a number of reasons, including both mechanical and human failures. But the fact that the steering

engine room was unmanned, the Board reported, also prevented quick action that might have stopped the collision. The SIU has protested the potential danger of unmanned engine rooms.

The immediate cause of the accident was the tanker's 33-year-old electrical switch which fell open and cut off power to the steering motor in the unmanned engine room. The switch was mounted vertically and opened due to gravity and vibration. Inadequate maintenance and inspection of the switch were to blame, the Board said, since this happened only five months after Coast Guard and American Bureau of Shipping inspections.

But the speed of the vessel was also a major factor in the collision. The tanker was under "full ahead" power down the river after unloading a cargo of molten sulphur at the Allied Chemical Corp. Dock in Hopewell.

The steering loss was not immediately discovered because no one was in the steering room. Moreover, the automatic alarm system failed due to a burned-out coil in a relay switch. When the loss was reported by the captain to the engine room, the alternate steering system could not be activated in time to prevent the collision. The right rudder was applied but the ship did not respond. The pilot then reversed the engine and dropped anchor, but neither

maneuver prevented the ship from striking the bridge.

"If the steering engine room had been manned by a licensed and trained engineer, if the steering failure alarm had functioned and if the vessel had been moving at a more modest speed, the collision could have been avoided," the Board concluded.

While this was the Board's contention, the SIU also feels that had the engine room been manned with unlicensed personnel as well as an engineer, the accident might have been prevented.

The Board made two major safety recommendations to the Coast Guard:

- To speed a proposal to Congress authorizing a requirement that vessels on inland waters as well as the high seas proceed at a safe speed, and
- To study and determine the need for automatic recorders aboard large vessels which would provide precise evidence for marine accident investigations.

The Board found that a "lack of precise evidence regarding time, speed and distance made it impossible to determine the exact combination of events that contributed to the *Floridian* collision." The Board had recommended installation of automatic recorders on oceangoing tankers and containerships in two previous marine accident reports.

## Brand Calls for National Cargo Policy

Herbert Brand, president of the Transportation Institute, labeled as "disgraceful" the fact that U.S.-flag ships carry less than 1 percent of the nation's dry bulk imports.

Brand blamed this inequity on the failure of the U.S. Government to adopt a national maritime cargo policy for U.S. ships.

He said that the present Congress "does not understand the merchant marine" and how it relates to national security requirements.

He said that this lack of understanding led to the defeat of the 9.5 percent oil cargo preference legislation last year.

Brand affirmed that one of the first steps to be taken in developing a na-

tional cargo policy is to "halt Soviet penetration in the U.S. trades on both the East and West Coasts." He said, "the Russians are rate cutting to the point where nobody can cope with them."

The Transportation Institute president said that reserving 40 percent of all U.S. cargoes for U.S. flag ships is a "fair figure" to shoot for in setting up a national cargo policy.

Brand made his comments last month at a Water Transportation Conference in Washington, D.C.

The Transportation Institute is a maritime research and educational organization operating out of the nation's capital.

# Bus Shipments Show Need for U.S. Maritime Policy

Last month the first shipment of 500 Federally-funded buses arrived in Houston on a Russian-flag ship. The storm of protest set off by that event left one major question in its wake:

How can the American Government prevent future actions like this that work against the American-flag merchant marine?

The immediate answer is simply a matter of following U.S. Shipping Law. But this is only part of the major issue at stake in the bus incident—the need for a stronger national maritime policy. The SIU is working toward this important goal as the overall way to protect and strengthen the U.S. merchant fleet.

The shipping law involved in the bus incident is P.L. 664, the Cargo Preference Act of 1954. It mandates that at least 50 percent of Government cargo be carried on U.S.-flag vessels.

The German-built buses constitute Government cargo since 80 percent of their cost is being paid with U.S. tax dollars under a Government grant. The U.S. Department of Transportation (DOT), through its Urban Mass Transit Administration, authorized the purchase of the buses for use in several American cities. The remaining 20 percent of the cost is being paid by the city and state governments involved.

Two U.S.-flag shipping lines bid for the carriage of the buses from Germany to the U.S. But a Soviet line came in with a much lower bid and was awarded



The first shipment of German-built buses, paid for almost entirely by the U.S. Government, arrived in Houston on a Russian-flag ship in March.

Photo Credit: Jerry Clark, The Houston Post Co.

the contract for the entire shipment, despite P.L. 664.

Congressman John M. Murphy, chairman of the House Merchant Marine and Fisheries Committee, said that the Soviet carrier, Baltic Shipping Co., had "grossly underbid" the American lines. Murphy's Committee has been conducting hearings on a bill which would control the rate-making practices of foreign government-owned lines in U.S. trade.

In a letter to Rep. Murphy, SIU President Paul Hall praised the Committee's probe into the bus situation. He further urged "that the Committee also

consider the broader import of this incident." Hall noted that "in this regard, the use of foreign-flag vessels for carriage of cargoes funded by public monies demonstrates the problems created by the lack of a coordinated, maritime policy."

The SIU president went on to say that "the President, the Congress and this Committee are committed to the increased use and further development of the U.S.-flag merchant marine. This unfortunate incident points out that this commitment must take the form of a national program which includes requiring Federal agencies and depart-

ments to utilize the U.S.-flag merchant marine to the fullest extent possible."

DOT says it did not award the contract to the Soviet line. The shipping arrangements were left in the hands of the overseas forwarder delivering the vehicles. But Herbert Brand, president of the Transportation Institute, maintained that the way the shipment was handled is "symptomatic of the lack of a coordinated national maritime policy." He made this statement in his Apr. 7 testimony before the House Merchant Marine Subcommittee. TI is a Washington, D.C.-based research group representing the U.S. maritime industry.

DOT has indicated that it will now include within the grant terms sent to states a proviso that 50 percent of any buses purchased abroad must be imported in U.S.-flag ships. But Brand pointed out in his testimony that there is "no adequate uniform reporting system or program of policy implementation," as a whole, for Government agencies to follow in actions that affect maritime.

Congress and the Administration must develop a national maritime policy, Brand concluded. And "it is an essential first step that Federal agencies and departments utilize, to the fullest extent possible, the U.S.-flag merchant marine. The shipment of the Federally-funded buses on Russian vessels clearly illustrates the need for such a commitment."

## U.S. Jobless Rate for March Edges Up to 6.2%; Blacks' Is 12.4%

WASHINGTON, D.C.—The nation's jobless rate rose last month to 6.2 percent from February's 6.1 percent. This was the first rise in unemployment since August when the rate rose from 6.9 to 7 percent, the U.S. Labor Department's Bureau of Statistics (BLS) reported early this month.

Joblessness for white workers was 5.3 percent while blacks and other minority workers had an unemployment rate of 12.4 percent from 11.8 percent. Most of the March increase in joblessness was among black women (11.4 percent from 10.1 percent) and black teen-

agers (39 percent!).

Cause of the rise was attributed to the growth of the country's labor force and slower economic activity, due to the lack of any "significant" increase in the U.S. production of goods and services.

In January the jobless rate was 6.3 percent. Last year the jobless rate was 6.6 percent in the fourth quarter, 6.9 in the third, 7.1 percent in the second, and 7.4 percent in the first.

The AFL-CIO thinks that the unemployment rate is much higher because of "discouraged workers." These are unemployed persons who have given up

their search for jobs.

### 8.7% Is Truer

AFL-CIO Research Director Rudy Oswald says that if the discouraged workers were added and if a half of the number of workers employed parttime for "economic reasons" were added into the total, a "truer (unemployment) rate would be 8.7 percent last month with 8.8 million workers out of jobs." Oswald also said the March results showed that the Carter Administration must provide more stimulus to the economy and aim its job programs at pockets of

unemployment.

BLS Commissioner Julius Shiskin warned that the jobless rate "isn't going to go down very rapidly" during the next several months because of such problems as finding jobs for the hard-core unemployed. "It gets tougher every tenth," he told a hearing of the Joint Economic Committee of Congress.

The Labor Department reported the jobless rate for adult men was 4.5 percent. For adult women it was 5.8 percent. For teenagers it was 17.3 percent from 17.4 percent. And for fulltime workers it was again 5.3 percent.

## TI: U.S. 'Runaways' Policy Hurts Taxpayer, Trade, Defense

The American taxpayer is an unwitting pawn in subsidizing the use of runaway, flag-of-convenience ships that drive up the cost of consumer products in the United States. Moreover, American policies are thereby being used "to weaken our national defense, to degrade the U.S. and world environment, to increase the burden on other U.S. taxpayers, [and] to aggravate the deficit in the U.S. balance of trade. . . ."

This view was expressed by Peter J. Luciano, director of policy planning and development at the Transportation Institute, before an assembly of some 100 members of the world shipping community. They were gathered at a conference sponsored by SEATRADE magazine in London on Apr. 4-5 and titled "Money and Ships" 78.

Luciano was one of several speakers on a panel that dealt with the flag-of-convenience issue. His opponent in the debate that followed his speech was Philip J. Lorec, chairman of the Federation of American Controlled Shipping, an organization of runaway ships belonging to oil companies and other multinational corporations.

Also on the panel were Sir Frederic Iton, president of the International Shipping Federation; Eric Nevin, gen-

eral secretary of the Merchant Navy and Airline Officers' Association; James McConville, senior lecturer, Transport and Insurance, City of London Polytechnic; and J.M.S. Smith, general secretary of the Liberian Shipowners' Council.

In stressing an American viewpoint, Luciano said, "I believe it is time for the proponents of the flag-of-convenience device to recognize that there is a limit to what the American people will tolerate, and it would perhaps serve the best interests of those very proponents of flags-of-convenience if they were themselves to impose some self-restraint and accept the notion that their support of the larger interests of the United States will, in the long run, accrue to the benefit of all."

He pointed out that "we have no conflict with the interests of legitimate maritime nations" in participating in U.S. trade. In fact, he said, "It is critical to U.S. interests and to those of the free world as a whole that the fleets of the United Kingdom, of France, of West Germany, of Norway, of Denmark, of Japan, among others, remain strong and active. The problem lies not in the participation of nations such as these,

but in the unbridled acquisition of our trade by flag-of-convenience vessels.

"If we examine the practices of other leading nations, it becomes very plain that where the United States has failed, they have succeeded in reconciling their national policies. As a result, they have acquired substantial shares of their foreign commerce for their own vessels. The United Kingdom, for example, carries 34 percent of its foreign trade in vessels flying the British flag. France

carries 34 percent of its foreign trade; West Germany carries 20 percent; Norway carries 30 percent; Japan carries 44 percent; the Soviet Union carries 55 percent. Of all the leading nations, only the United States has permitted its share of foreign trade to decline to so negligible a level as 5 percent."

He suggested "that the United States, in its own best interest, must impose constraints on the operations of flag-of-convenience registries."

## Postal Act To Require U.S. Ships

A major reorganization of the U.S. Postal Service has been approved by the House. The Postal Service Act (H.R. 7700) was drafted because of increased general dissatisfaction with the quality of the U.S. mail service.

One of the key features of the Act is the requirement that the Postal Service use U.S.-flag ships for the transportation of international surface mail.

SIU legislative representatives have been meeting with members of the House Post Office Committee since the reorganization legis-

lation was first introduced last fall to make certain that a "ship U.S." provision would be included in the draft of the legislation.

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

The Postal Act is the first major reorganization of the Postal Service since Congress established the quasi-independent private corporation in 1970. The bill is now pending before the Senate Governmental Affairs Committee.



### St. Louis

Towboat and barge traffic is getting back to normal with the recent settlement of the United Mine Workers strike and the end of ice jams on the upper Mississippi River system. Eight SIU-contracted boats are now laid up, down from the average daily count of 18 that were idle during the coal strike. They are expected to be back in service by the end of the month.

But warm weather has changed ice problems into high water problems on the River. Towboats have a harder time navigating in these conditions. The Mississippi was high enough to require closing the flood gates in downtown St. Louis this month.

River cooks are known for their unique and delicious recipes and no one knows this better than the river cook who contacted the *Log* for help in compiling those recipes in a cookbook. Anyone who contributes will be given credit by name, home, and boat or company in the cookbook. Interesting stories or adventures on the river are also desired to give the book a "real river flavor." Send them to:

Waterway Publication  
P.O. Box 23915  
St. Louis, Mo. 63119.

### Great Lakes

The towing industry is stirring from its winter hibernation on the Great Lakes. The first fit-out of the season was called this month by SIU-contracted Peter Kewit & Sons. Lakes Boatmen are getting the tug *Robin* in shape to work on a dyke project in Cleveland, Ohio.

While most tug and dredge work was shut down during the ice-packed winter, industry expansion plans were not at a standstill during those long months. SIU-contracted Great Lakes Towing of Cleveland has applied to the Maritime Administration for a construction loan and mortgage insurance under Title XI of the Merchant Marine Act. This would help finance a 5,600 hp. twin screw tug. Estimated cost of the new vessel is \$3.4 million.

Another plan that looks good in general for inland job opportunities on the Lakes is one for a new tug and barge service across Lake Michigan. A Wisconsin shipbuilder has proposed trailer barge service from Milwaukee, Wis. to Muskegon, Mich. No one has ever designed a barge to move across Lake Michigan, but these would operate even in the winter with reinforced, heated sides to move ice. The plan includes an eight-acre barge terminal on the Wisconsin side. The less than six-hour run would provide a great cost-saving alternative to overland route congestion around Chicago.

### New Orleans

SIU Boatmen with Crescent Towing, the biggest shipdocking operation in this port, have overwhelmingly ratified a new three-year contract, effective Mar. 1, 1978. It brings substantial wage increases and better benefits, including the industry-wide Inland Vacation Plan. The terms of the contract are written in the standard language now being used to provide Boatmen stronger protection for their collective bargaining rights.

Crescent operates 16 tugs, including the newly remodeled and repowered *Elizabeth Smith*, which was crewed early this month.

### Mobile

This port also reports a new contract and a new boat. SIU Boatmen just ratified a new three-year contract with Pilot Service. It went into effect on Apr. 6 and includes wage increases, the industry-wide Inland Vacation Plan, and standard language. Pilot Service's new boat is the recently built *Alabama*.

## Troy: Use Merchant Marine to Aid, Buildup Navy Seapower

The measure of American seapower is the strength of the U.S. Navy and the U.S. merchant marine. Working together, these two components can build an even stronger foundation for America's maritime capabilities.

This was the message delivered by Steve Troy, SIU West Coast Headquarters representative, at the Seapower Forum held in San Francisco on Mar. 3-4. Troy stressed the importance of this partnership to the national defense and the nation's economy in his talk on "American Maritime Labor as a National Asset."

The forum was the latest in a series designed to focus national attention on America's declining seapower. It was co-sponsored by the Maritime Administration, the Navy, the Navy League, the U.S. Naval Reserve, and the National Maritime Council.

"We're talking about the security of

our nation," Herb Brand, president of the Transportation Institute and the forum's moderator explained. "It's down in the list of priorities, in public attention. We need to educate people, as in this seminar." Transportation Institute is a Washington, D.C.-based educational and research organization for the maritime industry.

Troy described the merchant fleet's role in providing the back-up and support ships that the Navy needs to operate. But he pointed out that the two services should also back each other in working for Government support.

"Both the Navy and merchant marine face similar legislative difficulties on the Hill—difficulties that are partly caused by the fact that we do not help each other as much as we could. Greater Navy support for the U.S. merchant marine would help our industry to convince the Congress that the maritime

industry is a national defense asset—and as such, should be aided and supported in peacetime. In the same manner the maritime industry could help blunt many of the attacks now being made on the Navy's fiscal year 1979 budget."

Troy maintained that the SIU has worked closely with the Navy in the past to assure funding of important defense projects and looks forward to a continued and strengthened relationship.

He listed the many ways in which maritime labor has proved itself a national asset by playing a key role in building up the maritime industry. And he stressed how the merchant marine can be even more of a national asset

through an increased role in supporting Navy operations.

This would mean using more commercial ships and tugs to supplant some of the work now being done by aging Navy vessels. The SIU has maintained for many years that commercial fleet oilers and harbor tugs can service Navy ships more efficiently and cheaply than the Navy's own support vessels.

"In the coming months," Troy concluded, "we could hope that the Navy would review this type of joint effort. We feel the mutual benefits would be significant and the needs of our national security would be better served. We are an asset waiting to be used in the quest to build up U.S. seapower."

## 'Uncle Sam Is Waitin'



"Uncle Sam is waiting for this," SIU Boatman Olin Brown (center) said as he received his Union inland vacation plan benefit check last month in Baltimore. The benefit will make income tax time a lot easier for Olin and his wife, Willa, also shown here. Olin is a mate with Stuart Transportation of Piney Point, Md. At left is Baltimore Port Agent George Costango. The check's amount was \$655.65.

## Do You Have One of These?



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

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

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

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

## 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:

- clinic card
- seaman's papers

- membership certificate
- registration card





## Headquarters Notes

by SIU Executive Vice President  
Frank Drozak

If you look through the pages of the *Log* it won't take long to figure out that the number of men leaving the industry every month through retirement or death is a whole lot more than those coming in.

Obviously, all the bosuns, engine department ratings, cooks and ABs who are no longer active SIU members have to be replaced. And as the industry grows, we have to be able to grow with it.

The future of the shipping industry is the new, highly automated vessels that have begun to come out of U.S. shipyards. LNG tankers, ULCCs, VLCCs and LASH carriers, to name a few, all require special training and knowledge on the part of their crews.

Many ships that have recently been contracted by the SIU are diesel powered. We're crewing two newly-built diesel bulk carriers and four ships that are being converted to diesel power.

Familiarity with the various types and operation of diesel engines will become more and more important as increasing numbers of ships are converted to diesel. The Harry Lundeberg School in Piney Point, Md. offers a special four-week course on diesel engines.

Keeping up with advances in marine technology means learning about how the newest equipment aboard ship operates. The SIU already has many of these new ships under contract. We will only be able to continue crewing these vessels if our members take the time to upgrade to meet the demands of the industry.

So, the reasons for upgrading are twofold. As older Seafarers, who fill the top-rated jobs leave the industry, they must be replaced by younger guys who have upgraded to fill those spots.

And, if we want to continue to bring the newest ships afloat under SIU-

contract we have to have enough men to man those vessels.

Take LNG ships as an example. The LNG hauler *Osaka* is hauling liquified natural gas from Indonesia to Osaka. The *Osaka* is an LNG ship built in the western hemisphere. The *Aquarius*, her sister ship, *Aries*, and several other LNG tankers being built at General Dynamics Shipyard in Quincy, Mass., will carry SIU crews. So will LNG ships being built by El Paso.

Crewing an LNG tanker isn't the same as manning a conventional oil carrier. As one Seafarer who went through the LNG course said, "There are more safety features on an LNG ship than on any other merchant vessel."

The Lundeberg School offers a special, LNG training course. The course covers the properties and handling of LNG, automated engine and cargo control rooms, dual fuel systems and firefighting. There are many advantages to sailing on an LNG ship—including financial advantages—but you can't be part of an LNG crew without going through the upgrading course.

Upgrading is not only vital for deep sea members, but for SIU Boatmen as well. There's a growing need for licensed boatmen in the inland towing industry. To help meet that need, HLS offers a Towboat Operators Course.

And, as an extra incentive to Boatmen to upgrade, the Transportation Institute offers a scholarship for a 12-week towboat operators course which provides 24 Boatmen with \$125 a week for the run of the course. That's a pretty good deal when you think that the course, room, board and supplies at the School are all free.

By dividing their time between the classroom and "hands on" training aboard the School's tug and towboat, Boatmen will be prepared to take licensing exams for 1st and 2nd Class Operators of Uninspected Towing Vessels.

The only way to compensate for the loss of the average 100 old-timers leaving the industry every month is through the educational courses at HLS. When you move up to fill a rated position, you're also leaving your spot open for an entry-level trainee. So upgrading keeps both individual SIU members and the Union growing.

And upgrading pays off. It means more money in your pocket and it could even be a stepping-stone to a college degree. Nine of the courses offered at HLS have been approved for college credit towards a degree in marine science.

The SIU has the most comprehensive educational program in the country for merchant seamen. Make time for upgrading courses because upgrading is the only way to meet the needs of the industry and to improve the job picture for yourself at the same time. (See a schedule of upgrading courses on page 37 of this *Log*.)

## Oil Spills Spur IMCO Treaty on Anti-Pollution Rules

When the Liberian-flag tanker *ST Argo Merchant* ran aground off Nantucket, Mass., in December, 1976, the 7.5 million gallons of oil she spilled created "the biggest oil-spill disaster on the American coast in our history."

The *Argo Merchant* spill and several other serious accidents involving oil tankers in recent years prompted a meeting by the Intergovernmental Maritime Consultative Organization (IMCO) this past February. The 106 members of IMCO, a U.N.-sponsored agency of world shipping countries, met in London to draw up a treaty aimed at preventing pollution-causing accidents.

The group agreed on a proposal that would require the fitting of segregated ballast tanks on all tankers over 20,000 dwt. Segregated tanks would keep oil and water from mixing which is a major cause of pollution when the ballast is discharged into the ocean.

The proposal on segregated ballast tanks was agreed to in place of a U.S. motion that would have required all tankers to have double bottoms. Deputy Transportation Secretary Alan Butchman said the U.S. considered segregated tanks an "acceptable substitute" for double bottoms.

The idea of using double bottoms on tankers to prevent oil spillage has caused controversy even in the U.S.

Opponents of double bottoms include Rep. John Murphy (D-N.Y.). He did not include double bottom provisions in his House oil pollution control bill. Like other opponents he says the risk of explosions from tankers with double bottoms is very high.

The explosion risk, along with the prohibitive costs of installing double bottoms, caused IMCO to table the proposal.

In addition to the segregated ballast tank requirement, the IMCO countries

agreed on adoption of crude-oil cleaning techniques. These involve using the crude to wash out cargo tanks. The process flushes oil and waste products out of the tanks which are then pumped.

The IMCO agreement is technically a treaty which is not legally binding until acted upon on a country-by-country basis by the member nations.

In the U.S., the Coast Guard will propose the treaty provisions as new regulations for tankers plying U.S. waters. There is also a possibility that the new provisions may have to be rati-

fied by the Senate.

The conference also reached agreement on other safety measures for tankers. These include stricter inspection and registration requirements, and recommendations that second radar systems, emergency steering gear, and collision-avoidance equipment be carried aboard tankers.

IMCO has also been planning a second conference in June to set crew standards and training specifications for tankers.

## MARAD Visitors See Hdqs.



Staff personnel of the U.S. Maritime Administration from Washington, D.C. listen to SIU officials and staff explain the workings of the Headquarters Hiring Hall recently. The visitors toured all Union facilities.

## Drozak Addresses MEBA



SIU Executive Vice President Frank Drozak, standing, addresses convention of the National Marine Engineers Beneficial Association last month in Miami, Fla. Drozak called for continued cooperation among maritime unions in dealing with problems in the industry and on pending maritime legislation. Seated is Jesse Calhoun, president of the National MEBA.



# The Lakes Picture

## Algonac

With the end of the 111-day coal miners strike and milder temperatures that are causing the ice on the Lakes to melt, ships are fitting out for the season in many Great Lakes ports. The coal strike caused several shipowners to delay fitting out their vessels. But crews have now been recalled and all SIU-contracted ships are expected to start running between Apr. 15 and May 1.

\* \* \* \* \*

Negotiations between the SIU and the Great Lakes Association of Marine Operators, which runs a total of 50 SIU-contracted Great Lakes ships, are scheduled to take place sometime in April. The major issue of the talks will be negotiating time-off for Great Lakes seamen.

## Cleveland

George Telegades, the SIU port agent out of Cleveland, has returned to the Hall after a 9-month absence because of ill health.

## Fit Out

The following ships have fit out or are scheduled for fit out in the next few weeks. All dates are tentative.

The *Frank R. Denton* (Kinsman) will fit out Apr. 16. The *Richard V. Lindbury*, which Kinsman bought and renamed the *Kinsman Independent*, is fitting out between Apr. 25 and May 1.

The *Charles E. Wilson* (American Steamship) fit out in Muskegon, Mich. on Apr. 3. The *E.M. Ford* (Huron Cement) will fit out in Green Bay, Wisc. on Apr. 6.

The following ships will fit out on Apr. 10 and 11: the *H. Lee White* (American Steamship) in Muskegon and the *J.B. Ford* (Huron Cement) in Green Bay. The *Detroit Edison* and the *Sam Laud* (both American Steamship) will fit out in Chicago.

On Apr. 17, American Steamship's two newest vessels, the *St. Clair* and the *Belle River*, are scheduled for fit out in Sturgeon Bay.

## St. Lawrence Seaway

The St. Lawrence Seaway reopened for the season this month but there are questions about the kind of season the system will have in 1978.

One reason for the questions is that 1978 marks the first time tolls have been increased on the Seaway since it opened in 1959.

And, in answer to lobbying efforts by the U.S. steel industry, the Carter

Administration has come up with a "trigger price" program to make American-produced steel competitive with foreign steel.

Because of a variety of factors, such as lower production costs and more modern production facilities, foreign countries, particularly Japan, can produce steel at costs lower than in the U.S. They then export the steel to this country and "dump" it on the market—which means they sell it for less than the U.S. product.

The trigger price system determines transportation costs to different U.S. ports (East Coast, West Coast, Gulf, and Great Lakes) based on Japan as a starting point. The charges make the Great Lakes the most expensive destination in the country.

If steel producers find it cheaper to avoid the St. Lawrence system, it will create related difficulties for Great Lakes shipping.

Trans-oceanic ships that are used to bring steel into the U.S. from foreign ports are also used to carry grain out. If the number of steel-carrying vessels is significantly cut, grain traffic may have to be diverted.

Also, shipdocking tugs may be hard hit if fewer foreign ships enter the Lakes. Most American vessels have bow thrusters and can usually dock without tugs. Foreign ships have provided much of the work for tugs on the Lakes.

The limit on imported steel, coupled with toll increases on the St. Lawrence Seaway, may make the system too costly to use. Add to this the fact that there are not yet any charges on inland waterways and that makes the costs even more prohibitive.

Last year, transport of iron and steel products contributed to making 1977 a record cargo year for the Seaway. This year, even optimistic observers predict a falling-off from 1977 totals.

## Legislation & Studies

Rep. John M. Murphy (D-N.Y.) has introduced legislation in the House of Representatives which would allow more Federal aid for construction of Great Lakes bulk carriers.

The present requirements under Title XI of the Merchant Marine Act of 1970 provide construction loans and mortgage guarantees for deep draft vessels that travel under 14 knots.

Rep. Murphy's legislation would exempt Great Lakes bulk freighters from the speed requirement and make them eligible for loans and guarantees.

\* \* \* \* \*

The Michigan Department of Transportation is conducting a study on the possibility of building a canal between Alger County on Lake Superior and Delta County on Lake Michigan. A new canal would be able to accommodate large bulk carriers and would eliminate the need to remodel the Soo Locks for that purpose.

## Notice to Members

If you are aboard a vessel that's involved in an oil spill, or any other type of accident, it is your right not to discuss it until you've contacted the Union and spoken to an attorney.

The Coast Guard usually visits a ship involved in a spill immediately after the incident. They take statements from the crew and, in some cases, have allegedly threatened crewmembers with loss of their seamen's papers if they refuse to cooperate.

The Union wants to remind all members that they do not have to make any statements to the Coast Guard before they've seen an attorney.

If you are aboard a vessel that's involved in an accident, contact the SIU representative at the closest port. He will advise you on what to do.

## Banner Committee



Here's the Ship's Committee of the *SS Banner* (IOM) at a payoff on Mar. 31 at Stapleton Anchorage, S.I., N.Y. They are (l. to r.): Engine Delegate Joe Trudeau; Deck Delegate Albert W. "Blackie" Saxon; Educational Director Stanley Zielewski; Bosun Jack Higgins, ship's chairman, and Steward Delegate Rico B. Woodard.

## Bradford Island Committee



At the Bayonne (N.J.) Industries Dock at a Mar. 10 payoff is the Ship's Committee of the *SS Bradford Island* (IOM). From the left are: Educational Director Harry Granger; Chief Steward Roque MacAraeg, secretary-reporter; Steward Delegate Derrell Reynolds; Recertified Bosun John O. Frazier, ship's chairman, and Engine Delegate J. D. "Whitey" Harmon.



# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

APRIL 1978

Legislative, Administrative and Regulatory Happenings

## Congress Approves Subsidy Boost for US Merchant Marine

Both the Senate Commerce Committee and the House Merchant Marine Subcommittee have cleared legislation which sharply increases the Maritime Administration's authority to guarantee loans and mortgages for construction of new ships and inland water equipment.

Two amendments—proposed by Rep. Paul McCloskey (R-Calif.)—were added to the House Subcommittee's bill. The two amendments (1) would require that any ship built with construction subsidy would have to be "enrolled in a Sealift Readiness Program approved by the Secretary of Defense"; and (2) would reduce by 5 percent the construction subsidy of any vessel which is not built as a part of a "present or future vessel series."

Congressman McCloskey—who has been a loud critic of the maritime

industry, and was the leader of the fight to oppose "cargo preference"—had submitted ten other restrictive amendments which were turned down by the Merchant Marine Subcommittee.

The House subsidy measure will be taken up by the full Merchant Marine & Fisheries Committee later

this month. Committee Chairman John M. Murphy (D-N.Y.) said that at that time he would present an amendment to increase the construction loan and mortgage guarantee program from the present \$7 billion limit to \$10 billion to bring it in line with the level of the Senate's subsidy guarantee increase.

### House Bill Urges Merchant Marine, Navy Cooperation

The Chairman of the House Merchant Marine & Fisheries Committee introduced a bill this month that would set up an advisory board to promote closer cooperation between the Navy and the U.S. Merchant Marine.

The bill, submitted by Congressman John Murphy (D-N.Y.), would, in his words, "assure that coordination between the Navy and the Maritime Administration is encouraged."

The bill comes at a time when leaders in the maritime industry—and some members of Congress—are urging the Navy to place more reliance on private shipping to perform non-combat work for the military. (For a related story, see page 5.)

As written, the bill would establish a five-member board—appointed by the President—which would include the Secretary of the Navy, the Assistant Secretary of Commerce for Maritime Affairs, and a representative from the U.S.-flag liner operators, U.S.-flag tanker operators, and the shipbuilding industry.

One of the specific purposes of the bill is to encourage "maintenance of an adequate and well-balanced merchant fleet which is designed to be readily and quickly convertible for national security needs."

### Energy Department Sets Hearing on El Paso II Project

The Energy Department is holding a hearing this month on the El Paso II Project to import liquefied natural gas (LNG) from Algeria to a proposed new LNG terminal on Matagorda Bay, Tex. The hearing will take place Apr. 17 in Houston.

The purpose of the hearing is to look into a number of factors which will determine whether an LNG terminal in the Gulf port will be economically feasible. Among the issues are the costs and prices of the imported gas, U.S. balance of payments, potential markets for the LNG, and environmental and safety concerns.

The SIU's Washington legislative staff has been keeping a close watch on the Energy Department's actions in formulating regulations on the importation of LNG, and has been working with Congressional members to encourage less restrictions on the imports of LNG.

### On the Agenda in Congress...

A number of hearings are on schedule in both the House and Senate which will be dealing with issues that affect the maritime industry. Our SIU Washington staff will be monitoring these hearings, and will be working with Congressmen and their staffs to promote and protect the interests of our membership.

**THIRD FLAG RATES.** The House Merchant Marine Subcommit-

tee is continuing hearings on a bill which would authorize the Federal Maritime Commission to regulate the rates charged by certain state-owned carriers operating in the U.S. foreign trades.

**CLOSED SHIPPERS COUNCILS.** The Merchant Marine Subcommittee will hold hearings this month on a bill which would set up closed conferences and shipping councils in the U.S. foreign waterborne commerce. This bill would help to insure fair competition in the foreign trades for our U.S. liner companies.

**NATIONAL OCEAN POLICY.** The Oceanography Subcommittee of the House Merchant Marine & Fisheries Committee is holding hearings this month on legislation which would establish a national ocean policy. In the Senate, the Commerce, Science and Transportation Committee will hold hearings on a similar bill which would set forth the goals and objectives of the National Oceanic and Atmospheric Administration.

**PETROLEUM RESERVES.** The Senate Energy and Natural Resources Committee is continuing hearings on authorizations for the U.S. strategic petroleum reserve program.

**INTERNATIONAL TANKER SAFETY.** The Senate Commerce, Science and Transportation Committee is holding hearings on two proposed treaties of the International Maritime Consultative Organization (IMCO) which deal with tanker safety standards.

**FISHING ACTS: 200 MILE LIMIT; CONSERVATION.** The House Merchant Marine & Fisheries Committee is holding oversight hearings to determine the impact and effectiveness of the 200-mile limit on fishing on the U.S. fishing industry. The present law restricts foreign trawlers from working within the 200 mile coastal U.S. zone. Meanwhile, the Senate Commerce, Science and Transportation Committee is holding hearings on the Fishing Conservation and Management Act.

### Ocean Mining Bill Awaits Senate Action

The Ocean Mining Bill is scheduled for mark-up by the Senate Energy Committee this month. In the House, the Ocean Mining Bill is now before the Ways & Means Committee where the problems of revenues and profit sharing are being examined.

In the Senate, it is expected that an amendment to the Bill will be adopted that would require that mining ships and ore carriers be documented under the U.S. flag. Our SIU legislative staff in Washington has been in close touch with Senator J. Bennett Johnston (D-La.) who has indicated that he would offer the "Hire American" amendment. Crucial support for this amendment has also come from Senator Frank Church (D-Idaho).

Other amendments being supported by the AFL-CIO Maritime Trades Department—as well as the SIU—would require that mining, processing and ore-carrying vessels be built in American shipyards, and that the ore be processed in the U.S.

It is estimated that some 20 mining ships and 60 ore carriers will be involved in the beginning phase of mining operations.

Meanwhile, the Law of the Sea Conference has reconvened to consider the worldwide implications of ocean mining. There is resistance from the U.S. State Department to Congressional approval of "Hire American" and "Build American" provisions of the Ocean Mining Bill.

### Federal Agencies Hearings...

Three hearings dealing with maritime matters are scheduled later this month and in May.

**OUTER CONTINENTAL SHELF.** The Outer Continental Shelf Advisory Board—established by the U.S. Department of Interior—will hold an open hearing Apr. 28 in New Orleans. Included on the agenda will be: presentation by the State of California on their procedures for reviewing OCS development plans; the status of OCS Land Act Amendments, and Department of Interior action on rules and regulations to implement the amendments.

**TANK VESSEL OPERATIONS.** The Coast Guard is considering issuing regulations governing the operation of tankers in the Puget Sound area. The Coast Guard will hold hearings Apr. 20-21 in Washington. The purpose of the Coast Guard study is to determine solutions for protecting against environmental harm resulting from possible oil spills due to vessel damage or destruction.

**TRANSPORTATION STUDY GROUP.** The National Transportation Policy Study Commission will meet Apr. 27 in Washington.

# 'Involvement Is the Key' Points Out One

**PINEY POINT, MD.—**Get involved. Communicate.

That's the gist of what Tankerman Harold Bohlinger of Norfolk's Gellenthin Barge Lines advised his 28 fellow Boatmen delegates. They were attending the latest in a series of Atlantic Coast Inland Educational Conferences. This was the second for Boatmen from Interstate Ocean Transport (IOT) and its subsidiaries—Mariner Towing, Har-

bor Towing, Interstate Barge Co., and Gellenthin Barge. The Conference was held at the Harry Lundeberg School from Mar. 12 to 18.

"... Involvement is the key . . .", Bohlinger told his fellow Boatmen. He vowed "... to spread the word . . . communicate . . ." and to share the knowledge he gained at the Conference.

Opening up the confab, HLS Vice President and SIU Headquarters Rep-

resentative Mike Sacco said the purpose of the meeting was to "knock down the barriers" blocking understanding between the members and the Union officials.

HLS President Hazel Brown followed by telling the delegates that the first inland courses were given at the School in 1973. She urged the Boatmen to take advantage of the upgrading courses. Later, Piney Point Port Agent

Pat Pillsworth explained how inland trainees at the School are recruited and trained.

A highlight of the Conference was the delegates' visit to nearby Washington, D.C. At lunch they listened to three Congressional assistants from their home districts. Earlier in the day they visited the AFL-CIO Maritime Trades Department (MTD). There they heard MTD Field Coordinator John Yarmola



Capt. Jesse V. Watson of IOT in Philadelphia, summed up the conference with "It's no ripoff. I was a skeptic, but I understand now and I will pass it on. Seein' is believin'." he said in a thoughtful mood.



In the Union since 1957, Mate Harold Daniels of IBC in Norfolk said with a smile, "I now have a strong feeling for the Union and I appreciate this conference."



Mate Ernie Watson of IOT said he came from a right-to-work state, North Carolina. "I didn't know much about the Union," he declared, "until this week. And I enjoyed the conference," he said.



"The last three weeks I got to know Philadelphia Boatmen better," explained Patrolman Joe Air. "There were barriers. The bars were up but they're comin' down."



Headquarters staffer Craig Gold, who works with inland contracts, termed the conference "a learning experience" for him.



"I didn't know how important the Union was," said AB Ben Bolli of IOT in Philadelphia. Brother Bolli, a 1974 HLS grad, said further that he didn't realize "how tough the oldtimers had it." He urged his Union brothers to "Keep strong. Move on."



N. Y. SIU Patrolman Teddy Babkowski's inspiring sum-up talk on SPAD netted nearly \$1,000 contributed by the delegates. "Be active by giving to SPAD for political activity . . . so Congressmen can pass legislation helpful to us," he urged the Boatmen.



IOT Cook Lyle D. McDonald II, whose son is also an SIU member, said about the conference, "I got a lot out of the program."



Mate Dave O'Neal of IOT in Norfolk admitted that before the conference he had, "no real idea about the Union. But now it means a lot to me. I hope everyone feels the same way I do."



"Now I know what I'm talking about," said IOT Tankerman Mott Zoladek of Philadelphia. "I know the contract now. I know what the Union's all about." He promised, "I will come back (here) to upgrade."



IOT Tankerman John Jones, Jr. points out that he got an "education" at the conference.



"Fantastic" was the word AB Ray McDonald of Mariner Towing in Philadelphia used to describe the conference. "This course opened up a lot of minds," said the former deep sea member. "There's a different attitude of everyone on leaving here." Brother McDonald says he's applied for the inland towboat operator's scholarship.

# Delegate at the Second IOT Conference

point out how nearly 30 Government regulatory agencies have a finger in the maritime pie. Dave Dolgen, MTD director of legislative and political activities, then described how the "legislative process is changing." He said the Congress, with much of the Old Guard out, has many freshmen Congressmen who have been in less than two terms.

In the afternoon, delegates visited the U.S. House of Representatives and saw Rep. Shirley Chisholm (D-N.Y.) debate on the floor for the Humphrey-Hawkins Full Employment Bill.

On the first afternoon of the Conference, Norfolk Patrolman Dick Avery talked about the history of the American labor movement and the inland water-

ways industry and their unions. The next day, Philadelphia Port Agent John Fay went over the makeup of the SIUNA, AFL-CIO, and the MTD. A slide presentation was then shown on the changes in the SIU Constitution after the merger of the SIU and the IBU in 1976.

On Wednesday morning, SIU Claims

Director Tom Cranford explained the Welfare benefits available to Boatmen and their families. He also went over the benefit application form.

Inland Coordinator Chuck Mollard gave the group a rundown on what's going on under the Capitol dome and the White House roof. He said that what

*Continued on Page 12*



Asking how a new Inland Vacation Plan would affect him is IOT Capt. Robert F. Hudgins out of the port of Norfolk.



Mariner Towing Cook John R. Grassia of Philadelphia asks a question in the HLS Hiring Hall about job priority.



Telling the delegates on the last day of the conference how he was "impressed" with their questions and comments is Log Assistant Editor Ray Bourdus. The Log is the official monthly SIU publication.



IOT Cook Paul J. Zilkow of Philadelphia straightens out a seniority point early in the conference. At the end, he commented of the conference. "I got a new outlook." On his left is IOT AB Seymour B. Hamilton.



Pointing out a fact is IOT Tankerman Graham Taylor, Sr. who remembers when they used wood for fuel on the boats. "I've been around awhile," he said, "since 1935. And I've seen a lot of improvements." About the seven day conference he said, "I learned more about the Union in a week than in all those years." In the center is Capt. Robert Mason of IOT. On the right is Tankerman John Jones, Jr. of IOT.



TI Inland Director Richard Saul tells the Boatmen delegates about the dollars and cents matters in their industry. Saul said that while the waterways tug and barge industry is "fast growing" in the Gulf and on the rivers, competition is "cutthroat." He predicted that last year's 4,240 boats with 46,000 jobs in the industry would jump in the year 2000 to 54,000 jobs on 5,000 boats.



Mariner Towing Cook Alvin D. Ellis of Norfolk talked about the knowledge he gained about SPAD.



Norfolk Patrolman Dick Avery is seen here in the Piney Point Hiring Hall going over Union seniority and the rules and regulations on registration and shipping procedures.



Father of a recent inland towboat operator scholarship winner, IOT Capt. Thomas M. Braddy said he was very impressed with the conference.



IOT Capt. Robert R. Mason has been an SIU member 33 years and has been with the company since 1945. He said the conference enabled him to understand the Union's function and how the SIU "helps us." He added that the Union now has an important role in politics.



Baltimore Port Agent George Costango told the delegates, "I've sailed in the Mariner fleet . . . past the Big Stony . . . with some of the brothers in this conference." He's here at the blackboard showing the number of days needed for the normal inland pension.



Joseph E. DiGenova, legislative assistant to Sen. Charles McC. Mathias (R-Md.) says the "SIU can play a more vital role now in bringing its legislative needs to the attention of the Senate." He spoke at a luncheon for the Boatmen delegates in Washington, D.C. on Mar. 16.



IOT Tankerman Ralph R. Race, Jr. of Philadelphia spoke about the Log, saying it was a "very interesting paper."

## Delegates Impressed With HLS Courses

*Continued from Page 11*

comes out of Washington "affects the inland Boatman as much if not even more than the deep sea Seafarer." This is because there are "more Federal agencies and committees" regulating the maritime industry than any other industry.

He then described the Merchant Marine Act of 1970, user charges, the Coast Guard, dredging, coal slurry pipe-

lines and ocean mining. Mike Sacco noted that under Title XI of the Merchant Marine Act, inland companies built 299 tugs and tows and 1,566 barges.

On Friday, Mollard explained the Union's new industry-wide Vacation Plan and the concept of the industry-wide standardized contract. In answer to questions, he noted that no one who is currently receiving a company vaca-

tion plan would lose out under the new Vacation Plan concept. In fact, he explained how the person would gain.

Also as part of the Conference, SIU House Counsel and Legal Department head Carolyn Gentile went over the new pension reform law, the Employee Retirement Income Security Act of 1974. She explained what a deferred vested pension means.

In the wrap-up comments, the Boat-

men said they were impressed with the Lundeberg School's entry, deckhand-tankerman training and the various upgrading instruction for tug and towboatmen. They also liked the HLS Valley Lee (Md.) farm. The farm's vegetables, Black Angus cattle herd, and Big Red porkers supply much of the food for the School. The delegates also praised the Seafarers Alcoholic Rehabilitation Center which is located close to the School.



The youngest Boatman at the conference is Utility Jeff Broadway, 19, a 1977 Piney Point grad. Brother Broadway sails on the *Tug Honor* (Mariner Towing) out of the ports of Mobile and Norfolk.



Chief Cook Charles "the Menu" Bedell of Mariner Towing in Philadelphia, who sailed deep sea 26 years as a chief steward, raises his pencil to ask how his SIU and IBU seetime adds up for his pension.



Going over his notes at the conference is boat delegate, Tankerman Harold Loyd Bohlinger of Gellenthin Barge Lines in Norfolk.



Hdqs. Rep and HLS Vice President, Mike Sacco tells the delegates that the "SIU will now be on the USPHS Hospital's Advisory Board" and that new "alcoholic detoxification centers will open in Norfolk and Staten Island, N.Y."



Transportation Institute Director of Policy Planning and Development Peter Luciano (right) explains to the Boatmen delegates in Washington, D.C. how TI monitors the doings of all U.S. Government agencies, bureaus, and committees. At his right is Harbor Towing Tankerman Carl M. Goldys of Baltimore who said at the end of the conference that he had "learned quite a bit," and "will now be more active" in Union affairs.



Describing the Inland Vacation Plan is Inland Coordinator Chuck Mollard.

# 1000th Student Completes GED

The high school equivalency program at the Lundeberg School has been in existence for over six years and during that time, many seafarers young and old have been helped to achieve their high school diplomas.

Recently the program graduated its 1000th GED student, Ralph Vidal.

Like other members of his family, Ralph has always loved boats and water and stated that, "It has been my dream since I was small to work on the water."

Ralph found out about the GED program from his father and grandfather, both of whom are seafarers. "My grandfather is a retired seafarer, and he told me if I wanted to learn I should come to HLS," he said. Ralph's older brother graduated from the basic vocational program and is currently working on ocean-going vessels. His younger brother is 17 and is very anxious to come to HLS and work on the waterways.

Ralph decided to come to the Lundeberg School "to learn as much as I could before I went to work. I knew about the GED program, and taking the program in addition to my vocational classes gave me a challenge."

One aspect of the program that impressed Ralph was that the teachers were concerned and patient.

He said, "The teachers really took the time to give the facts and didn't mind helping me out with something when I didn't understand." Ralph commented that this was much different from his high school classes. "The teachers always beat around the bush and they never had time to repeat anything."

According to Ralph, the academic and vocational programs at HLS are for "anyone who wants to make

**Success! Ralph Vidal learns that he is the 1000th student to earn his high school diploma through the GED program at HLS.**

something of himself." He feels that learning is very important and wants to advance himself in the industry. "I plan to come back to HLS for upgrading. I want to go as high as I can."

Ralph is looking forward to working on ocean-going vessels and travelling. "On a ship, everyone has a job and they know just what to do. I think I will really like this," he said.

All of Ralph's family is proud of his achievement. "My mother cried when she heard I made it," he said.

Everyone at the Lundeberg School would like to congratulate Ralph on being the 1000th graduate of the GED program.



Students are motivated to learn because they see the relationship between education and their career goals. Ralph is shown at work here on the HLS tank barge, and he will use both academic and vocational skills on the Tankermen test.

Attention to individual learning needs contributes to student success. Here Ralph receives math help from teacher Jean Polak.



## Don't Forget the Students!

by HAZEL BROWN,  
President  
Harry Lundeberg School

The push for competency testing in the public schools has begun to show results. Several states have experienced the first round of testing and problems are definitely surfacing.

Competency testing was encouraged by the public, legislators, and concerned parents. All these people have been critical of the products our schools are producing. Employers have been saying that our high school graduates lack skills. Students said they were being cheated and were ill-prepared for a future in the world of work. So some form of accountability had to be established.

Criticisms were somewhat justified. Scores on 1964 and 1973 editions of the Stanford Achievement Test indicated that a student entering the 8th grade today reads about as well as a typical student in the middle

of the 6th grade ten years ago. Other tests have also indicated that higher standards must be set so that students can achieve at desired levels.

Florida was one state that took a lead in requiring a certain level of competency prior to high school graduation. The first testing has been done on a statewide basis and approximately 36% of the 11th graders failed the math tests and 8% failed the reading and writing tests.

Now comes the problem! What will happen to these students who have failed to pass the tests? Well, they will be given another chance to retake after taking remedial courses. Can you imagine almost 40% of the 11th graders in remedial courses just to pass the competency exam?

The issues that weren't solved prior to the testing were how these remedial programs would be funded and where the school systems would find the remedial teachers. Also, how would the individual students be prepared to accept failure? Will the failing students drop out without trying to retake? What kind of instruction will be provided for them?

Some educators are saying that all the students who have failed the tests are not incompetent, but rather they are performing incompetently because there was no good reason not to. Motivation is a very strong factor in any learning situation. Learning must be pursued by the individual student. One has to wonder if the test results can be a strong enough motivation. Our history of other testing programs has not shown this to be the case. We have to ask ourselves a very serious question. What will happen to the students who fail the competency tests? If the only answer is retention, then a large number of our youth can be expected to drop out before they are forced to receive the certificates of attendance rather than the high school diploma.

Yes, our schools do need to be accountable. They should be providing adequate learning experiences so that the students can achieve. We want learning to take place and deserve products from the educational investment.

Let's be very careful that we punish the guilty parties, not the innocent students who are victims of this serious situation. In our eagerness to correct one problem, let's not forget the individual human beings who are so sadly failing these tests.

## LETTERS



## TO THE EDITOR

### Life With a Seafaring Man

(Enclosed you will find an article in memory of Frank Cormier, my husband. Many of his friends still don't know that Frank passed away Nov. 11, 1977. I would appreciate it very much if the Log could print this in an upcoming edition.)

After 36 years, everybody in the SIU knew Frank Cormier. As a shipmate, he was friendly, honest and frank. His wide smile and sparkling, dark green eyes showed his friendship. He was always ready to help.

He was affectionately called "Paco Guayanilla." He was born near the sea in Guayanilla Beach. Maybe that's why he loved the sea.

As a father, he gave his children too much. He gave them what he never had. Maybe he spoiled them and expected too much from his children. He wanted them to continue to live near him after they got married. As it was not possible, it turned him bitter. I understood and never said a word for or against it because Frank was like a child sometimes. He was stubborn and had small fits. Like the time he had an argument with a neighbor, he threw rocks at the fence.

As a husband, he was unique, considerate and helpful. During my 11 years of sickness, he was patient. But sometimes he scolded me like I was a child because he wanted me to eat all the fresh fruits he bought home, and I wouldn't.

He was a baseball fan and regretted being born too early that he could not be a player with so many advantages today.

He loved radios and tape recorders, buying too many. He loved American music and operas. I never understood operas, but I never interfered. He spent hour after hour listening to music. Once, as a joke he recorded every word I said to him without me knowing it and then played it back laughing. For him it was fun.

Frank said he was an atheist. But it wasn't true. He never laughed at religion. He counted many ministers among his friends. I liked to hear them, so Frank would invite them to the house.

Frank knew he was going to die. For two weeks, at midnight, a bird came to our yard to sing. One night Frank went out to see the bird. He said, "the bird is black. I wonder who is going to die."

From then on, he was constantly telling me what to do if something happened to him. The moment he felt sick, he said to me, simply, "I feel sick." He closed his eyes and 20 minutes later he was gone.

He had high cholesterol and that caused a heart attack. He didn't suffer as it was so sudden.

Frank is gone. He had to leave everything he loved in this world.

He is gone, but his memory will linger with us for a long time. It's not good-bye, Frank, it's so long 'mate' until we meet again.

Sincerely,  
Olga Cormier  
Ponce, Puerto Rico

### Loved His Union, Shipmates

I would like to thank the SIU, Port Agent C. J. "Buck" Stephens, Delta Steamship Lines and Captain H. J. Hermes of the SS *Del Rio* on behalf of my late husband, John J. N. McKenna, who passed away on Oct. 16, 1977.

John loved the sea, his union and his fellow seamates.

Thank you one and all for granting his final wish and returning his ashes to the peaceful waters of the Caribbean on Jan. 5, 1978. On behalf of his sisters, Pam, Pat, Georgia and Ines, I remain,

Respectfully,  
Henrietta McKenna  
New Orleans, La.

### Helped Member's Wife

I would like to thank the Union for their consideration of me as the wife of Brother Samuel E. Ratz in their promptness in paying my medical bills while I was confined in a hospital for surgery. It was gratifying to know that I was taken care of.

Sincerely,  
Mrs. Samuel E. Ratz  
Deltona, Fla.

## The AB's job has changed a lot over the years. . .



## So learn to do it right! Enroll in the AB Course at HLS.

Learn the skills you need aboard modern U.S. ships. Earn the rating that means job security and good pay for you.

Course is four weeks long. Classes start in June.

To enroll, see your SIU Representative or write to:

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### A MESSAGE FROM YOUR UNION

IT STARTS OFF SMALL...



AND GETS BIGGER AND BIGGER AND BIGGER!



NARCOTICS  
ARE FOR  
KNOXHEADS  
WHEN YOU  
ARE CAUGHT  
YOU  
LOSE  
YOUR  
PAPERS  
FOR  
LIFE  
!

# Flag-of-Convenience Ship Has Worst Spill in History

The unchecked use of "flag-of-convenience" tankers by American oil companies has caused another crime against the environment.

The latest in what has become a grim history of "flag-of-convenience" tanker wrecks involves the 233,000 dwt *Amoco Cadiz*.

The vessel, owned by Amoco and registered under the Liberian flag, went aground in heavy seas Mar. 17 off Portsall, France, a small fishing and summer resort town of 2,000 people.

Despite efforts to minimize pollution, several days later the *Amoco Cadiz* broke in two and spilled her entire load of 68 million gallons of crude oil into the ocean. It is by far the worst oil spill in history.

Swept towards the Continent by high winds and menacing waves, the oil has already devastated 70 miles of northern French coastline.

Fishermen in Brest, northern France, claim that it will be more than a year before they can return to the sea to make their living.

The oil has oozed its way to the Seven Islands bird sanctuary in northern France which provides homes for 25,000 penguins, gulls and rare birds. The effect of the oil on the sanctuary's wildlife has not yet been determined. However, an oil spill of lesser proportions 11 years ago wiped out 80 percent of the bird population.

Almost as bad as the disaster itself, is the historically proven fact that little or nothing will be done to curb the multinational oil companies from using unsafe, improperly manned "flag-of-convenience" tankers.

Amoco's insurance company will pay some fines. The newspapers and politicians will yell and scream for a few weeks and vow action. But for sure none will be forthcoming.

A good example of this is the wreck of the Liberian-flag *Argo Merchant* in American waters off Nantucket Island in December 1976. The *Argo Merchant* dumped 7.6 million gallons of crude into the Atlantic

Ocean, which represented the worst spill ever in American waters.

Naturally, the politicians were up in arms about the disaster and swore up and down that something had to be done.

However, the first real chance Congress got after the *Argo Merchant* incident to cut into the use of "flag-of-convenience" vessels in U.S. waters was flatly rejected.

This rejection involves the defeat in October 1977 of President Carter's oil cargo preference proposal for U.S. ships. This proposal was realized in a bill which would have required that 9.5 percent of all U.S. oil imports be brought to American shores in U.S.-manned, U.S. registered ships by 1982. The bill went down to defeat in the House 257-165. U.S. ships, then, will continue to carry only 3.5 percent of the nation's oil imports.

The 9.5 percent bill was by no means an unreasonable one. However, the oil companies—the same companies that operate "flag-of-convenience" vessels—lobbied against the bill and Congress gave in to the pressure.

Right now, unsafe, poorly manned "flag-of-convenience" ships carry 50 percent of America's oil imports. The question you have to ask yourself is, how long will it be before another major oil spill from a "flag-of-convenience" vessel blackens our shoreline? If their infamous track record remains intact, it won't be too long.

The SIU has been working for a fair oil cargo preference bill for U.S. ships for many years.

Our motivation behind this fight was and remains job opportunities for American maritime workers on ships, in shipyards, and in related industries.

However, the black record of "flag-of-convenience" vessels in polluting the world's seaways has added a new and serious aspect to the issue.

As we see it, oil cargo preference can no longer be considered a political or economic issue to be haggled over by Congress. Oil cargo prefer-



## ONLY THE BEGINNING

ence for U.S. ships is a necessity if this nation expects to keep our shorelines intact and our fisheries healthy and productive.

There are a number of ways to cut into the use of these vessels in our waters. However, a bill requiring the use of U.S. ships to carry a significant percentage of our oil imports is the quickest, most effective way to begin the process.

A second means to cut into the use of "flags-of-convenience" is the implementation of tougher safety standards for all vessels entering U.S. waters. [The U.S. is currently working on this through the Intergovernmental Maritime Consultative Organization.]

We are not naive enough to think that Congress is about to enact cargo

preference without pressure being brought to bear on it. So the SIU will continue to fight for this legislation.

It's not too late to take action against the oil companies and their "flag-of-convenience" vessels.

However, before anything is done, the nation's lawmakers must realize that they are not in Washington to act as mouthpieces for the oil companies. They are supposed to be there to protect the best interests of the nation and its people.

The longer Congress ignores the problems caused by "flag-of-convenience" vessels, the greater the chance of lasting or permanent harm being done to the environmental stability of the nation's waters and shorelines. We sincerely hope that Congress sees the light, and sees it soon.

# LOG

April, 1978

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The Liberian-flag tanker *Amoco Cadiz*, owned by an American oil company, is in two pieces after running aground off the coast of France last month. The ship dumped 68 million gallons of crude into the ocean, the worst oil spill in history.

## 1966 SIU Scholarship Winner

# Majored in German; Now Nearing Doctorate Degree

When Dedra Robertson, daughter of Boatman Robert Robertson, won the SIU four-year college scholarship in 1966, she felt it was "the best stroke of luck that ever happened to me."

For Dedra, it wasn't just luck, though. She had worked towards the scholarship all the way through high school, and had been groomed for college by a special academic program she started in public school in Port Arthur, Tex.

Dedra used the SIU scholarship award to attend Louisiana State University where she majored in German. During the summers and in the fall of 1970 she went to Lamar University in Beaumont, Tex. where she got her Teaching Certificate in German, French, and Social Studies.

After graduation, Ms. Robertson taught high school German and American history in the Clear Creek High School district in Texas from 1970-72. Then her husband, Gregory Jones, who's a landscape architect, got a job in Baton Rouge, La. So Dedra went back to Louisiana State University and received a Masters Degree in 1975. She has completed all her course work for a Ph.D. in German and French at LSU and will have that degree as soon as she finishes her dissertation.

Dedra taught German at LSU for four years but right now, in spite of her teaching certification and her interest in education, she's not teaching.

Ms. Robertson's official title is Training Officer for the Louisiana Department of Transportation and Development. She writes programmed, instructional courses that provide training for employees of the Transportation Department. She also does technical translations for the research section of the department.

Dedra's background in languages—she's fluent in German and French—is a real asset in her job. Many underdeveloped countries that are in the process of building roads and airports want guidance from the U.S. These countries send representatives to the U.S. who go through state training programs. "Sometimes," Dedra said, "their English isn't too good and I'll be able to provide a language base for them."

Even if she only speaks a few words of their language, Dedra finds it means a great deal in making foreign visitors more comfortable in the U.S.

Though her job isn't teaching, Dedra pointed out, "it is education from a different angle."

When she started college, there were



Dedra Robertson

other fields Dedra considered, but foreign languages seemed a wise choice because she was always good at them and she loved traveling. "With foreign languages I could use my hobby as my major," Ms. Robertson said.

Dedra still loves traveling. She and her husband spent the summer of 1971 going all over Europe where Belgium

and southern Germany impressed her most.

The Jones' also do a lot of traveling in the U.S., making regular trips to Taos, N.M. for skiing and taking canoeing and camping vacations during the summers. "We may have missed one or two small parks," Dedra said, "but I think we've been in every National Park in the U.S."

Another hobby in which Dedra is interested is showing dogs. She has an Afghan hound that she entered in several dog shows around Texas. She was doing pretty well but the dog kept having false pregnancies and that ended its show career. The Jones' hope to get another dog and start exhibiting it soon.

### Proud of Daughter

Boatman Robert Robertson, who sailed as a tankerman out of Port Arthur 14 years until he retired in May, 1976, was very proud when his daughter won the \$6,000 scholarship. [The scholarship award has since been raised to \$10,000.]

Dedra herself was "really excited," about the award because, she said, "my parents didn't have the money to send me to school and the scholarship meant I could go wherever I wanted to."



### New York

Offering the lowest auto and personal loan rates in the New York metropolitan area, the 55-year-old union-oriented Amalgamated Bank of New York, has dropped its annual auto loan interest rate to 9.40 percent for a three-year loan and 9.15 percent for a two-year loan. These are the lowest auto loan bank rates in New York City. On a \$5,000 three-year auto loan you would save \$243 over rates charged by other local banks.

"This bank has always considered the needs of the wage earner as of primary importance . . ." declared its head. The lower rate is part of the bank's policy of helping to meet the financial needs of wage earners, people of modest means. The bank has four branches in the city with its headquarters at 11 Union Sq.

The bank, the only surviving U.S. labor bank of 39 started in the '20s, was founded by the Amalgamated Clothing and Textile Workers Union. It serves and counsels unions and provides fiduciary facilities for union pension and welfare funds. It has 170,000 accounts, has \$740-million in resources, and is 180th among 14,000 U.S. banks.

Amalgamated introduced in 1973 the city's first free checking accounts. It was also the first bank here to offer wage earners signature loans. This was in 1923.

### VLCC New York

The Military Sealift Command chartered the 264,073 dwt VLCC *New York* (Seatrain) to carry, early this month, approximately 1.9 million barrels of U.S. Strategic Petroleum Reserve crude from Kharg Is., Iran to the South Riding Points Transshipment Terminal in the first week in May in the Bahamas.

Seatrain will also supply shuttle tankers to transship the oil from the Bahamas to Sunshine, La. or Nederland, Tex. for storage in underground natural salt domes.

The *New York* is the third SIU-contracted VLCC the MSC has chartered to transport the strategic reserve oil. The others are the VLCC *Massachusetts* (IOM) and the TT *Williamshburgh* (Cove Shipping).

The 35,100 dwt's *ST Zapata Ranger* (Zapata Bulk), *ST Zapata Rover* and the *ST Zapata Courier* also carried this strategic oil to Freeport, Tex. recently.

### Washington, D.C.

Here's an example of how one of our members helped his Union brothers by writing letters to President Jimmy Carter; the House majority leader, and his congressman concerning the USPHS hospitals. Their replies to Seafarer Perry D. Ellis are as follows:

One of the President's aides, Hamilton Jordan answered: ". . . Your crusade to upgrade public health care is certainly a worthy one and, indeed, one in which Mr. Carter and his wife both feel very determined to see improved . . ."

House Majority Leader Jim Wright of Texas replied late last year: ". . . I will wish to continue to support legislation to help assure that the Public Health Service Hospitals will meet the highest standards . . ."

Rep. Bob Gammage (22nd Dist., Tex.) who represents Brother Ellis, Staf-

ford, Tex. and is on the House Interstate and Foreign Commerce Committee and Subcommittee on Transportation and Commerce wrote on Oct. 18 and Nov. 21, 1977: ". . . Your efforts to improve conditions at these hospitals are commendable . . . I am enclosing a fact sheet on H.R. 8422, Rural Health Clinic Services, which passed the House yesterday with my support. I instigated the transfer of the PHS Hospital in Galveston to the Space Center Memorial Hospital (in Nassau Bay, Tex.).

". . . I am glad you share my feelings on the need for better service in these hospitals, and I will continue to help in every way I can . . . I am forwarding your comments on to HEW for their consideration . . ."

### SS Stonewall Jackson

From May 1-10, the SS *Stonewall Jackson* (Waterman) will sail from the Gulf to Sri Lanka (Ceylon) carrying 4,000 metric tons of bagged wheat flour.

### New Orleans

Port Agent C. J. "Buck" Stephens is on the Advisors Committee of the new International Stella Maris Maritime Center for all seamen. It is set to open this fall on Chartres and Gov. Nicholls Streets in the French Quarter near the Esplanade. It will have a restaurant, library, TV, lounge, gym and pool. Executive director of the center is the new port chaplain, the Rev. Donald F. Grady, S.J. The Archdiocese and the St. Nicholas Ministry to Seamen are the sponsors.

SIU Vice President Lindsey J. Williams was named to the Steering Committee for a New Shiplock at the Industrial Canal.

Ship American, Jones Act, foreign-flag ships, U.S. ocean mining policy, cargo preference and common sense and containers legislative resolutions were submitted by the MTD Maritime Port Council here to Louisiana's AFL-CIO 23rd Annual Convention in Baton Rouge, Mar. 13-15. All resolutions were adopted.

Delta Line's Shoregang made a clean sweep safetywise last year with no lost-time accidents. Congrats to John Doyle, Ashton Stephens, Abner Abrams, Cyril Henning, Nicholas Pizzulto, Terrell Nesbitt, Joseph Galiano, John Robinson, John Nuss, John Benedict, Milton Mouton and George Nuss.

MARAD will spend almost \$350,000 to build its third new marine firefighting school on the Delgado College campus here on Michoud Boulevard. Opening is set for six to nine months. A fourth school is scheduled for the Great Lakes area.



Special Log Supplement

# PROGRESS TOWARD UNITY: 1978

An Interim Report  
by the

## JOINT MERGER COMMITTEE

of the

### SEAFARERS INTERNATIONAL UNION, AFL-CIO

and

### NATIONAL MARITIME UNION, AFL-CIO

February 21, 1978



This report is being printed in the May 1978 issue of The NMU Pilot and in the April 1978 issue of The SIU Log to be read and commented upon by the membership of both unions.

# PROGRESS TOWARD UNITY: 1978

The maritime industry in the nations of the free world has been faced in recent years with serious problems—many of them directly traceable to the cutthroat competition of runaway flag fleets—causing some shipping companies to institute drastic cutbacks of all kinds. Orders for new vessels have been postponed or rescinded; shaky managements have backed off plans for expanding services and, worst of all, many vessels have been laid up and their crews thrown out of work.

In the U.S. merchant fleet the shrinkage has been devastating; American flag vessels now carry less than five percent of our nation's foreign waterborne commerce. This trend threatens the very existence of the U.S. flag merchant marine and the belt-tightening the shipping companies have been forced to undergo in order to remain competitive has severely diminished the number of jobs available to members of our maritime unions.

In the search for a solution to the dual problems of vanishing jobs and protecting the economic interests of their respective memberships, the two major unlicensed seamen's unions—the Seafarers International Union and the National Maritime Union—formally established in June 1977 a Joint Committee to develop steps which can be taken by both organizations to work more closely together in the maritime industry and to outline steps that should lead to the eventual merger of the two organizations.

What follows is an interim report by the Joint Committee, finalized on Feb. 21, to keep the membership of the unions and other workers in the industry abreast of developments and to invite their comments. The discussions are continuing and further reports will be made as the talks progress.

## I. STATE OF THE INDUSTRY

The hard facts of what has happened to most segments of the American merchant marine are well known to those who work in the industry. It is these hard facts that mainly impel the unity we are seeking to achieve. Therefore, we present the following review of some of the most significant developments since the end of World War II.

### U.S. deep sea shipping

In the 30 years between 1946 and 1976, U.S. waterborne export and import tonnage increased nearly six-fold. Yet in that period, the number of U.S.-flag deep sea ships decreased to



The SS United States—the "Big U"—was once the pride of the American flag passenger fleet. She has gone the way of many U.S. vessels and is now relegated to the reserve fleet.

barely one-quarter of their 1946 numbers. Jobs aboard U.S. deep sea vessels declined even further, to about one-fifth of their 1946 level.

In 1946, U.S. ships carried 62 percent of U.S. foreign commerce. If we were carrying the same percentage of our foreign trade today, we should be operating some 5,000 ships with over 175,000 jobs.

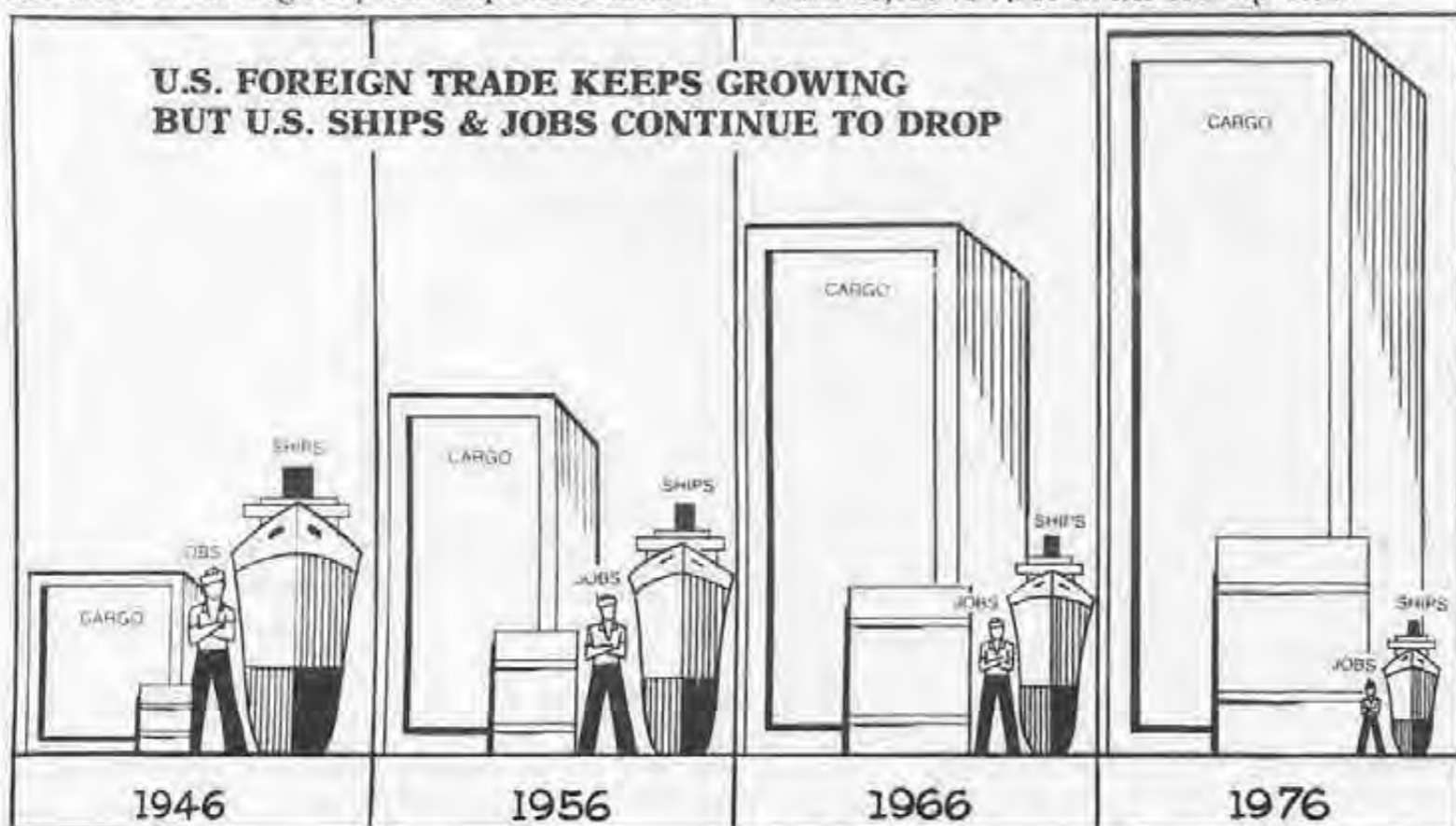
But the share of our foreign commerce carried by our ships declined sharply after 1946 to only 4.8 percent in 1976.

An overview is provided by the following data from U.S. Maritime Administration records on cargoes, ships and jobs over the 30 year period ending with 1976.

	1946	1956	1966	1976
U.S. Oceanborne Foreign Trade in million tons	122	272	404	698
U.S. Deep sea Vessels	2,332	1,059	965	577
U.S. Deep sea Total Jobs	114,610	56,010	47,788	20,885

(SEE CHART BELOW)

The decline in ships affected every category of U.S. deep sea vessel. Jobs aboard dry cargo ships declined from 89,410 at the end of 1946 to 12,319 at the end of 1976. Tanker jobs declined from 20,150 to 7,553 in the same period.



As for passenger ships, they have disappeared under the U.S. flag. Of the last two that had remained on the West Coast one was recently laid up and the other will be laid up in the spring. There were over 5,000 jobs aboard U.S. passenger and passenger/combination vessels at the end of 1946; only 860 in this category at the end of 1976, and there will be almost none by mid-year.

Even with the protection of the Jones Act, coastwise and intercoastal vessel operations also have dwindled. There were 442 vessels in this trade in 1946, compared with 148 in 1976.

Thus the U.S. deep sea merchant fleet has shrunk from a huge diversified fleet to a small fleet which is capable now of carrying only a small fraction of our foreign commerce and which cannot by any stretch of imagination be considered capable of making even an initial response to the demand for shipping capacity which would be imposed on the U.S. by any full-scale defense emergency situation.

Even more severe decline has occurred in the ranks of U.S. merchant seamen. Because of the shrinkage of job opportunities and uncertainty of the industry, the numbers of skilled U.S. seamen available to man our ships and to form the basis for expansion in any emergency have diminished to levels inadequate for our national security.

The United States still remains the greatest trading nation on earth and the leader of the free world, as it was in 1946, but our merchant marine has since been allowed to fall from number one in the world to a feeble number ten.

### U.S. domestic shipping

U.S. shipping also has declined in the domestic trades. Much of this trade was lost to railroads, trucks and pipelines as a result of unscrupulous rate-cutting practices which government regulatory bodies did little or nothing to control.

This is the 1946-1976 record of U.S. ships and jobs on the Great Lakes.

### U.S. Great Lakes Fleet

	1946	1956	1966	1976
Great Lakes Vessels	448	454	286	169
Great Lakes Jobs	16,500	15,000	8,912	3,744

The inland tug and barge fleet is the only area where the number of vessels has increased.

But here, too, jobs aboard the boats have decreased. This is the record:

**U.S. Inland Tug Fleet**

	1946	1956	1966	1976
Inland Boats	3,900	4,210	4,054	4,240
Inland Jobs	94,000	58,940	46,621	46,216

**Total impact on waterborne maritime jobs**

While standards for individual maritime workers have been greatly improved, job opportunities have declined drastically in all types of vessel operation. Major factors contributing to this situation have been technological developments; changed operational methods; competition of foreign flag ships, and unorganized operations or other modes of transportation, depending on the area involved.

(SEE CHART AT RIGHT)

**The changing management structure in maritime**

There have been drastic changes in corporate ownership and management in the offshore maritime industry. Companies which were the mainstays of the past are gone. Sales of companies, mergers and turnovers of management have been occurring on a scale and at a pace unprecedented in the industry.

Following is a list of some of the large U.S. companies which have vanished since 1950:

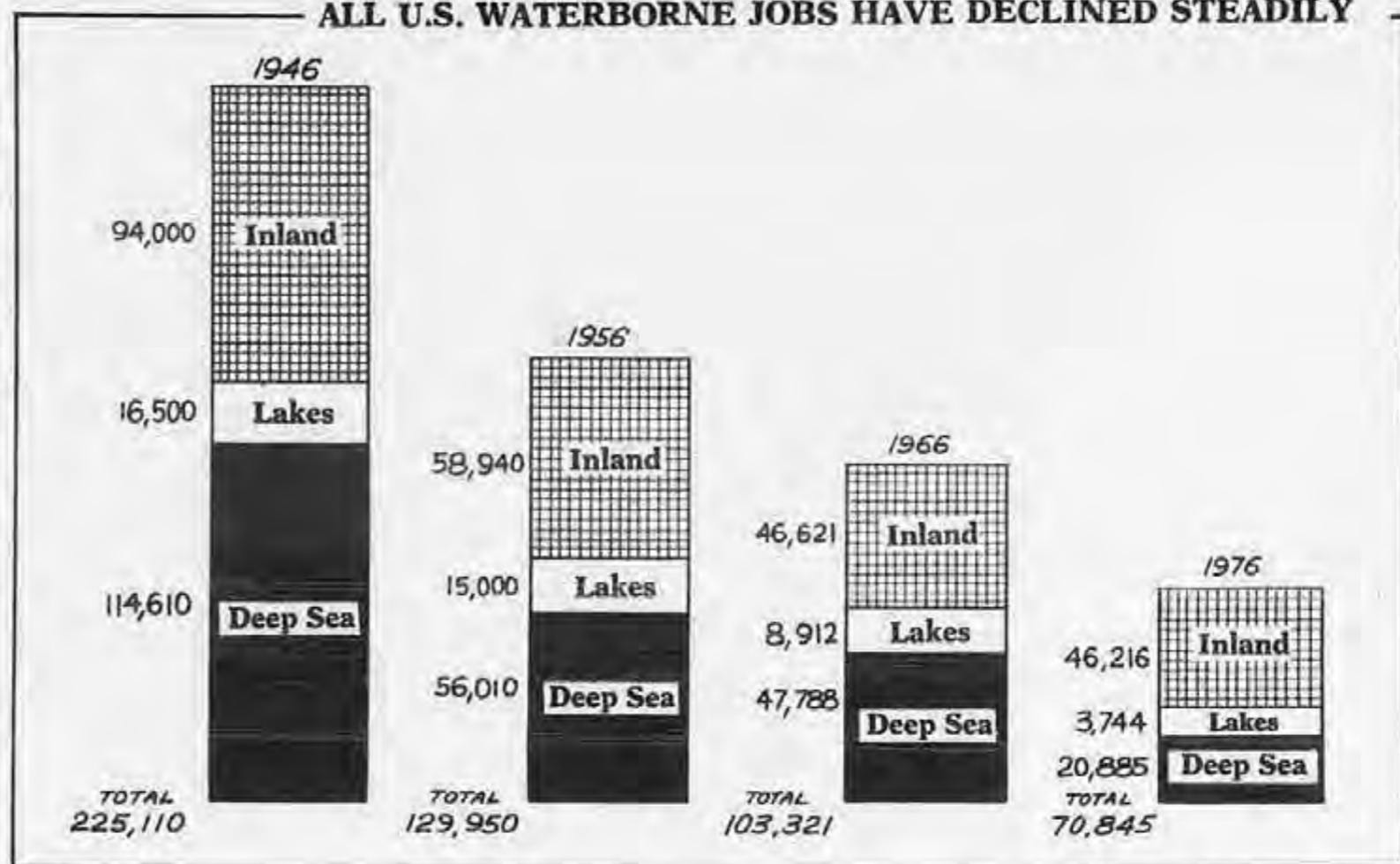
COMPANY	DWT	SHIPS	TONNAGE
Alaska Steamship Co.	8	43,000	
Alcoa Steamship Co.	16	155,000	
Bernuth Lembke Co.	5	67,400	
Bull Lines	18	164,000	
Calmar	9	108,000	
Cities Service	14	234,000	
Eastern Gas & Fuel	12	132,000	
Independent Tankship	6	100,000	
Isthmian SS	28	337,000	
Luckenbach	18	205,200	
Marine Inter Corp.	5	54,200	
National Bulk Carriers	25	452,000	
North American Shipping & Trading	6	100,000	
NY & Cuban Mail Line	5	45,500	
Olson, Oliver G.	8	37,200	
Ore SS Co.	6	142,800	
Paco Tankers	8	220,000	
Pan American Petroleum & Trans.	10	151,000	
Pocohontas SS Co.	7	48,000	
Seas Shipping Co.	7	79,900	
Southern Trading	5	84,000	
Sprague SS	7	71,000	
States Marine Lines	25	306,000	
Sun Oil	22	300,000	
United Fruit	12	66,000	
United Mail	14	85,600	
U.S. Petrol Carrier	7	117,000	
Weyerhaeuser SS Co.	6	65,400	

While old standbys of the maritime industry were disappearing, new names have been appearing in the roster of major operators, most of them with little or no background in the maritime industry. Many of the new operators are part of giant conglomerates in whose operations ships are only a minor factor. Some of the remaining older companies also have been sucked up into such conglomerate operations.

Among the new "big names" in shipping, for example, are the R.J. Reynolds Co., Chromalloy, Holiday Inn, Lykes-Youngstown, Natomas and Walter Kidde.

Companies such as these are not always interested in the welfare of the merchant mariner. Their motive is larger and larger profits. In their search for profits they will often merge into larger and larger units. A change of owner-

**ALL U.S. WATERBORNE JOBS HAVE DECLINED STEADILY**



ship then can have a tremendous effect on the job security of the mariner.

The U.S. merchant marine is turning into a giant game of high finance that has no consideration for the effects that changes in ownership or operation have on maritime workers. All that matters to shipping financial managers is the profit line.

The depressed state of the industry has contributed to the wave of sales, mergers and turnovers. It also has stimulated efforts of companies to consolidate markets and trade routes in their battle for survival.

At the present time, of the 14 liner companies that existed in 1970, one is in the process of sale, one is bankrupt, two are in financial difficulty, two are about to merge with other companies and one other is looking for a buyer.

The same is true in the tanker trades where change among established operators has been rapid. In a few years, if the trend continues, perhaps fewer than 10 companies will control over half of U.S. flag tanker operations.

The consolidation of life-and-death power over what is left of the U.S. merchant marine

among a handful of operators, some of them with only a peripheral interest in U.S. flag shipping, is a serious further challenge to the unions in their efforts to protect and advance the interests of U.S. seamen.

There are many ways in which this trend can threaten the interests of U.S. seamen; the most serious, of course, being the effect such consolidation of ownership may have on job security, pension programs and other benefit programs of all unions.

**Growth of runaway flag operations**

A major factor in the decline of the U.S. merchant marine over the past quarter-century has been the government policies which tolerate and, in fact, encourage the use of flags-of-convenience—or as seamen know them, runaway flags—on ships of U.S. companies.

U.S. oil companies and other giant corporations have swelled their profits by the use of the runaway flag device on the ships they own or charter. It permits them to evade U.S. taxes, U.S. labor standards, safety requirements and



When you look at any U.S. port today you will see many foreign flag ships but few American. Here is a view of the port of New York just below the Verrazano-Narrows Bridge. Part Authority of New York and New Jersey

other responsibilities which our laws impose on other U.S. ship operators and on U.S. citizens generally.

Here is a picture of how a few major ship operators have made use of the device:

	U.S. Fleet 1952	U.S. Fleet 1975	Flag-of-Convenience Fleet 1975
<i>Exxon</i>	54	16	87
<i>Gulf</i>	38	14	12
<i>Texaco</i>	22	16	29
<i>Chevron (SOCAL)</i>	13	11	28

These are just a few of the U.S. companies which have made increasing use of runaway flags. The list also includes Alcoa, Barber Oil Co., Bethlehem Steel, States Marine Lines, United Fruit and Ward Line, among many others. These companies owned large numbers of American ships. Now they have none, but do have foreign flag fleets.

Also, there are many U.S. ship operators who maintain both U.S. and foreign flag fleets. Among them are Maritime Overseas, Ogden Marine, Marine Transport Lines and Seatrain.

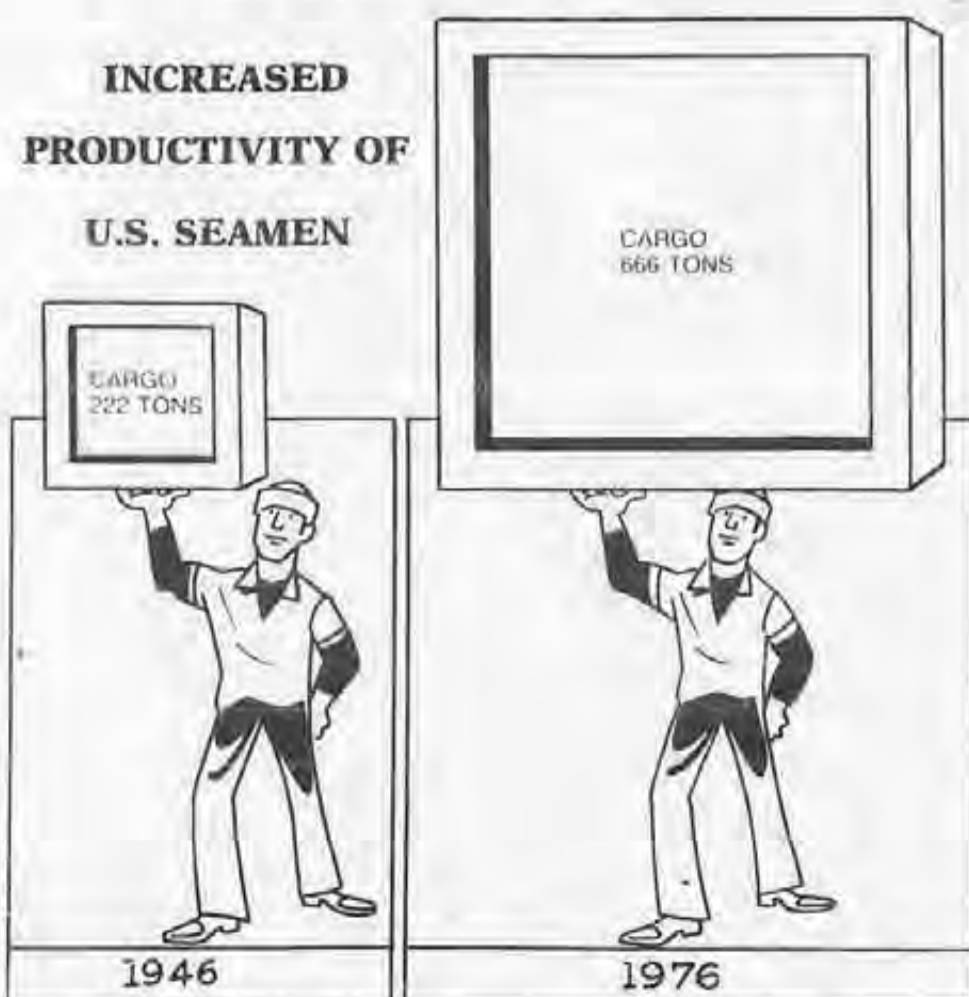
The growth of U.S.-owned runaway flag operators, their virtual monopoly of our oil and bulk ore imports and the ability of runaway flag operators to influence government maritime policies are among the most important and most difficult challenges facing the maritime workers.

## II. IMPACT OF TECHNOLOGICAL DEVELOPMENTS

Automation and other technological developments in the maritime industry have vastly increased productivity of all U.S. vessels and U.S. seamen and boatmen. The increased speed of today's vessels, greater cargo capacity, faster turnarounds, automated controls, and low maintenance equipment all have combined to give one of today's vessels in most categories the productive capacity of five to ten of the vessels which dominated the trade only a few years ago.

As an example of the increased productivity of individual seamen in terms of cargo, note these figures: in 1946, there was one crew member aboard U.S. flag ships for every 222 tons of cargo carried; in 1965, it was 288 tons per seaman; and in 1976, the figure was 666 tons of cargo for every seaman aboard U.S. flag ships.

(SEE CHART BELOW)



The new highly-automated ships carry crews smaller than their predecessors, despite their far greater capacity. Here are some examples of the trend:

Type of Vessel	Size DWT	Crew
T-2 Tanker (1946)	16,000	41
Modern U.S. VLCC	265,000	28
Victory (1946)	10,000	44
Modern Container Ship	27,000	38
Steam Tug (1946)	5,000	24
Modern Towboat	45,000	11
Lakes Ore Carrier (1946)	10,000	37
Modern Lakes Carrier	60,000	20

### Ratio of licensed and unlicensed seamen

While the unlicensed seaman has been fighting for survival in the face of the trend toward smaller crews on fewer ships, he has failed to note a third danger: that the licensed officer, aided through management and the Coast Guard, is gradually taking over many shipboard duties once done by unlicensed crews.

Unlicensed seamen have borne the load in reductions, while the officers have remained strong and have even made some overall gains. On ships built in the 1940s, approximately 80 percent of the crew were unlicensed. Recently, the percentage of unlicensed personnel has fallen to almost 50 percent. If the trend of tug/barge and scaled engine room vessels continues, we may soon find more officers than unlicensed seamen on U.S. vessels. Here are some examples of the trend:

	1946 Vessels		Today's Vessels			
	T-2 Tanker	Victory	LASH	Super Tanker	Gas Turb. Tanker	Tug/Barge Unit
Unlicensed crew	32	34	21	20	8	8
Licensed crew	9	10	11	9	9	6

Technological advances, in addition to the reduction in number of U.S. flag ships, have reduced jobs in all categories but the loss in unlicensed ratings has been proportionately more severe as shown by the following:

	1956	1966	1976
Licensed Jobs	12,884	11,635	6,080
Unlicensed Jobs	43,126	36,153	14,805

These figures heavily underline the urgent

need for unity of programs of the unlicensed seamen's unions.

### Unlicensed seamen meet the challenge

The unions have responded positively to the challenge of changing technology in maritime. They have not tried to block—simply for the sake of blocking—changes which realistically could be made. Instead, the unions concentrated on protecting their members against the impact of these changes and seeing to it that the changes are translated into gains for the individual seaman in pay, overtime rates, pension and welfare, vacations and other benefits.

The unions also have responded positively to the demands of the new technology. New skills and technical knowledge are needed aboard modern ships and unlicensed seamen are mastering these requirements in a number of excellent schools for whose creation and administration the unions are mainly responsible.

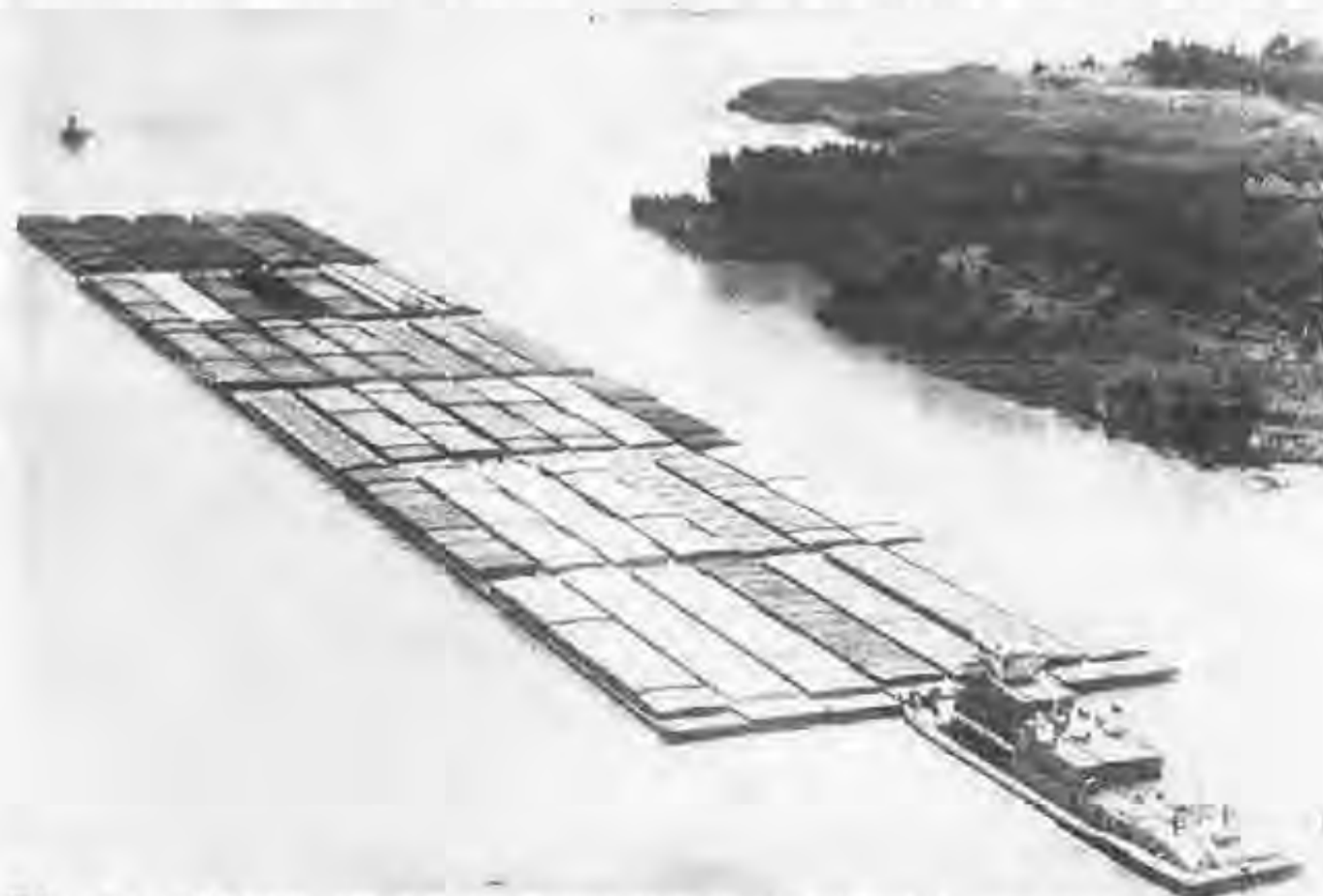
Living conditions aboard ship have been improved with air conditioning and separate quarters. However, much still must be done to improve working and living conditions on the new ships. The fast turnaround and new machinery have created a number of problems which must still be solved.

The problem of establishing stable job opportunity, while it has been relieved through union efforts, certainly is not solved. The conclusion must be drawn that although gains in income, pension security, vacations and other individual benefits for the unlicensed seaman have been substantial, much more must be done to strengthen job security, improve working conditions and otherwise compensate the U.S. unlicensed seaman for his greatly increased productivity.

## III. STRUCTURE OF THE MARITIME UNIONS

The American merchant mariner faces a number of tough problems that need to be identified and addressed frankly today. With less than five percent of U.S. foreign trade under the U.S. flag, this means that over 90 percent of our maritime jobs have been exported overseas. And with less than 71,000 total jobs, it is difficult to get the country and the Congress to consider the serious problems of the industry. We cannot command the attention for our problems that other U.S. industries command.

Even so, we as maritime workers can't speak with a voice of 71,000 strong. We are divided



This river tow is just one of many examples of how productivity has greatly increased among boatmen. This rise in productivity has been a major factor in enabling the industry to compete.



The well-being of the maritime industry depends largely on the U.S. government. Laws and regulations coming from the White House and the Congress play a big part in determining the future of seamen and boatmen. That is why both the NMU and SIU maintain legislative offices in the nation's capital. Their efforts in gaining favorable maritime rules and legislation would of course be strengthened through a united voice.

into little factions. The total industry is split almost in half—organized workers and unorganized workers. The voice of organized workers is diluted by the division of licensed and unlicensed maritime unions.

And to make our voice even smaller, even the organized unlicensed seamen and inland boatmen are split into nine different national and international maritime affiliates to the AFL-CIO as well as 12 other federated and independent unions. This underscores the need for merger.

### **Unions Representing Unlicensed Seamen and Boatmen**

#### **1. AFL-CIO seamen's unions**

National Maritime Union  
Seafarers International Union of North America  
Inland Boatmen's Union of the Pacific  
Marine Cooks and Stewards Union  
Marine Firemen's Union  
Marine Staff Officers Pacific District  
Military Sea Transport Union  
Sailors Union of the Pacific  
Seafarers International Union, AGLIWD  
Staff Officers Association of America

#### **2. Other National and International Unions representing vessel personnel**

American Federation of Government Employees, AFL-CIO  
International Brotherhood of Teamsters  
International Longshoremen's Association, AFL-CIO  
Local 25, Operating Engineers, AFL-CIO  
National Association of Government Employees  
National Federation of Federal Employees  
Oil, Chemical and Atomic Workers, AFL-CIO  
United Paperworkers Union, AFL-CIO  
United Steelworkers, AFL-CIO  
United Marine Division—Local 333, ILA, AFL-CIO

#### **3. Independents**

Atlantic Maritime Employees Union  
Eastern Sun Marine Employees' Association  
Exxon Seamen's Association  
Exxon Stewards' Organization  
Getty Tanker Men's Association  
Sabine Independent Seamen's Union  
Socony Mobil Boatmen's Union  
Sun Marine Employees' Association  
Tidewater Tanker Men's Association

Little can be gained by delving into the background of this splintering of seamen into so many unions. Almost as many reasons can be found as there are organizations and most of these reasons are buried in past history.

It is clear, however, that this multiplicity of unions does not serve the interests of U.S. seamen and boatmen. It also is clear that merger of the two major unlicensed unions will be a major step toward bringing all unlicensed seamen and all boatmen—on deep sea, Great Lakes, rivers and harbors—into one union.

Despite the serious problems of the maritime industry, the strength of the enemies of the U.S. merchant marine, and the divisions among seamen, these unions are strong and have tremendous assets. For example:

- The unions have impressive properties across the country in the form of national headquarters and branch offices and other bases of operation.
- They have five separate training facilities—among the best equipped and most advanced of their kind in the world—dedicated to enabling

their members to keep pace with technological and industrial changes in the industry.

- They have negotiated and, with their contract companies, are responsible for pension, welfare and vacation programs which provide impressive benefits for their members and families. The combined assets of these plans exceed half-a-billion dollars.

- They have sophisticated, highly-respected research and legislative offices in the nation's capital to work on legislative and policy issues affecting their members.

- They have a wealth of talent and ability among their national and port officials and staff, able to work effectively and responsibly to solve industrial problems and to provide leadership in matters affecting the social and economic interests of their members at national, state and local levels.

- They have the respect and support of the rest of the AFL-CIO—14 million working men and women—and, indeed, the whole American labor movement.

- They enjoy the fraternal support of seamen's organizations throughout the free world.



The SIU and NMU work together, and with other unions, in a number of committees and organizations, such as, the International Transport Federation, and the AFL-CIO's Ad Hoc Committee on Maritime Industry Problems.

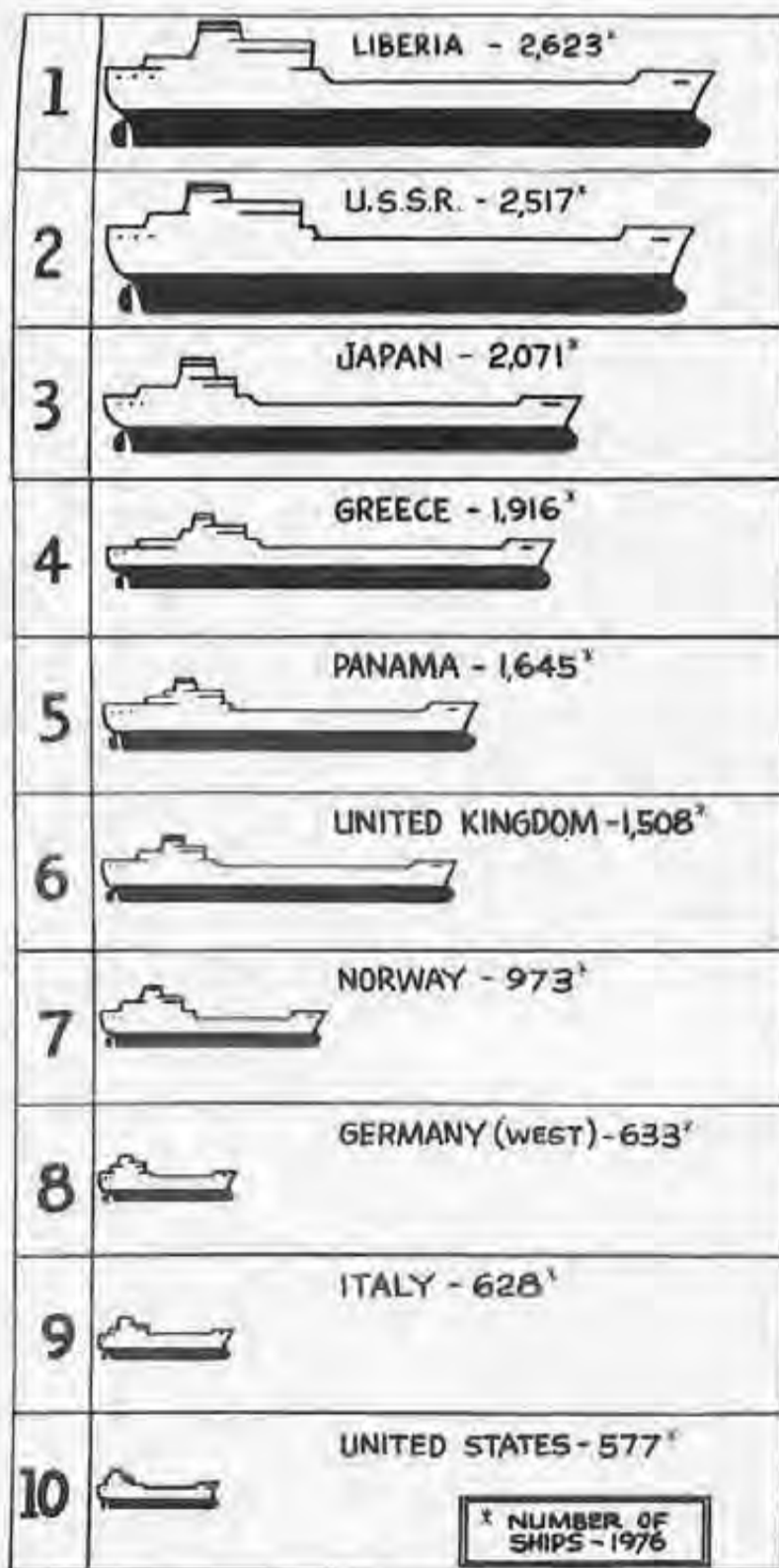
#### IV. THE BATTLE FOR POSITIVE U.S. MERCHANT MARINE POLICIES

The battle of the maritime unions to advance the well-being of their members cannot be separated from the battle for a strong U.S. flag merchant marine. This battle must be fought mainly in the agencies of government at all levels and in Congress. It must be fought also in the communications media to help the American people understand what is at stake.

A major role has been taken by the maritime unions in making lawmakers and the public aware of how weak the U.S. is in the maritime field. The unions have pointed out how that weakness affects the American economy and national security and what has to be done about it. Our objectives are to get administrative and legislative action to correct the weakness and assure maintenance of adequate strength under the U.S. flag in all categories of shipping.

All the logic is on the side we are fighting for. The U.S. is the greatest industrial and commercial nation in the world. Yet our own ships carry less than five percent of our foreign commerce. The U.S. must depend increasingly on overseas sources for fuel and essential raw materials to keep our industrial plant operating. Yet we have ships under our flag capable of carrying only the tiniest fraction of our massive requirements. We are the leader of the free world, with worldwide responsibilities for our own defense and defense of our allies which, in any emergency, will impose immediate critical demand for tremendous ocean shipping capacity. Yet we rank tenth among the world's merchant marine fleets. (SEE CHART BELOW)

#### RANKING OF MERCHANT FLEETS



Many American shipping companies, like Bethlehem Steel which ran Calmar Line, have transferred their vessels to foreign registry.

Our arguments are backed by unassailable lessons of history which apply with even more emphasis to America's present situation than to the past. The damaging effects of merchant marine weakness and the added danger and sacrifice which this weakness imposes have been demonstrated even in the relatively minor defense emergencies of recent years.

It makes no sense for our country to expect that a merchant marine which must subsist on a mere five percent of our foreign commerce can rise to fulfill the tremendous requirements which will be put on it in a defense emergency. It makes no sense for our country to leave itself vulnerable to economic blackmail and other types of economic offensive by rival nations because we do not have the ships to carry more than a minute fraction of what we need in basic fuels and essential raw materials.

It also makes no sense to believe that our country can maintain an adequate merchant marine without substantial government protection and support. There is no maritime nation in the world which permits its own ships to carry so small a share of their own foreign commerce as does the U.S. The share which ships of most competing nations carry of their own commerce is in almost every case four to ten times greater than that of U.S. ships.

Furthermore, such a fast-growing competitor as the Soviet Union is not bound by any profit-and-loss considerations in operation of its ships. There have been many recent demonstrations of the way the Soviets can force competition out of important trades routes by selective rate-cutting and once they achieve a monopoly, can use it for political or strategic gain or to set extortionate rates.

These facts are clear to anyone with any knowledge of the maritime situation. The unions have made many sustained, well-conceived efforts to make government officials, lawmakers and the public aware of the situation and get corrective action. Yet, our country remains indifferent to its maritime vulnerability.

Take, for instance, the oil cargo preference bill that was defeated in the House last year. The bill would have required a maximum of 9.5 percent oil imports on U.S. flag ships.

The attack that was generated against this modest oil import bill and against the unions supporting it was almost beyond belief. The source of these attacks was, without question, the propaganda mills of the runaway flag operators, that is, the big oil companies.

The attack has not stopped with the defeat of the oil quota bill. The runaway operators apparently feel threatened and are acting on the theory that a continuous attack is the best strategy.

Consider these later developments:

- The renewal of appropriations for maritime subsidy was passed in the House by an unusually narrow margin, 231 to 166. The whole subsidy system is under attack.

- Tolls are due to increase on the St. Lawrence Seaway shortly; toll increases are also being considered for the Panama Canal.

- A fuel tax is about to be imposed on the inland towing industry, threatening grave damage to the industry, yet with no government agency opposing the tax. There are indications of a concerted effort by land-based transport, which is less efficient and requires greater government support, to destroy our domestic waterborne transport industry.

- The Department of Defense is becoming increasingly outspoken in opposition to measures essential to a healthy U.S. flag merchant marine, this despite warnings from many of our top military commanders about our maritime weakness. It should be remembered, of course, that DoD was the original government source of the policies extending the mantle of U.S. government protection to U.S.-owned runaway flag ships.

- The share of U.S. oil and essential ores carried by U.S. ships is still shrinking—down to three percent for oil and a bare one percent for ore imports. This is an extremely dangerous condition.

- Efforts to create wedges in the Jones Act—which provides basic protection for the U.S. merchant marine by reserving domestic commerce to U.S. flag ships—are increasing. With this, there are efforts to exploit on a larger scale existing loopholes in the law such as the provision that exempts shipping between the U.S. Virgin Islands and the mainland.

#### V. PROSPECTS FOR FUTURE DEVELOPMENT IN THE MARITIME FIELD

If we can achieve sound long-range U.S. merchant marine policies, particularly on cargo quotas, employment opportunities for American seamen and boatmen will improve. Beyond that, there are possibilities in new offshore operations which may one day be larger and provide more employment than ocean transport.

The possibilities include sea farming and mining the ocean floor, development of offshore oil and gas sources, establishment of power generating facilities offshore, new methods for moving energy and for disposing of waste materials.

Both the NMU and SIU are already working together to insure a foothold in early operations

of this type. Their experience, even at this stage, demonstrates the difficulties which will have to be overcome to bring the workers in these remote multi-faceted operations the benefits of union representation.

However, development of offshore industry is certain to expand and the unions must meet the challenge. The battle may be much like those which workers had to fight in the earliest days of maritime unionism in this country and it will test the mettle of the unions.

## VI. CONCLUSIONS

Both NMU and SIU have fought hard and effectively on behalf of their members in all areas. They have achieved notable gains against great odds. They exert influence far beyond what would be expected considering their relatively small numbers and resources. They continue to be strong and will continue to be among the leaders in organized labor in advancing their members' interests.

There can be no question that the division of maritime workers and the rivalry among them has weakened our efforts in many directions. This division has confused our friends and aided our enemies.

NMU and SIU have worked together in many crucial battles in recent years. Past unity arrangements have provided a clear idea of our united potential. There can be no question that the strength and effectiveness of both unions will be enormously enhanced by merger. In all the areas we have surveyed where organized American seamen are facing serious challenges, their cause will be greatly helped if we can achieve a firmly established merger which cannot be broken by friend or foe.

In order to protect the interests of our members and other workers in the maritime industry in the face of industrial depression, chaotic management turnover, drastic technological and operational change, a merger of the two leading unions of seamen and boatmen is of paramount importance. We have seen enough of how division wastes our energies and undermines our effectiveness.

Our effectiveness in collective bargaining and in administering our contracts will be greatly enhanced by a single approach.

Eliminating duplication of facilities and services in the same area will mean that more and better service can be provided at lower cost.

In organizing workers in the still unorgan-



With increased activity in offshore drilling and mining, scores of new vessels will be needed. These will mean many job opportunities for seamen and boatmen.

ized segments of our industry and in new developing offshore industries, a merged organization is needed. Merger will also benefit the shoreside members which we now represent and will widen our organizing capabilities in this area. Competition between unions in organizing is not only wasteful, it is damaging to the union cause. The same applies in the organization of new ships and companies. We all need our full strength in these efforts.

We also must eliminate all uncertainty and confusion concerning the seamen's position on national merchant marine policy. The NMU and SIU working together in one organization with the support of the labor movement can provide leadership in the fight for positive legislation, a long-range maritime program, curbing the runaway flag and protecting the inland water transport industry against efforts to scuttle it.

If we are to get the case for the U.S. seaman and boatman and the U.S. merchant marine squarely before the public, we must work together and pull together all other elements which have a stake in the industry. Since we cannot hope to match the resources or the hidden influence of big oil companies, which are

our main source of opposition, we must make the most of our every effort. As in all our other battles, a united front plays an important part. However, the final answer is merger.

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The work of this Committee has only begun. In this report we have set forth some of the compelling reasons for seeking merger. We also have been analyzing the basic elements involved in attempting to merge the two organizations—their organizational and financial structure, operating procedures, constitution and by-laws, collective bargaining agreements, vacation, pension, welfare and other benefit programs, properties, etc.

We are developing various alternative formulas by which a merged organization can be established. It is likely that independent groups of maritime workers will want to become part of this merged organization and that is part of our considerations. Also, we are aware that both NMU and SIU have membership other than vessel personnel, some of it only indirectly related to maritime. The rights and interests of these members must be fully protected and served in the merger process.

The results of all this analysis and consideration will be reported to the members from time to time.

The work of this Committee must move forward. The problems which must be resolved are certainly intricate but no matter how tough they may be, the job of analyzing them and developing possible solutions should move forward with all possible speed. The opinions of members of the unions are solicited and will be given due consideration by the Committee. Out of this, recommendations will be developed for submission to the union memberships in accordance with their constitutional requirements.

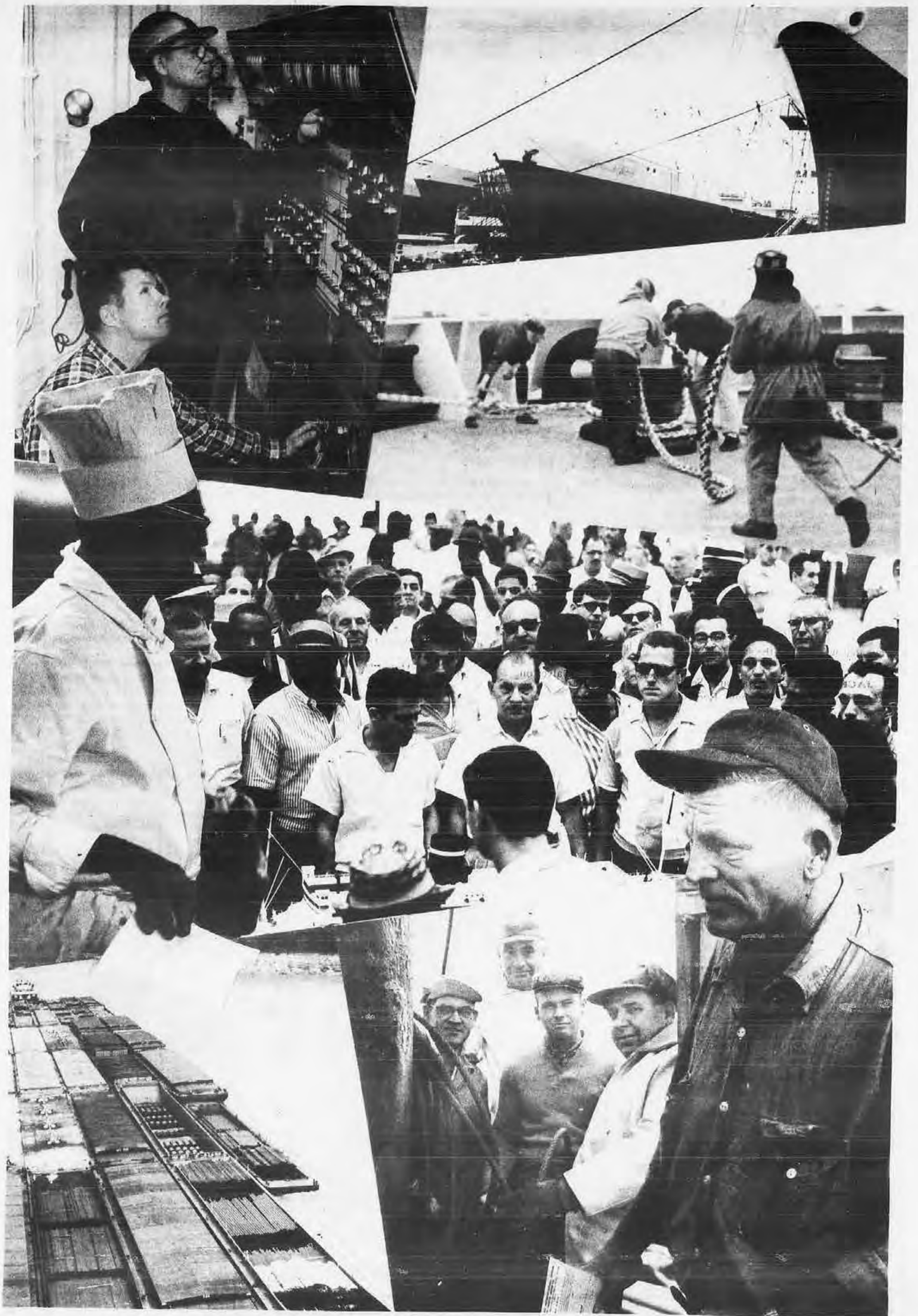
In the meantime, we wholeheartedly recommend that the unions continue to seek out every opportunity to work together on matters of mutual concern in all fields.

This statement has been drafted by the Merger Committee of the National Maritime Union and the Seafarers International Union of North America. While it represents the facts, it also contains the opinions and views of the Committee. We welcome comment from all seafarers and boatmen.

Send comments, ideas and suggestions to the NMU-SIU Merger Committee c/o Frank Pollara, AFL-CIO, 815 Sixteenth St., N.W., Washington, D.C. 20006.



One of the biggest reasons for job losses among U.S. seamen are runaway flag ships. American companies, particularly the oil giants, own or charter ships that are under the flags of such countries as Liberia and Panama.





**LNG ARIES** (Energy Marine Operations), February 5—Chairman, Recertified Bosun Roy Theiss; Secretary G. Debrafre. Some disputed OT in deck department. Chairman had a talk with Captain Spence about outgoing mail and it is solved. Report to Log: "We had a very bad storm at Canvey Island and lost a few wires and mooring line. We also went aground. But now all is back on schedule." Next port, Bontang.

**BALTIMORE** (Sea-Land Service), February 14—Chairman, Recertified Bosun Joseph Puglisi; Secretary George W. Gibbons; Educational Director W. J. Dunnigan; Deck Delegate Randall Hawkin; Steward Delegate Tom Brown. \$15.25 in ship's fund. No disputed OT. Chairman discussed the importance of SPAD. Secretary reported that the Captain is collecting for the Merchant Marine library. Also that rough weather was encountered going to Boston but everyone cooperated as seamen should and now everything is fine. A vote of thanks to the steward department for a job well done. Next port, Boston.

**ERNA ELIZABETH** (Hudson Waterways), February 5—Chairman, Recertified Bosun N. Matthey; Secretary B. Fletcher; Educational Director J. Beatty; Deck Delegate J. Stanton. \$115 in movie fund. \$16 in ship's fund. Some disputed OT in deck department. Chairman urged all crewmembers to read the Log so they will know what is going on in the Union. Also discussed the importance of SPAD. Secretary reported that all Seafarers who are on the Panama Canal run should bring their heavy fishing gear as the fishing is good in Parita Bay. A vote of thanks to the steward department for the cook out and barbecue that was held on the stern.

**JACKSONVILLE** (Sea-Land Service), February 5—Chairman, Recertified Bosun Sven Stockmarr; Secretary H. Alexander; Educational Director Del Rio. Some disputed OT in engine department. Chairman reported on the repairs that were done and the others that would be completed when the materials are at hand. Reminded crewmembers to turn in safety suggestions and when in doubt about the Union agreement to see your delegate or educational director. The crew was thanked for their fine cooperation.

**CONNECTICUT** (Ogden Marine), February 26—Chairman, Recertified Bosun M. Becching; Secretary C. Scott; Educational Director J. McLaughlin. No disputed OT. Chairman requested a check on the air conditioning due to the ship going on the Panama run in June, 1978. That all repairs have been done except shipyard work. Also advised all crewmembers to take the LNG training. Secretary reported on the radiogram sent in favor of the Labor Reform Act and requested all Seafarers to do the same. A vote of thanks to the steward department.

**COASTAL CALIFORNIA** (T.M. McQuilling), February 16—Chairman, Recertified Bosun Fred A. Olson; Secretary Jimmy Bartlett; Educational Director Dave Norris. \$38.25 in ship's fund. No disputed OT. Chairman noted that all B-books that have been on the ship six months will have to get off and that the best shipping on the West Coast is out of Wilmington and Seattle. A vote of thanks to the steward department. Observed one minute of silence in memory of our departed brothers. Next port, Wilmington.



Digest of SIU Ships' Meetings

**ALEX STEPHENS** (Waterman Steamship), February 27—Chairman, Recertified Bosun Carl Francum; Secretary R. Liegel; Educational Director C. R. Coumas; Deck Delegate M. Kuite; Engine Delegate B. Connolly; Steward Delegate C. Traver. Chairman reports that everyone needs a passport to register as of now and whatever group you register in you stay in that group from now on. A letter was received from Headquarters on a resolution made last trip, was read and posted on the bulletin board for two weeks. Some disputed OT in deck department. A request was made for new books for the ship's library. Steward reported that the men that came from Piney Point are doing a good job.

**OVERSEAS NEW YORK** (Maritime Overseas), February 16—Chairman, Recertified Bosun R. Murry; Secretary E. Heniken; Educational Director L. Allen; Deck Delegate E. Hermanson. No disputed OT. All communications received were read and posted. As a safety factor it was suggested that a platform be built on the accommodation ladder. Observed one minute of silence in memory of our departed brothers. Next port, Galveston.

**OGDEN WILLIAMETTE** (Ogden Marine), February 26—Chairman, Recertified Bosun Ray Broadus; Secretary E. Kelly; Educational Director J. Neal; Deck Delegate N. Tatar; Engine Delegate R. Ross; Steward Delegate C. Kreiss. No disputed OT. Chairman advised all crewmembers to go to Piney Point and get their LNG training as soon as possible and while they are there to get their firefighting certificate. The steward said he had good boys from Piney Point to help out and he was glad they were aboard. A vote of thanks to the steward department.

**OVERSEAS ARCTIC** (Maritime Overseas), February 15—Chairman James Omare; Secretary Jack Mar. Educational Director A. P. Mottram; Engine Delegate Robert Young. \$8 in ship's fund. Some disputed OT in deck and steward departments. A vote of thanks to the deck department for cleaning up the spilled oil on deck. A job well done. It was suggested that Maritime Overseas be contacted in regard to lack of transportation service from gate to Exxon's oil dock in port of Baton Rouge. Observed one minute of silence in memory of our departed brothers. Next port, Long Beach.

**TAMARA GULDEN** (Transport Commercial), February 11—Chairman, Recertified Bosun Peter Loik; Secretary Nicholas Hatgimios; Educational Director Robert Henley; Deck Delegate Walter Wright; Engine Delegate Thomas Gialka; Steward Delegate Patrick Devine. Chairman gave a vote of thanks to Joe Air who paid off the ship and did a good job. Also a vote of thanks to Joe Walsh for dispatching the men to the ship and doing a good job at the Union Hall in the port of Philadelphia. A vote of thanks to the steward department for good meals and for picking up the movies.

**SEA-LAND COMMERCE** (Sea-Land Service), February 26—Chairman, Recertified Bosun Lothar Reck; Secretary J. Jones. \$85 in movie fund. Some disputed OT in engine department. Chairman held a safety meeting and it was reported that we had a good record. Also discussed the importance of donating to SPAD and for all crewmembers to check with immigration and customs. A vote of thanks to the steward department.

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

MOBILE  
ROSE CITY  
MOUNT WASHINGTON  
DELTA ARGENTINA  
MANHATTAN  
SAMUEL CHASE  
MARYLAND  
NECHES  
DELTA MEXICO  
COLUMBIA  
ROBERT TOOMBS  
OGDEN WABASH  
PONCE  
EAGLE TRAVELER  
POTOMAC  
OVERSEAS NATALIE  
OVERSEAS ANCHORAGE  
SUGAR ISLANDER  
ZAPATA RANGER  
ULTRASEA  
STUYVESANT  
SEA-LAND CONSUMER  
PENN  
BEAVER STATE

DELTA PARAGUAY  
OVERSEAS ALASKA  
JOHN B. WATERMAN  
PORTLAND  
SEA-LAND ECONOMY  
SEA-LAND FINANCE  
DELTA ARGENTINA  
SEA-LAND PRODUCER  
OVERSEAS VIVIAN  
OVERSEAS OHIO  
ANCHORAGE  
SEA-LAND GALLOWAY  
HOUSTON  
OVERSEAS ALEUTIAN  
SEA-LAND TRADE  
DELTA URUGUAY  
DELTA MAR  
MONTICELLO VICTORY  
BAYAMON  
BALTIMORE  
BANNER  
FORT HOSKINS  
SEA-LAND MARKET  
SEA-LAND VENTURE

**LNG AQUARIUS** (Energy Marine Operations), February 7—Chairman, Recertified Bosun Billy Nuckols; Secretary F. Costango; Educational Director D. Orsini; Deck Delegate Charles Loveland; Engine Delegate Charles Dahlhaus; Steward Delegate Larry Dockwiller. No disputed OT. Secretary discussed the importance of all crewmembers paying off to report to their respective Union Halls as soon as possible to register. Bring dues up-to-date and not to forget the importance of SPAD. Port Agent Frank Boyne visited the vessel in Osaka last trip and discussed the Bontang "Health Problems" and advised all crewmembers to proceed with caution. A vote of thanks to the steward department especially for the pizza pie. The company will supply more movies and will check the oncoming films to make sure they run. Next port, Nagoya.

**ARTHUR MIDDLETON** (Waterman Steamship), February 4—Chairman, Recertified Bosun S. Johannsson; Secretary R. M. Boyd; Educational Director Tyler; Deck Delegate James Harrington; Engine Delegate William Blankenship; Steward Delegate Henry Thomas. \$40 in ship's fund. No disputed OT. Chairman explained the need for SPAD and what Piney Point has to offer the membership. Advised all crewmembers to be careful while going fore and aft on the catwalks and working with the gear. Safety is a 24 hour a day job and it is everyone's job. A vote of thanks to the steward department for a job well done. Next port, Calcutta.

**JEFF DAVIS** (Waterman Steamship), February 5—Chairman, Recertified Bosun George Annis; Secretary R. Collier; Educational Director J. J. Thompson; Steward Delegate Jerry Miller. Some disputed OT in deck and engine departments. The Log was received in Jeddah. Chairman discussed the importance of donating to SPAD. Also to bring up at the next safety meeting, why the emergency exits to the engine room are kept locked. There are heavy oil leaks in the bilges that should be corrected. A vote of thanks to the steward, deck and engine department delegates.

**INGER** (Reynolds Metals), February 12—Chairman, Recertified Bosun John Moore; Secretary J. Reilly; Educational Director James T. Mann. No disputed OT. Chairman advised that anyone getting off should give notice in time for replacement. Letters received from Headquarters to the crew were read and posted on the bulletin board. All new members were urged to go to Piney Point for upgrading. A vote of thanks to the steward department for a job well done. Next port, Longview.

**TRASCOLUMBIA** (Hudson Waterways), February 12—Chairman, Recertified Bosun A. Campbell; Secretary S. J. Davis; Educational Director J. Burkette; Deck Delegate James Harris; Engine Delegate Alfred McQuade; Steward Delegate James Munaz. No disputed OT. Chairman reported: "At 1730 on February 10, 1978 Captain contacted agent on channel 24 vhf—agent stated to anchor in open roadstead close to buoy 3c. Captain requested launch service—Agent replied Moroccan regulations do not permit shore leave from an open roadstead. The Moroccan government refuses to give letter to captain—the Master posted notice of same in crew messhall." Next port, Lisbon.

# A Close Look at DOT and Maritime

This is the 20th in a series of articles which the Log is publishing to explain how certain organizations, programs and laws affect the jobs and job security of SIU members.

The U.S. Department of Transportation was created more than a decade ago, but the questions that were raised then about its role in maritime affairs have not been answered yet.

The basic question in 1966 was how much control DOT should have over maritime transportation. The Johnson Administration saw the new department as a way to consolidate all major federal transportation agencies. But maritime labor and management saw it as a bureaucratic maze wherein the special needs of the shipping industry would be lost. DOT was ultimately given a limited maritime function.

DOT was not the answer to the merchant marine's problems in 1966. But those problems have not gone away and both sides in the debate are now talking again about how to solve them through Government policy and reorganization.

It's clearly time to take another look at DOT. What is it? What has it done? And what can it do for maritime?

When the DOT Act was proposed, the Maritime Administration (MarAd), the major maritime agency in Government, was housed within the Department of Commerce. Johnson wanted to switch MarAd, along with its crucial power to subsidize the merchant fleet, over to DOT.

The SIU and other maritime groups responded with a resounding "no." Although maritime interests were generally not satisfied with MarAd's place in Commerce, they feared that it would not be able to successfully compete with all other transportation agencies within DOT.

The fear had a sound basis since five of the seven agencies set up under DOT are non-maritime and include some of the shipping industry's stiffest competition. They are: the Federal Railroad Administration, Federal Highway Administration, National Highway Traffic Safety Administration, Federal Aviation Administration, and the Urban Mass Transit Administration.

## Coast Guard Under DOT

MarAd stayed in Commerce, but another important maritime agency, the Coast Guard came under DOT. The only other maritime agency in the Department is the St. Lawrence Seaway Development Corporation.

The head of each agency reports directly to



The St. Lawrence Seaway Development Corp. is one of two maritime agencies under DOT. An aerial view of the Seaway's Eisenhower Lock is shown here.



The Coast Guard is the major maritime agency within DOT. It has been strongly criticized by the SIU for not carrying out its responsibility to insure health and safety at sea. The Coast Guard cutter *Sauk* is shown here in icebreaking operations.

DOT's chief executive, the Secretary of Transportation. Brock Adams, a former Democratic Congressman from the State of Washington, has held that post since his appointment by President Carter in January, 1977.

The establishment of DOT was the first major step towards Government consolidation and coordination of U.S. transportation. It was an attempt to make administrative sense out of an entire industry that had been split into a counterproductive system of separate agencies.

But 12 years later, a Senate study found that DOT was up against the same conditions that it had been designed to correct. The main problem was the way the Department was set up, according to the study released in December, 1977 by the Senate Committee on Governmental Affairs.

The DOT Act gave the Department the statutory responsibility to plan and provide for a national transportation policy. But the Senate study maintained that DOT did not have enough authority to do the job.

The study recommended that DOT be given increased maritime responsibilities. These included MarAd's subsidy powers and the major civil works functions of the U.S. Army Corps of Engineers. The Corps is in charge of maintenance and improvement of the inland waterways.

These changes would obviously have a major impact on the entire maritime industry. There is no doubt that some form of change is necessary to stop the dangerous decline of the U.S. merchant marine. Since the original debate on DOT's maritime role, the SIU has continuously called for Government action toward this end.

The Union has urged a national maritime policy that would coordinate Government agencies and correct the same kind of fragmented system that plagues the entire federal transportation system. But there are still serious questions whether or not DOT can achieve that primary goal.

These questions relate to the way DOT has handled three major maritime concerns:

### • The Coast Guard

This agency has the most far-reaching impact on maritime within DOT.

It has the statutory responsibility to insure the health and safety of merchant seamen and boatmen. The SIU has a long-standing complaint against the Coast Guard for its failure to carry out this crucial responsibility, which has continued

without any improvement under DOT's jurisdiction.

### • Inland Waterways User Charge

Secretary of Transportation Adams has been a strong supporter of this proposal, which the SIU opposes as a harmful burden on the inland industry.

### • Government Cargo Preference

The Cargo Preference Act of 1954 mandates that at least 50 percent of Government cargo be carried on U.S.-flag ships. But a recent shipment of German-built buses, paid for by a DOT grant, were brought to this country in Russian-flag ships. (See story on page 5.)

DOT claimed that it had nothing to do with contracting the Soviet line. But the incident indicates that strengthening the U.S. merchant fleet is not now one of the Department's priorities.

All three issues point to the need for a national maritime policy and program. This is an essential first step towards coordinating Government action in the best interests of the merchant marine.

DOT has the statutory potential to make this goal part of national transportation policy. But maritime policy must be firmly established before any structural reorganization takes place within DOT.



The much needed improvement of Locks and Dam 26, shown here, has been tied to an inland waterway user charge in pending legislation. DOT has supported a high user charge, which the SIU maintains will greatly harm the tug and barge industry.

## Quarterly Finance Unit



SIU Secretary-Treasurer Joseph DiGiorgio (center rear) gives recently elected Quarterly Financial Committee their instructions this month before they start to check the Union's books at Headquarters. They are (clockwise l. to r.): Walter "Red" Gustavson; William "Flatop" Kollowitch; Nick Damante; Committee Chairman Warren Cassidy; DiGiorgio; Otis Paschal; F. Motus and Tom Maley.



## Brotherhood in Action

...for SIU members with an alcohol problem

Warren Liesegang works as a Chief Pumpman and ships from the port of New York for five months of the year. During the remaining months of the year, Brother Liesegang works at the Seafarers Alcoholism Rehabilitation Center as a counselor helping his fellow Seafarers who have the same disease as he has. "I am an alcoholic," said Seafarer Liesegang, "and for the past three years I have felt great without alcohol."

Brother Liesegang commented that he is a "typical alcoholic. I had a problem with booze beginning in high school and then college. I got tickets for drunken driving. This was really harder on my family than it was on me."

After 31 years of drinking, Brother Liesegang said he became "sick and tired of being sick and tired. I was tired of playing games." He went to a rehabilitation center and found the help he needed to stop drinking.

Brother Liesegang said, "There are many Seafarers who need help with their alcohol problem. If a guy really has a desire to stop drinking, the ARC can help. They have a hell of a program here at the Center. It is very intensive."

Seafarer Liesegang enjoys being of help to his brothers at the Center. "Most of the guys know me and this helps them. After all, I am a Seafarer and an alcoholic. When on a vessel I listen to



Warren Liesegang

AA meetings on a tape recorder when I get feeling down," he said. "AA meetings are like insulin for the diabetic. It is medication for our illness." He also feels that during the months he works at the ARC, his friends and brothers at the Center help him to stay sober.

Brother Warren Liesegang feels that the best benefits of being sober are "feeling good and not looking for a drink in the morning before I shake apart."

He said, "being sober is a new way of life and I live each day, one at a time."

### 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.

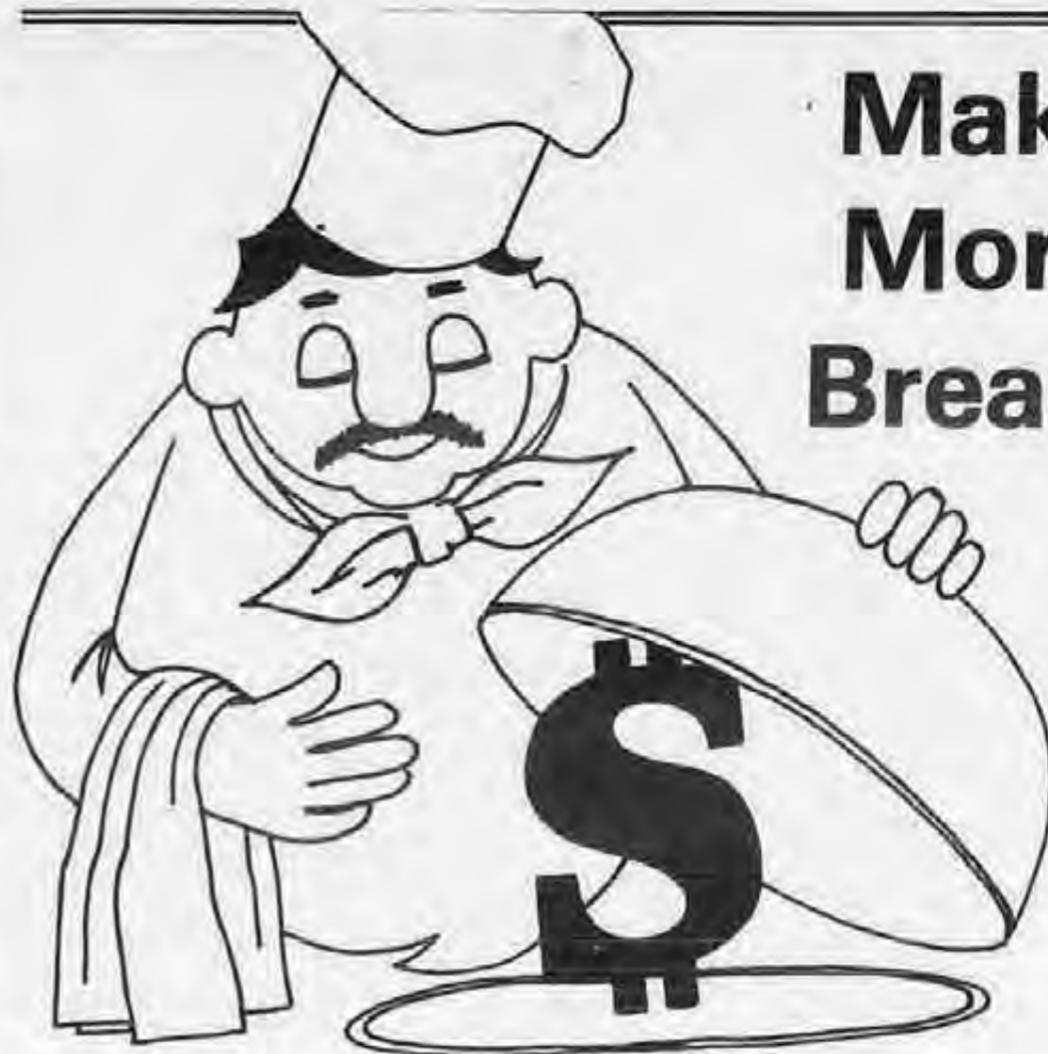
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## A'Don't Buy' Martin Guitars, Vega Banjos Boycott Is Launched

AFL-CIO President George Meany has approved a national don't buy consumer boycott of the products of the 144-year old C. F. Martin & Co. Inc. of Nazareth, Pa. They are makers of the world famous Martin guitars and Vega banjos.

"I strongly urge you to advise your (union) members and other friends of labor to refuse to purchase those products until a satisfactory contract is reached," Meany wrote to all affiliated unions and central and state labor bodies.

Workers at the Martin plant, 167 members of the United Cement, Lime and Gypsum Workers International Union, Local 552 (UCLGWIU) have been walking the picket lines since going on strike on Sept. 14, 1977.

Meany added "I am urging the (AFL-CIO) Union Label and Service Trades Department and the labor press to take all possible action to aid these strikers by mounting a Don't Buy Martin Guitars and Vega Banjos campaign."

Chief contract issues are the company's demand that all past practices and agreements made in the firm's history be incorporated into the written agreement and the pension plan for the workers. Many Martin Co. employees who opt to retire can expect pensions of less than \$100 a month for 27 or more years of work with the company.

The employees voted 3 to 1 on Apr. 7, 1977 to have the union represent them in 14 fruitless contract bargaining negotiating sessions which began on May 24, 1977.

## Mount Navigator Committee



A crewmember and part of the Ship's Committee of the *ST Mount Navigator* (Mount Shipping) are at a payoff on Mar. 17 in the Seatrain Shipyard, Brooklyn, N.Y. They are (standing l. to r.): Chief Steward Marvin Deloatch, secretary-reporter; Engine Delegate Robert Bell Jr. and Recertified Bosun Ravaughn Johnson, ship's chairman. Seated (l. to r.) are: Crew Messman Fernando Ortiz, and Steward Delegate T. T. Kirby.



## Dispatchers Report for Deep Sea

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& Inland Waters  
United Industrial Workers  
of North America

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Naka-Ku 231-91  
201-7935

Shipping remained good to excellent at all deep sea ports last month as a total of 1,598 Seafarers found jobs on SIU-contracted deep sea vessels. That's an increase of 250 jobs shipped over the previous month. Of the total jobs shipped, 1,053 were filled by 'A' seniority book members, while 462 were taken by 'B' book men and 83 by 'C' seniority people. Shipping is expected to remain good to excellent.

MAR. 1-31, 1978

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	5	3	1	7	4	2	7	3	1
New York	107	12	3	97	37	6	128	18	5
Philadelphia	6	6	1	8	9	2	6	6	0
Baltimore	17	5	2	21	16	2	43	4	0
Norfolk	18	5	1	20	10	3	19	6	1
Tampa	6	1	0	4	2	0	19	1	0
Mobile	25	4	0	19	3	0	34	6	0
New Orleans	80	14	2	86	34	1	143	16	4
Jacksonville	65	6	4	26	6	3	87	10	7
San Francisco	33	6	2	21	15	1	70	5	4
Wilmington	18	4	4	15	10	2	30	4	3
Seattle	42	6	1	39	14	0	75	7	7
Puerto Rico	18	5	0	12	7	0	18	2	1
Houston	93	12	6	78	31	13	122	17	8
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	3	0	0	0	0	0
Totals	533	89	27	456	198	35	801	105	41
<b>ENGINE DEPARTMENT</b>									
Boston	2	2	0	0	4	0	4	2	1
New York	81	37	1	59	50	2	117	36	2
Philadelphia	9	3	1	13	6	1	19	2	1
Baltimore	22	10	0	29	9	1	30	9	1
Norfolk	14	2	0	10	4	1	23	2	0
Tampa	4	1	0	3	2	0	6	2	1
Mobile	29	10	0	13	1	0	40	14	0
New Orleans	63	19	2	71	26	2	96	27	3
Jacksonville	41	9	0	26	4	0	52	15	0
San Francisco	29	10	1	30	6	1	53	11	2
Wilmington	16	2	2	9	3	0	22	11	2
Seattle	27	3	1	32	8	0	45	10	0
Puerto Rico	14	3	0	12	7	2	16	1	0
Houston	61	16	5	56	24	5	96	18	4
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	0	2	0	0	2	0
Totals	412	129	13	363	156	15	619	162	17
<b>STEWARD DEPARTMENT</b>									
Boston	2	0	0	1	2	0	2	0	0
New York	40	11	0	47	31	0	52	12	0
Philadelphia	5	0	0	4	3	0	8	0	0
Baltimore	14	4	0	31	5	0	14	8	1
Norfolk	9	1	0	6	8	5	16	1	0
Tampa	2	0	0	2	0	0	3	0	0
Mobile	13	3	0	8	0	0	26	5	0
New Orleans	36	3	0	40	15	1	69	6	0
Jacksonville	21	4	0	7	8	3	40	5	1
San Francisco	15	1	0	13	4	0	31	2	0
Wilmington	7	3	1	9	3	8	12	2	1
Seattle	10	3	0	22	8	6	15	2	0
Puerto Rico	7	2	0	10	3	0	8	3	0
Houston	34	6	0	34	17	10	43	13	0
Piney Point	0	0	0	0	0	0	0	0	0
Yokohama	0	0	0	0	1	0	0	0	0
Totals	215	41	1	234	108	33	339	59	3
<b>ENTRY DEPARTMENT</b>									
Boston	2	2	10				3	1	15
New York	38	92	54				42	102	122
Philadelphia	4	18	1				5	21	5
Baltimore	19	21	6				18	22	11
Norfolk	5	11	7				11	13	5
Tampa	2	3	0				4	6	4
Mobile	12	10	0				18	11	0
New Orleans	38	40	6				43	41	22
Jacksonville	13	29	4				18	34	5
San Francisco	20	21	5				37	19	14
Wilmington	7	13	6				7	24	14
Seattle	21	20	12				23	14	22
Puerto Rico	13	17	2				22	14	2
Houston	23	36	25				27	44	39
Piney Point	0	0	0				0	1	0
Yokohama	0	2	1				0	0	1
Totals	217	335	139				278	367	281
Totals All Departments	1,377	594	180	1,053	462	83	2,037	693	342

\*"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.



**Abraham Aragonés, 65,** joined the SIU in 1944 in the port of San Juan, P.R. and sailed as a fireman-watertender and chief steward from 1961 to 1978. Brother Aragonés sailed 37 years. He graduated from the Union's Steward Recertification Program in 1962 in New York. Seafarer Aragonés was born in Penuelas, P.R. and is a resident of San Juan.



**Joseph L. Arch, 63,** joined the SIU in the port of New York in 1954 sailing as deck maintenance. Brother Arch sailed 27 years. He was born in French Harbor, Rotan, Spanish Honduras, and is a resident of Chalmette, La.



**Charles L. Avera, 64,** joined the SIU in 1938 in the port of Mobile sailing as a cook. Brother Avera sailed 42 years. He is a World War II veteran of the U.S. Navy. Seafarer Avera was born in Hattiesburg, Miss. and is a resident of Mobile.



**Jack D. Callaway, 47,** joined the SIU in the port of New Orleans in 1952 sailing as an AB. Brother Callaway sailed 26 years. He was a U.S. Army sergeant cook during the Korean War in the 24th Medical Battalion's Ambulance Co. Seafarer Callaway was born in Birmingham, Ala. and is a resident of New Orleans.



**Alfredo "Freddie" Carmoega, 57,** joined the SIU in 1944 in the port of San Juan and sailed as a chief cook. Brother Carmoega sailed 34 years. He graduated from the Marine Cooks and Stewards School, Santa Rosa, Calif. in 1964. Seafarer Carmoega was on the picket line in the 1961 Greater N.Y. Harbor strike and the 1965 District Council 37 beef. And he was on the Sea-Land Shoregang in Port Elizabeth, N.J. from 1966 to 1977. He is also an auto mechanic. A native of San Juan, he is a resident of Little Ferry, N.J.



**Ioannis S. (John) Gianniotis, 54,** joined the SIU in the port of Norfolk in 1951. Brother Gianniotis sailed under the U.S. flag for 24 years. He graduated from the Union's Bosuns Recertification Program in March 1975. And he walked the picket line in the 1961 N.Y. Harbor strike. Seafarer Gianniotis was born in Greece and is a naturalized U.S. citizen. He is a resident of Astoria, Queens, N.Y.



**Edward H. Heacox, 57,** joined the SIU in the port of Seattle in 1957 sailing as an AB. Brother Heacox sailed 26 years. He graduated from the N.Y. Deck Officers Training School in Brooklyn, N.Y. as a second mate in 1969. Seafarer Heacox was born in Cleveland, Ohio and is a resident of Stanwood, Wash.



**Clanton D. Jernigan, 68,** joined the SIU in 1944 in the port of Savannah, Ga. sailing as a fireman-watertender. Brother Jernigan sailed 34 years. He was born in Georgia and is a resident of Petersburg, Va.



**Robert R. Merritt, 56,** joined the SIU in 1949 in the port of Tampa sailing as an AB. Brother Merritt sailed 31 years. He is a World War II veteran of the U.S. Navy. Seafarer Merritt was born in Ferndale, Fla. where he is a resident.

# NEW PENSIONERS



**Henry E. Newberry, 51,** joined the SIU in the port of Seattle in 1959 and sailed as a chief electrician. Brother Newberry was born in Mechanicsburg, Va. and is a resident of Fort Valley, Ga.



**Jerry R. Phipps, 53,** joined the SIU in 1943 in the port of New York and sailed as a bosun. Brother Phipps sailed 36 years. He was on the Delta Shoregang in New Orleans from 1971 to 1978. Seafarer Phipps is a wounded World War II veteran of the U.S. Marine Corps. Born in North Carolina, he is a resident of New Orleans.



**William D. Stewart, 60,** joined the SIU in 1945 in the port of New York and sailed as a fireman-watertender. Brother Stewart sailed 36 years. He attended a conference in Piney Point, Md. A native of Massachusetts, he is a resident of Randolph, Mass.



**Robert C. Trippe, 55,** joined the SIU in 1945 in the port of Philadelphia sailing as a cook. He served as steward delegate. Brother Trippe was born in Mobile, Ala. and is a resident of Slidell, La.



**Anthony J. Kumbat, 62,** joined the Union in the port of Philadelphia in 1961 sailing as a deckhand for the Sheridan Transportation and Towing Co. from 1955 to 1960 and for the Independent Towing Co. in 1963. He was born in Philadelphia and is a resident there.



**Willis E. Wyatt Sr., 62,** joined the Union in the port of Norfolk in 1961 sailing as a captain for the Gulf Atlantic Towing Co. from 1948 to 1961, Allied Towing in 1963, and for Mariner Towing. Brother Wyatt was born in Surry County, Va. and is a resident of Claremont, Va.



**John J. Beissel, 65,** joined the Union in the port of Philadelphia in 1961 sailing as an oiler for the Curtis Bay Towing Co. from 1935 to 1978. Brother Beissel was born in Philadelphia and is a resident of Upper Darby, Pa.



**Herbert C. Berner, 65,** joined the SIU in 1947 in the port of Philadelphia sailing deep sea as a pumpman. Brother Berner joined the Union's inland fleet in the port of Norfolk in 1966 sailing as a tankman on Barge 55 for the Interstate Ocean Transport Co. from 1964 to 1978. Born in Mt. Holly, N.J., he is a resident of Moorestown, N.J.



**Harvey M. Biggs, 62,** joined the Union in the port of Philadelphia in 1961 sailing as a tankerman and barge captain for the Interstate Ocean Transport Co. from 1935 to 1978. Brother Biggs was born in North Carolina and is a resident of Williamstown, N.J.



**Andrew Carcich, 66,** joined the Union in the port of New York in 1960 sailing as a deckhand for the N.Y. Central and Erie-Lackawanna Railroads from 1940 to 1978. Brother Carcich was born in New York City and is a resident of Port Charlotte, Fla.



**Fred D. McLewis, 67,** joined the Union in the port of Houston in 1967. He had sailed as a chief engineer for State Highway Ferries from 1962 to 1965 and for the G&H Towing Co. from 1965 to 1977. Brother McLewis started sailing in 1930. He is a World War II veteran of the U.S. Navy. A native of Bowersville, Ga., he is a resident of Lamarque, Tex.



**Richard S. Worley, 44,** joined the SIU in the port of Mobile in 1958 and sailed as a fireman-watertender and AB. Brother Worley sailed 27 years. He was on the Sea-Land Shoregang in San Francisco from 1972 to 1973 and the Sea-Land Shoregang in San Diego from 1975 to 1976 as a crane maintenance electrician. Seafarer Worley was born in Florida and is a resident of Ludowici, Ga.



## MEMBERSHIP MEETINGS' SCHEDULE

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	May 8	2:30 p.m.	7:00 p.m.
Philadelphia	May 9	2:30 p.m.	7:00 p.m.
Baltimore	May 10	2:30 p.m.	7:00 p.m.
Norfolk	May 11	9:30 a.m.	7:00 p.m.
Jacksonville	May 11	2:00 p.m.	—
Algonac	May 12	2:30 p.m.	—
Houston	May 15	2:30 p.m.	7:00 p.m.
New Orleans	May 16	2:30 p.m.	7:00 p.m.
Mobile	May 17	2:30 p.m.	—
San Francisco	May 18	2:30 p.m.	—
Wilmington	May 22	2:30 p.m.	—
Seattle	May 26	2:30 p.m.	—
Piney Point	May 13	10:30 a.m.	—
San Juan	May 11	2:30 p.m.	—
Columbus	May 20	—	1:00 p.m.
Chicago	May 13	—	—
Port Arthur	May 16	2:30 p.m.	—
Buffalo	May 18	—	—
St. Louis	May 19	2:30 p.m.	—
Cleveland	May 17	—	—

## East Coast Shipdocking Boatmen Hold Contract Conference

A three-port delegation of SIU Boatmen gathered for a week-long conference at the Lundeberg School in Piney Point, Md. this month to work out proposals for upcoming contract negotiations with East Coast shipdocking companies.

The delegation, elected by their

fellow Boatmen, represented SIU members working the shipdocking tugs in the ports of Philadelphia, Baltimore and Norfolk.

The contract, which will be a three-year agreement, will cover SIU members employed with Curtis Bay Towing and McAllister Bros. in the

three ports, as well as with Taylor & Anderson and Independent Towing in Philadelphia and Baker-Whitely Towing in Baltimore.

Their present contract expires Sept. 30, 1978. The work of the delegation gave the Union a good head

start in preparing for the negotiations.

The contract conference was also attended by SIU officials from the three East Coast ports, as well as by representatives of the Union's legal and accounting staffs at Headquarters.



SIU Boatmen in Norfolk elected nine of their fellow members to represent the port at this month's contract conference. The entire Norfolk delegation clockwise from left around table are: Marvin Gilden; Marvin Forbes; Dan O'Neal; Randy Cudworth; Charles Stowe; Adrian Willis; Larry White; Johnny Guess; Norfolk Port Agent Gordon Spencer; Norfolk Patrolman David "Scrapiron" Jones, and Lindsey West.



Seated with attorney and SIU Legal Department head Carolyn Genille (second from left) is the Philadelphia delegation of (clockwise l. to r.): Edward Balajeski; Lou Flaide; Mark Lightcap; Ray McMullen; John Wozunk; Philadelphia Port Agent John Fay; Bill Wallen; Vincent Kelly; Henry Tulewicz, and Vic Lozinak.



Vince Kelly, seated on table, is from Philadelphia and usually is camera shy. But somehow he managed to get his picture taken with the Baltimore delegation as well as his own. The Baltimore delegation from the left is: David Gates; Leon Mach; Richard Moore; Baltimore Port Agent George Costango; Manny Alvarez; Preston Bryant; Alexander Borawick; Francis Lukowski; Herman Mooney, and William Bobac.

## 1,000 miles for a Barge-Load of Beer

The *Daring* and her SIU crew were a long way from home when they made one of the tug's first trips for SIU-contracted Caribe Tugboat of San Juan, P.R.

The 3,500 hp, 200-ton *Daring* was recently acquired by Caribe to begin a regular run between San Juan and Venezuela. But last December, she pushed her 5,000-ton, 300-foot long trailer barge more than 1,000 miles up the coast to Baltimore, Md. There she and her young captain,

F. "Corky" Anivatate (see photo), got some publicity in the *Baltimore Sun* newspaper.

Only 21-years old, SIU Boatman Anivatate already has a year's experience as a tugboat captain under his belt. He and his seven-member SIU crew have guided the *Daring* throughout the Caribbean and to South America, but this was their first trip as far north as Baltimore. They made the long voyage to pick up a cargo of beer.



## The AFL-CIO Imposes A U.S. Boycott on the Winn-Dixie Stores

The AFL-CIO has imposed a nationwide, don't buy consumer boycott against the non-union Winn-Dixie Stores Inc. and its three-wholly owned subsidiaries, Buddies, Foodway, and Kwik-Chek in 14 states.

The retail outlets are located in Louisiana, Texas, Virginia, the Carolinas, Indiana, Florida, Georgia, Alabama, Mississippi, Tennessee, Kentucky, Oklahoma and New Mexico. A resolution on the boycott was passed at the AFL-CIO's Convention held late last year.

The convention also recommended that unions withdraw any investments—such as pension funds—from Winn-Dixie.

Calling this company—which employs 51,000 persons—"the J. P. Stevens of the \$165 billion food, beverage and related service industries," the AFL-CIO assailed Winn-Dixie as a "flagrant, vicious, relentless violator of national labor law and employe rights." The convention's boycott resolution added that the company "has capriciously abrogated federally guaranteed rights by illegally firing personnel, withholding wage increases and threatening economic sanctions for union activity." The company's anti-labor his-

tory goes back to the late 1950s.

Winn-Dixie has defied 12 NLRB decisions and seven U.S. Court of Appeals rulings directing the company to recognize and bargain with its employees' unions.

The AFL-CIO Maritime Trades Department's National Field Coordinator John Yarmola has alerted all MTD affiliates and port maritime councils to

set up local task forces to take an active part in the Winn-Dixie boycott.

The SIU fully endorses the boycott as does the Retail Clerks International Union, the Amalgamated Meat Cutters and Butcher Workmen of North America, the Bakery and Confectionery Workers International Union, and the AFL-CIO Food and Beverage Trades Department.

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**

## Roan Lightfoot Jr., Paducah Port Agent, Goes on Retirement

Paducah's Port Agent Roan Lightfoot, Jr., 52, has gone into retirement from the SIU.

Brother Lightfoot joined the Union in the port of New York in 1955 and sailed as a bosun. He walked the picket line in the 1961 Greater N.Y. Harbor strike. Seafarer Lightfoot was a Headquarters representative in 1963. In 1972, he was elected a joint patrolman for the port of Houston.

That year he was sent to Paducah, Ky. on an organizing drive where he remained until his retirement late last year.

Seafarer Lightfoot was an instructor at the Andrew Furuseth Training School, Brooklyn, N.Y. from 1959 to 1963.

Also, he is a veteran of the U.S. Marine Corps in World War II serving in the South Pacific.

A native of Savannah, Ga., he is a resident of Paducah with his wife, Molly, two sons, Roan Ronald and Steven Jay and a daughter, Gina Gay.



Roan Lightfoot

## A MESSAGE FROM YOUR UNION



WHEN YOU  
USE YOUR  
FEET,  
USE YOUR  
HEAD!  
**WEAR SAFETY SHOES**

### Drozak Hits Navy Budget

Continued from Page 3

It "should be given an opportunity to demonstrate its willingness and ability to serve as a naval auxiliary" in peacetime.

Brand said that such a move would enhance the entire U.S. seapower picture. "Our naval defense posture would gain in proportion."

Brand urged the House committee to hold back all Navy funds slated to build non-combat vessels until it is determined that the private sector cannot handle, or is not willing to take on the job.

Thomas Crowley told the committee hearings that there must be "a careful and efficient use of scarce (Navy) building and operating funds to get the most for the taxpayers' dollars."

He said that the Navy could get better use out of their funds "if they would only cooperate with the commercial interests that know the service requirements."

Crowley concluded that the Navy must take better advantage of the services available through the private merchant marine "for the maximum of defense at a minimum cost."

### Norfolk Patrolman Marv Hauf Retires

Norfolk Patrolman Marvin A. Hauf, 58, retired from the SIU late last year on a disability pension.

Brother Hauf joined the Union in 1944 in the port of New York. He had sailed 16 years deep sea as a chief steward. Seafarer Hauf also sailed in the inland field.

While working as a maintenance man for the SIU in the port of Baltimore, Hauf was sent to the port of Norfolk for a few weeks. Twenty years later, in 1958, he became an SIU patrolman there.

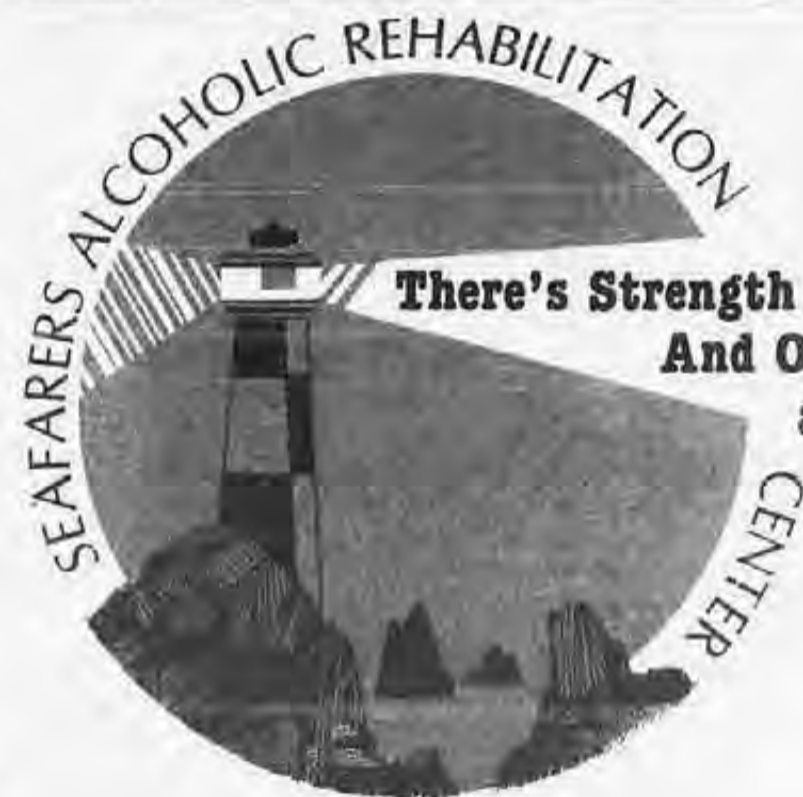
Born in Maryland, he is a resident of Norfolk with his wife, Hilda.



Marvin A. Hauf



Seafarers participating in the Union's 'A' seniority upgrading program attended the House hearing on the Navy budget. Shown in the photo with Piney Point Port Agent Pat Pillsworth (2nd l.) are: Bruce Swisher; Douglas Young; Christopher Hagerty; Robert Ivanauskas; Jonathon Dierentfeld; Robert Laube; Kevin Cooper; Gregory Hamilton, and Glen Bumpus.



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

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

Activities include:

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

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

Seafarers Alcoholic Rehabilitation Center  
Star Route Box 153-A  
Valley Lee, Maryland 20692

Editor,  
LOG  
675 Fourth Ave.,  
Brooklyn, N. Y. 11232

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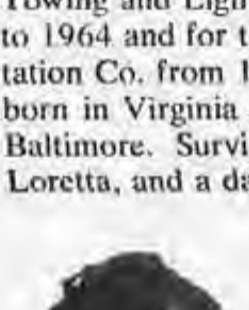
CITY ..... STATE..... ZIP .....

# Final Departures



**Ronald P. Fleming**, 19, was lost off the *Tug Mars* (G & H Towing) in the port of Houston on Jan. 16. Brother Fleming joined the Union in the port of Piney Point, Md. in 1976 following his graduation from the Harry Lundeberg School of Seamanship there. He also sailed deep sea in the steward department and in the inland field as a tankerman for American Barge Lines last year. Boatman Fleming was born in Philadelphia and was a resident of Collingdale, Pa. Surviving are his parents, Mr. and Mrs. Ronald and Mary Fleming of Collingdale.

**Pensioner Dewey G. France**, 79, passed away on Mar. 14. Brother France joined the Union in the port of Baltimore in 1956 sailing as a fireman-watertender for the Baltimore Towing and Lighterage Co. from 1960 to 1964 and for the Atlantic Transportation Co. from 1939 to 1960. He was born in Virginia and was a resident of Baltimore. Surviving are his widow, Loretta, and a daughter, Mary Lee.



**Clifton Guillory**, 51, died on Mar. 8. Brother Guillory joined the Union in Port Arthur, Tex. in 1963 sailing as a deckhand for the Sabine Towing Co. from 1952 to 1967 and as a pilot for the Moran Towing Co. of Texas from 1967 to 1978. He was a veteran of the U.S. Army in World War II. Boatman Guillory was born in Louisiana and was a resident of Port Arthur. Surviving are his widow, Opal, and a sister, Mrs. Una Hollier of Port Arthur.



**Frank D. Wingate**, 46, died on Dec. 27, 1977. Brother Wingate joined the Union in the port of Houston in 1961 sailing as a deckhand and diesel mechanic for the Ellis Towing Co. from 1959 to 1977. Gantt Towing Co. in 1966, and for the Sheffield Steel Co. from 1951 to 1958. He was born in Lufkin, Tex. and was a resident of Galveston. Surviving are his widow, Mary Sue; three sons, Franklin, Malcolm, and Edward; two daughters, Mrs. Wanda Nelson and Charlotte, and his father, Clayburn of Highlands, Tex.

**Willie A. Wilson**, 51, died on Mar. 20. Brother Wilson joined the Union in the port of Philadelphia in 1972 sailing as a cook for the Express Marine Co. from 1970 to 1977. He was a veteran of the U.S. Army. Boatman Wilson was born in Pitt County, N.C. and was a resident of New Bern, N.C. Surviving are his widow, Jean Lois; a son, Willie, Jr., and a daughter, Angela.



**Pensioner Wilfred E. Adamek, Sr.**, 71, died of a heart attack in his Detroit home on Oct. 25, 1977. Brother Adamek joined the Union in the port of Detroit in 1962 sailing as AB, motorboat operator, and captain of the *J.W. Westcott Co.* (Allied Marine) mailboat on the Detroit River from 1969 to 1977. He also sailed for the Ashley and Dustin Co. from 1948 to 1975. Laker Adamek sailed 34 years. He was born in Ithaca, Mich. Burial was in Woodmere Cemetery, Detroit. Surviving are his widow, Helen; a son, Francis, and a daughter, Marlene.



**Pensioner Alexander Dolsen**, 88, died of heart failure in Livonia, Mich. on Feb. 1. Brother Dolsen joined the Union in the port of Detroit in 1961 sailing as a lineman and fireman-watertender for the Great Lakes Towing Co. from 1910 to 1967. He was born in Canada and was a resident of Hazel Park, Mich. Interment was in Grand Lawn Cemetery, Detroit. Surviving are two daughters, Mrs. Florence C. Edenstrom of Hazel Park and Mrs. Velma Kraffa, and a grandson, Alexander G. Kraffa, both of Garden City, Mich.



**Raymond L. Garlow**, 60, died on Apr. 1. Brother Garlow joined the Union in the port of Toledo, Ohio in 1960 sailing as an AB and wheelman for the Erie Sand Co. He was born in St. Catharines, Ontario, Canada, was a naturalized U.S. citizen, and a resident of River Rouge, Mich. Surviving are his widow, Helen, and a brother, William Farmer of Niagara Falls, N.Y.



**Pensioner Vernon L. Johnson**, 79, died of a hemorrhage in the Schoolcraft Memorial Hospital, Manistique, Mich. on Dec. 15, 1977. Brother Johnson joined the Union in the port of Detroit sailing as a conveyorman for the McKee Sons Co. from 1953 to 1964. He was a veteran of the U.S. Army. Laker Johnson sailed 27 years. Born in Wisconsin, he was a resident of Manistique. Burial was in Fairview Cemetery, Manistique. Surviving are his widow, Ida, and a daughter, Mrs. Donald (Dawn) St. John of Manistique.



**Pensioner George A. Brown**, 75, passed away on Mar. 3. Brother Brown joined the SIU in the port of Jacksonville in 1955 sailing as an AB for the Robin Line. He sailed 26 years. Seafarer Brown was a veteran of the U.S. Army Quartermaster Corps in the Aleutian Islands, Alaska in World War II. Born in Laredo, Tex., he was a resident of St. George, Ga. Surviving are his widow, Pearl, and two sisters, Mrs. Margaret Thomas of Dewittville, N.Y. and Mrs. Belle Yost of Falls Church, Va.



**Pensioner Clifford Aaron**, 57, died of lung failure in the University of Southern Alabama Medical Center, Mobile on Feb. 10. Brother Aaron joined the SIU in the port of Mobile in 1960 sailing as a cook. He sailed for 20 years. Seafarer Aaron graduated from the Andrew Furuseth Training School, Mobile in 1959. And he was a World War II veteran of the U.S. Army. A native of Mobile, he was a resident there. Burial was in Oaklawn Cemetery, Mobile. Surviving are his widow, Myrtle; a son, Clifton; two daughters, Marjorie and Cheryl, and his parents, Mr. and Mrs. Moses Aaron of Mobile.



**Pensioner Paul R. Albano**, 74, died of heart failure in the Galveston USPHS Hospital on Feb. 28. Brother Albano joined the SIU in 1947 in the port of New York and sailed as a fireman-watertender. He sailed 27 years and during World War II and the Korean War. Born in Italy, he was a naturalized U.S. citizen and a resident of Galveston. Interment was in Galveston Memorial Park Cemetery. Surviving are a stepsister, Mrs. Concetta Capobianco of Quincy, Mass.; a stepbrother, Angelo Di Russo of Middlesex, Mass., and a nephew, Ignatius Di Russo of Sommerville, Mass.



**John E. Bertie Jr.**, 67, died on Jan. 21. Brother Bertie joined the SIU in the port of New York in 1964 and sailed as a bosun and AB maintenance. He sailed 34 years. Seafarer Bertie was born in Brooklyn, N.Y. and was a resident of San Francisco. Surviving are a son, John, and a daughter, Mrs. Carol S. Cassidy of Brooklyn.



**Pensioner Peter Blanco**, 73, died of a hemorrhage in Tampa (Fla.) General Hospital on Jan. 23. Brother Blanco joined the SIU in 1940 in the port of San Francisco and sailed as a bosun. He sailed 39 years. Born in Tampa, he was a resident there. Burial was in the Garden of Memories Cemetery, Tampa. Surviving is a cousin, Mrs. Carmen Borros of Brooklyn, N.Y.



**Pensioner Fred Gentry**, 71, passed away on Mar. 25. Brother Gentry joined the SIU in the port of Tampa in 1951 and sailed as a fireman-watertender. He sailed 45 years and was an engine delegate. In 1947, while on watch, he was the last crewmember off the tanker *ST Salem Maritime* (Cities Service) when she blew up in Lake Charles, La. killing 13. On his first trip as a wiper on a Luckenbach ship, he earned \$37.50 a month! But of the sea, Seafarer Gentry said "...best life there is." A native of San Francisco, he was a resident of Houston, Tex. Surviving is a sister, Mrs. Gladys Morrissey of San Francisco, Calif.



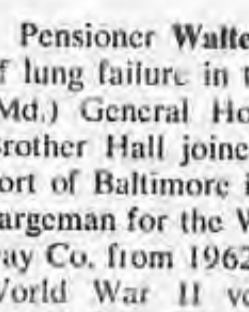
**Recertified Bosun Richard A. "Chris" Christenberry**, 53, died of a heart attack in Doctor's Hospital, Pinole, Calif. on Feb. 22. Brother Christenberry joined the SIU in the port of New York in 1960. He sailed 36 years and was a ship's delegate. Seafarer Christenberry graduated from the Union's Bosuns Recertification Program in 1973. He went through the SIU LNG Program in 1976, attended Piney Point Educational Conferences in 1971-2-3-5, and the Seniority Upgrading Evaluation Program in 1965. In 1952, he studied management. He was a former NMU Houston patrolman and agent for 12 years. Born in San Francisco, he was a resident of Fairfield, Calif. Cremation took place at the Skyview Memorial Lawn Cemetery, San Francisco. Surviving are a daughter, Ardy Ann; his mother, Mrs. Frances N. Taylor of San Francisco; his father, Artell; a sister, Marily Z. Bannowsky of Vallejo, Calif.; a nephew, Chris, and a niece.



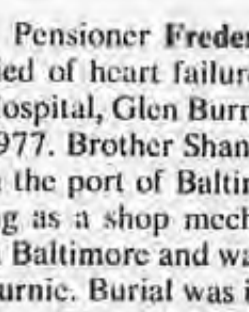
**Albert B. Brown**, 51, died aboard the *ST Overseas Aleutian* (Maritime Overseas) on Feb. 5. Brother Brown joined the SIU in the port of San Francisco in 1957 and sailed as a chief cook. He sailed 34 years. Seafarer Brown was born in Baltimore and was a resident of Houston. Surviving are his widow, Sybil; four sons, Gregory, Eric, Albert and Reynard; three daughters, Sadie, Linda and Doreen, and a sister, Mrs. C. White of Vallejo, Calif.



**Nathaniel P. Hatfield**, 40, died on Feb. 8. Brother Hatfield joined the SIU in the port of New York in 1963 and sailed as a chief steward from 1970 to 1972. He sailed 12 years. Seafarer Hatfield graduated from the Andrew Furuseth Training School, Brooklyn, N.Y. He was a veteran of the U.S. Air Force. Born in Staten Island, N.Y., he was a resident there. Surviving are his widow; a daughter, Cecelia, and his mother, Mrs. Marion F. Moss of Staten Island.



**Pensioner Walter O. Hall**, 63, died of lung failure in the South Baltimore (Md.) General Hospital on Feb. 22. Brother Hall joined the Union in the port of Baltimore in 1956 sailing as a bargeman for the West Maryland Railway Co. from 1962 to 1965. He was a World War II veteran of the U.S. Armed Forces. Boatman Hall was born in Boomer, W. Va. and was a resident of Pasadena, Md. Interment was in Glen Haven Memorial Park Cemetery, Glen Burnie, Md. Surviving are his widow, Marjorie; four sons, William, Dennis, Willis and Edward, and four daughters, Doris, Carol, Gail and Jean.



**Pensioner Frederick A. Shaney**, 54, died of heart failure in North Arundel Hospital, Glen Burnie, Md. on Sept. 10, 1977. Brother Shaney joined the Union in the port of Baltimore in 1954 working as a shop mechanic. He was born in Baltimore and was a resident of Glen Burnie. Burial was in Cedar Hill Cemetery, Glen Burnie. Surviving are two sons, Robert and Ronald.



# DEEP SEA

## Notice to Members On Shipping Procedure

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

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

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

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

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

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



# Dispatchers Report for Great Lakes

MAR. 1-31, 1978

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Alpena	0	0	0	0	0	0	0	0	0
Buffalo	0	0	0	0	0	0	0	0	0
Cleveland	0	0	0	0	0	0	0	0	0
Duluth	0	0	0	0	0	0	0	0	0
Frankfort	0	0	0	0	0	0	0	0	0
Chicago	0	0	0	0	0	0	0	0	0
Algonac	57	5	4	38	15	2	59	6	6
Totals	57	5	4	38	15	2	59	6	6
<b>ENGINE DEPARTMENT</b>									
Alpena	0	0	0	0	0	0	0	0	0
Buffalo	0	0	0	0	0	0	0	0	0
Cleveland	0	0	0	0	0	0	0	0	0
Duluth	0	0	0	0	0	0	0	0	0
Frankfort	0	0	0	0	0	0	0	0	0
Chicago	0	0	0	0	0	0	0	0	0
Algonac	34	9	5	46	14	1	35	8	6
Totals	34	9	5	46	14	1	35	8	6
<b>STEWARD DEPARTMENT</b>									
Alpena	0	0	0	0	0	0	0	0	0
Buffalo	0	0	0	0	0	0	0	0	0
Cleveland	0	0	0	0	0	0	0	0	0
Duluth	0	0	0	0	0	0	0	0	0
Frankfort	0	0	0	0	0	0	0	0	0
Chicago	0	0	0	0	0	0	0	0	0
Algonac	10	1	2	29	5	0	9	3	2
Totals	10	1	2	29	5	0	9	3	2
<b>ENTRY DEPARTMENT</b>									
Alpena	0	0	0				0	0	0
Buffalo	0	0	0				0	0	0
Cleveland	0	0	0				0	0	0
Duluth	0	0	0				0	0	0
Frankfort	0	0	0				0	0	0
Chicago	0	0	0				0	0	0
Algonac	53	48	32				77	54	42
Totals	53	48	32				77	54	42
Totals All Departments	154	63	43	113	34	3	180	71	56

\*"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.

## 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.

## Legal Aid

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

## NMC Ads Promote U.S. Merchant Fleet

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

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

### It isn't often that Labor, Management and the Government can agree.

They do in the National Maritime Council. As a matter of fact, the Council is a unique instance of U.S. flag steamship companies, shipbuilders, labor unions and government working together. It is unique in that, since its formation in 1971, it has fostered among other things a remarkable spirit of cooperation among all elements in maintaining labor stability and reliable service in the U.S. flag cargo fleet.

Today the U.S. flag shipping industry is efficient, highly trained and technologically advanced, with freight rates comparable to most foreign shipping.

Notice we didn't say strong? While our merchant marine has been building amity within the industry, streamlining our operation and upgrading itself as a transportation system, our size and importance in the world market have eroded to a dangerous degree.

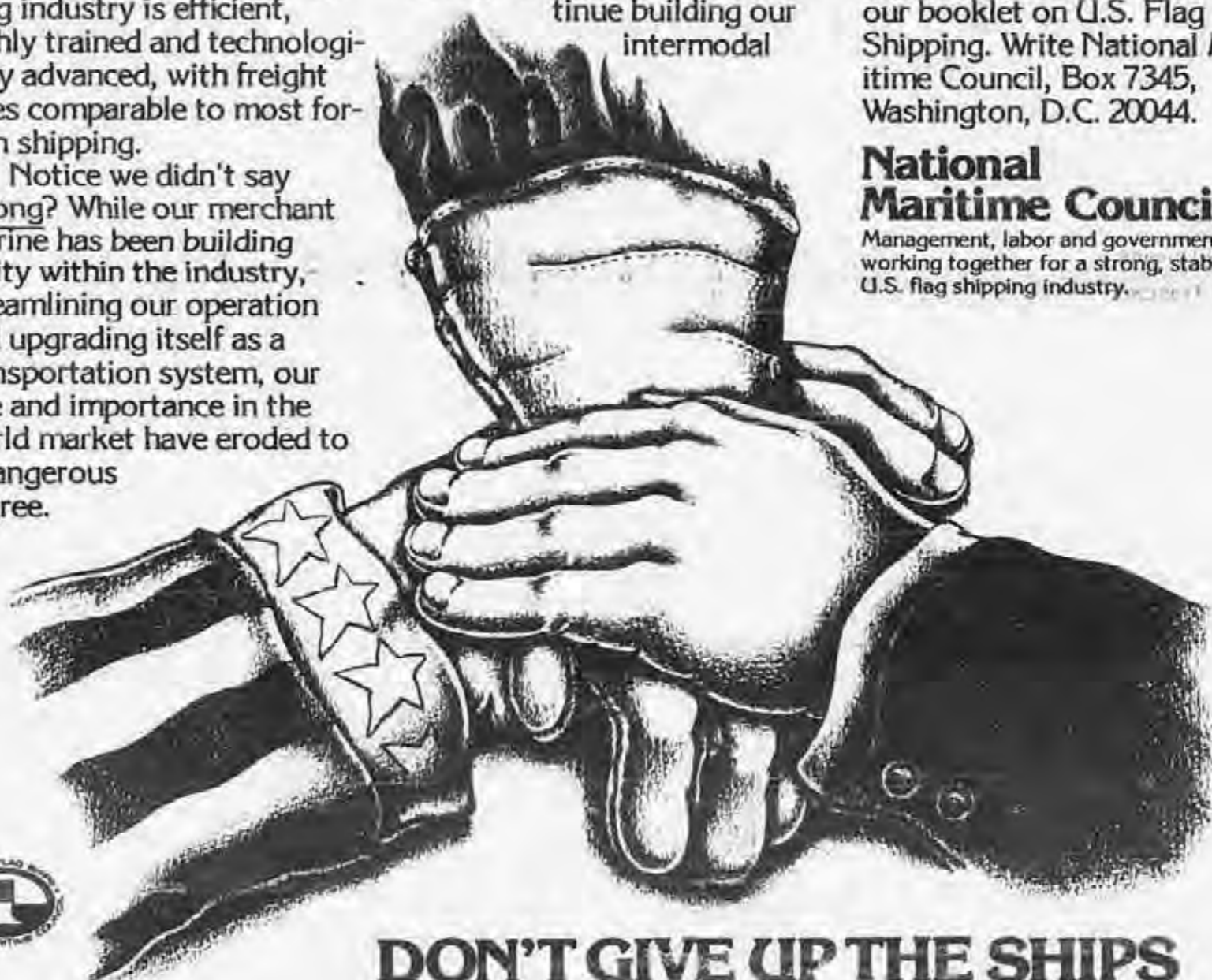
Today our post-World War II fleet of over 4800 U.S. flag merchant ships has diminished to 577. (Compare that to Russia's 2400 and Japan's 2000, for example.) Today U.S. flag ships carry less than 6% of U.S. foreign trade. (Thanks to the support of their nations, Russian ships carry 50% of USSR foreign trade; Japan, 39% of theirs; Greece, 45% of theirs.) Our share must be increased and our merchant marine strengthened if we are to continue building our intermodal

transportation system, if we are to count on our merchant fleet in times of emergency, if we are to depend on its economic contribution in terms of balance of payments, increased employment and dollar-return to the American economy.

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

#### National Maritime Council

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



**DON'T GIVE UP THE SHIPS**

### Seafarers Will Crew LNG Capricorn

SIU members will soon be manning another liquefied natural gas carrier. She is the 936-foot *LNG Capricorn*, an identical sistership to the SIU manned *LNG Aquarius* and the *LNG Aries*.

The *Aquarius* and *Aries*, respectively, were the first and second LNG vessels ever built in the United States.

Like her two sisterships, the *LNG Capricorn* was built at the General Dynamics Shipyard in Quincy, Mass. for Energy Corp.

She will run from Indonesia to Japan with a capacity of 125,000 cubic meters of LNG. The liquid cargo is carried in the vessel's five refrigerated circular tanks at a temperature of 265 degrees below zero fahrenheit.

Any Seafarer who seeks a job on any LNG under contract to the SIU, must first participate in the Lundeberg School's LNG upgrading program.

By the end of this year, the SIU

may have as many as 10 LNG ships under contract, providing an important source of employment for SIU members for years to come.

The SIU urges its members to get the needed LNG training as soon as possible as an added aspect to job security. For more information on the LNG programs held regularly at the Lundeberg School, contact your local Union hall or see page 37 of this *Log*.

# Dispatchers Report for Inland Waters

MAR. 1-31, 1978

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
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	3	1	0	0	0	0	3	3	1
Norfolk	0	0	0	2	0	1	0	0	0
Tampa	2	0	1	0	0	0	2	1	3
Mobile	6	0	0	6	0	0	9	3	1
New Orleans	11	6	15	4	1	8	11	7	18
Jacksonville	0	0	3	0	0	3	2	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	1	0	4	0	0	2	2	0	21
Houston	5	6	17	4	9	9	5	5	14
Port Arthur	12	5	50	7	4	15	16	3	77
Algonac	50	4	1	17	0	0	74	8	3
St. Louis	10	13	11	7	13	3	15	20	20
Piney Point	0	39	0	0	39	0	0	0	0
Paducah	7	6	64	3	10	27	15	5	96
<b>Totals</b>	<b>107</b>	<b>80</b>	<b>166</b>	<b>50</b>	<b>76</b>	<b>68</b>	<b>154</b>	<b>55</b>	<b>255</b>
<b>ENGINE DEPARTMENT</b>									
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	1	0	0	0	0	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	0	0	0	0	1	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	1	1	0	1	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	1	0	1	1	0	0	0	0	1
Houston	2	0	1	0	0	0	4	0	1
Port Arthur	0	0	0	0	0	0	1	0	1
Algonac	0	0	0	0	0	0	1	0	0
St. Louis	0	0	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>0</b>	<b>4</b>
<b>STEWARD DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	3	0	1	2	0	1	2	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	1	0	0	0	0	1	1	1
Jacksonville	0	0	1	1	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	3	0	0	1	0	0	4
Houston	0	0	0	0	0	0	0	0	0
Port Arthur	2	0	2	0	0	1	2	1	4
Algonac	2	0	1	0	0	0	2	0	1
St. Louis	1	1	4	0	0	0	3	2	7
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	1	0	10	1	0	5	0	2	19
<b>Totals</b>	<b>11</b>	<b>2</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>11</b>	<b>6</b>	<b>36</b>
<b>Totals All Departments</b>	<b>123</b>	<b>82</b>	<b>192</b>	<b>56</b>	<b>76</b>	<b>77</b>	<b>172</b>	<b>61</b>	<b>295</b>

\*"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.

## Personals

**S. J. Alpedo**

Your sister, Leona G. Luongo, asks that you contact her at 1900 35th St. North, St. Petersburg, Fla. 33713.

**William Brack**

Your wife, Marie, asks that you get in touch with her at 1860 Sunset Strip, Sunrise, Ft. Lauderdale, Fla. 33313 or call (305) 735-2072. She says it is very urgent.

**Carlos Canales and**

**Robert Meadow-Croft**

Archie Bell would like you to call him collect at (714) 264-1025.

**Fred Hattaway**

Mrs. Margaret Hattaway asks that you contact her at 3013 Pickell Dr., Mobile, Ala.

**George Mike Krieg**

Ms. Judy Vincent asks that you contact her at 14521 54th Drive N.E., Marysville, Wash. 98270 or call (206) 659-5346.

**Lairo Randazza**

Your mother asks that you call her at (617) 283-4084.

**Jim Sivley**

John F. Williams would like you to write him at 4707 McKinney, Houston, Tex. 77023 or call (713) 923-1758.

## Cove Holding W-2s

SIU-contracted Cove Shipping Inc. is holding 1977 W-2s for the following Seafarers because the Post Office is unable to forward them to current mailing addresses. Anyone listed below should get in touch with Guy Siciliano, chief accountant, Cove Shipping, Inc., Wall Street Plaza, New York, N.Y. 10005, telephone (212) 422-3355.

Name	Social Security Number
Basa, R. E.	050-26-7069
Davis, L.	298-30-0221
Johnson, E. D.	384-14-9575
Kelley, Jr. J. D.	028-34-4560
Kofou, J. W.	281-42-8459
LeClair, L. W.	335-32-9845
Meredith, R.	556-28-9884
Moran, F. J.	317-20-0797
Pomair, C. W.	099-48-6254
Shaibi, K.	549-84-7160
Wicker, Jr. R. E.	465-72-3922
Williams, R.	050-44-2478

## Jeff Davis Committee



Recertified Bosun George Annis (left) ship's chairman of the SS *Jeff Davis* (Waterman) is with part of the Ship's Committee recently at a payoff at the MOTBY Dock in Bayonne, N.J. They are (l. to r.): Chief Steward Ralph Collier, secretary-reporter; Steward Delegate Jerry Z. Miller, and Deck Delegate Leonard Karalunas.

## Rose City Committee



Wilmington Port Agent Luige Iovino (2nd right) poses with part of the Ship's Committee of the *ST Rose City* (Westchester Marine). They are, from the left: Steward Delegate R. Devine; Recertified Bosun Billy Scott, ship's chairman, and Chief Steward D. Frounfelter, secretary-reporter. The tanker paid off on Mar. 13.

## Hard Work Will Get Broussard His 2nd Asst. Eng. License

Despite being named after a guy who spun quite a few miracles while leading his people to the Promised Land, nothing miraculous has ever happened to Moses Broussard.

Just the opposite. Anything Moses Broussard has gotten or achieved in life, he has had to work for. And right now, he's working very hard to achieve his license as a 2nd Assistant Engineer.

Broussard, a seaman since 1950, has been spending upwards of 50 hours a week in classroom study at the MEBA District 2 School of Marine Engineering and Navigation in Brooklyn in preparation for his Coast Guard exam.

The 51-year old seafarer, an ex-SIU member now sailing with MEBA District 2, spends countless hours more studying on his own.

Broussard, who has had his 3rd assistant's license since 1967, is typical of a lot of guys trying to upgrade their seafaring skills. He doesn't possess a great deal of formal education. It has been more than 30 years since he closed the book on high school. And as a result, getting back into the routine of attend-

ing class and studying, even if it is only for a few months, is very difficult.

Ron Spencer, head of MEBA's School of Engineering, said that Broussard "is a very conscientious student." But, he said Broussard is having some problems with reading comprehension.



Moses Broussard

Spencer added, though, that problems with reading comprehension are prevalent throughout the maritime industry, and for that matter, throughout the entire country.

He explained that the Coast Guard licensing exam is multiple choice, which he describes as the "least desirable" type of exam. He said that a seaman may really know his business and might make a fine engineer. But because he has trouble with reading comprehension, he may not be able to pass the Coast Guard exam.

Spencer said, however, that reading problems can be overcome. He said that the SIU, through the Lundeberg School, and MEBA, with its educational programs, are providing the means to succeed. He said, "the only thing one of our members really needs to move up in this industry is desire.

"If a guy wants something bad enough, and is willing to work for it, he's going to achieve it. I've seen it happen over and over again."

Spencer said, "around the School, we like to think that we perform a few miracles every day."

Well, that may be so. But if Moses Broussard goes back to his home in Las Vegas toting a 2nd Assistant Engineer's license under his arm, it won't be a miracle.

It will be the results of a guy with desire, who was not afraid to take on a new challenge.

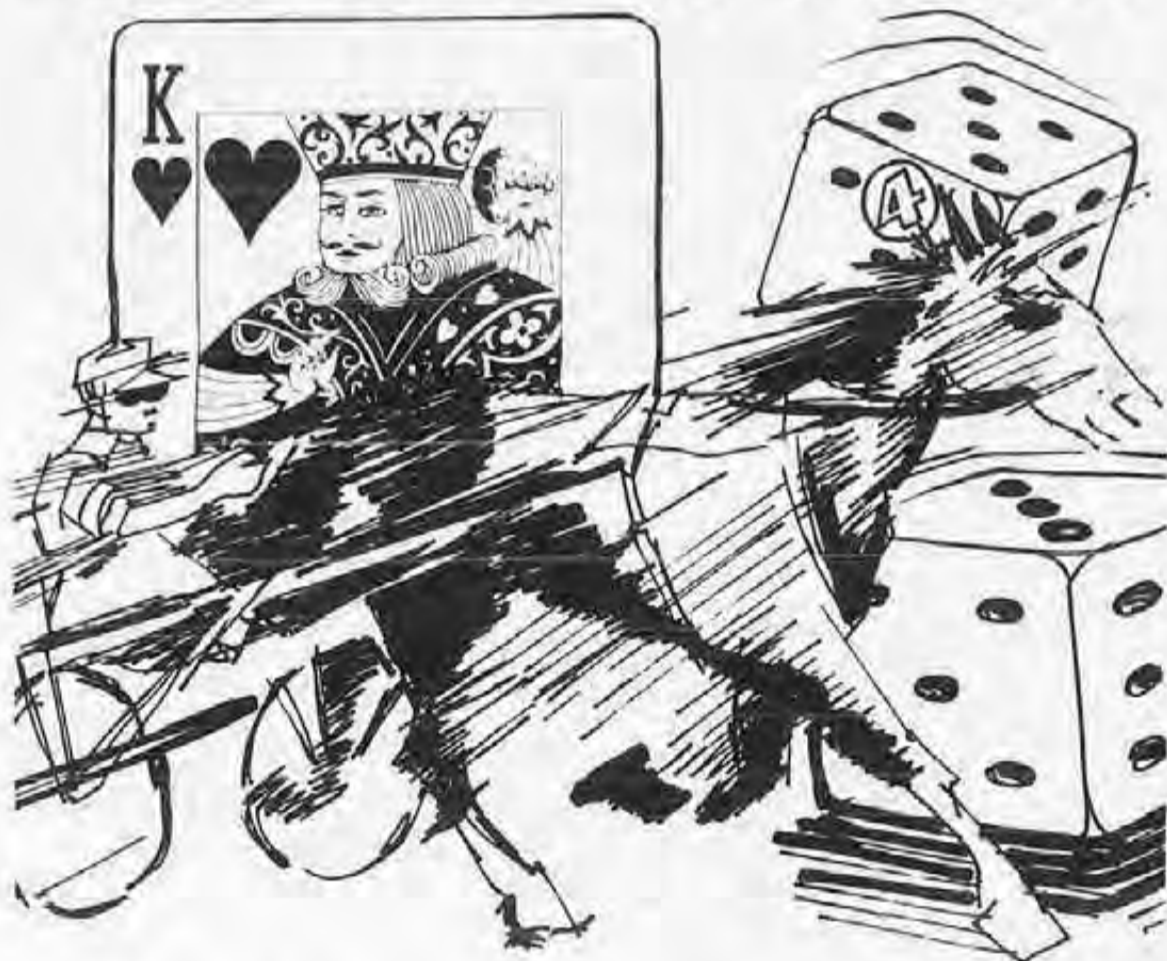
After all, Moses Broussard needs to save all the miracles he can for Nevada's infamous one armed bandits.

## SAB Rules on 'C' Classified Men

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

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

## The Odds Are in Your Favor!



Want to be a high school Graduate?  
Want to earn your high school Diploma?

Then come to the Harry Lundeberg School  
Sign up for the GED Program.

95% of the GED students at HLS have earned their diplomas. We'll help you earn your diploma, too—just like we've helped more than 1000 other GED graduates so far.

At HLS you can bet on success!

To enroll in the high school equivalency program at HLS, see your SIU Representative. Or write to:

**HARRY LUNDEBERG SCHOOL**  
Academic Education Department  
Piney Point, Maryland 20674

## Alex Stephens Committee



Paying off on Mar. 29 at Pier 6, Brooklyn, N.Y. is the Ship's Committee of the SS Alex Stephens (Waterman). From left are: Engine Delegate S. W. Lewis; Chief Steward R. J. Liegel, secretary-reporter; Recertified Bosun Carl Francum, ship's chairman; Deck Delegate Mike Kuithe, and Steward Delegate C. W. Tarver.

## Overseas Aleutian Committee



N.Y. Patrolman George Ripoll (seated right) listens on Mar. 31 at a payoff to Steward Delegate Charles Locke (standing right). The rest of the Ship's Committee of the ST Overseas Aleutian (Maritime Overseas) are (l. to r.): Recertified Bosun Dave La France, ship's chairman; Engine Delegate Ben Balerio; Deck Delegate N. De Lo Santos, and crewmember OS Vinny Ribaldo. The tanker swallowed the anchor at Stapleton Anchorage, S.I., N.Y.

# HLS UPGRADING CLASS SCHEDULE 1978

Below is complete list of all upgrading courses, and their starting dates, that are available for SIU members in 1978. These include courses for deep sea, Great Lakes and inland waters.

SIU members should be aware that certain

courses may be added or dropped from the schedule as the need arises. However, the Log will try to keep you abreast of these changes.

For further information regarding the courses offered at the Lundeberg School, members

should contact their local SIU representative, or write to the Lundeberg School Vocational Education Department, Piney Point, Md. 20674.

or call the School at (301) 994-0010

LNG	May 1 May 29 June 26 July 24 August 21 September 18 October 16 November 13 December 11		Towboat Operator Scholarship Program	May 29
			Towboat Operator Western Rivers	August 7
			Towboat Operator Inland & Oceans	August 28
			Mate & Master	September 25
			Pilot	May 15
QMED	May 29 October 2		Chief Steward (maximum 1 student per class)	May 1 May 29 June 26 July 24 August 21 September 18 October 16 November 13 December 11
FOWT	May 11 July 10 August 31 October 16 November 23			
Pumproom, Maintenance & Operation	October 9		Chief Cook and Cook & Baker (maximum 2 students for Chief Cook and 2 students for Cook & Baker for each class scheduled)	May 1 May 13 May 29 June 12 June 26 July 10 July 24 August 7 August 21 September 4 September 18 October 2 October 16 October 30 November 13 November 27 December 11 December 22
Maintenance of Shipboard Refrigeration Systems	June 2			
Diesel Engineer	July 31			
Welding	May 1 May 13 May 29 June 12 June 26 July 10 July 24 August 7 August 21 September 4 September 18 October 2 October 16 October 30 November 13 November 27 December 11 December 22	Assistant Cook	Special Programs to be Set Up Upon Request	
Able Seaman	May 1 June 12 July 10 August 17 September 18 November 13	Lifeboat and Tankerman	May 11 May 25 June 8 June 22 July 6 July 20 August 3 August 17 August 31 September 14 September 28 October 12 October 26 November 9 November 24 December 7 December 21	
Quartermaster	October 16			



**Terry Cowans**



Seafarer Terry Cowans, a trainee at the Harry Lundeberg School in 1974, upgraded to AB at the School in January, 1978. He has his firefighting ticket. Born in Mobile, Brother Cowans now lives in Prichard, Ala., and ships out of the port of New Orleans.

Seafarer Terry Cowans, a trainee at the Harry Lundeberg School in 1974, upgraded to AB at the School in January, 1978. He has his firefighting ticket. Born in Mobile, Brother Cowans now lives in Prichard, Ala., and ships out of the port of New Orleans.

**Richard Bundrick**



Seafarer Richard Bundrick graduated from the February AB class at the Harry Lundeberg School. He was in the trainee program at HLS in 1975. Brother Bundrick, who was born in Germany, has his firefighting, lifeboat, and cardio-pulmonary tickets. He resides in Fayetteville, Ark. and ships out of Gulf ports.

**Ben Adams**



Seafarer Ben Adams completed the trainee program at the Harry Lundeberg School in 1976. He's been sailing as an FOWT since he took the upgrading course at the School in 1977. Brother Adams also has the firefighting, lifeboat, and cardio-pulmonary tickets. Born in Savannah, Ga., he now resides in Ellabell, Ga. and ships out of the port of Jacksonville.

Seafarer Ben Adams completed the trainee program at the Harry Lundeberg School in 1976. He's been sailing as an FOWT since he took the upgrading course at the School in 1977.

**Ken Pevny**



Seafarer Ken Pevny has been sailing with the SIU since graduating from the Harry Lundeberg School's trainee program in 1975. He returned to the School last February for his AB endorsement, also earning his firefighting, lifeboat, and cardio-pulmonary tickets. Brother Pevny was born in Butte, Mont. and now lives and ships out of the port of Seattle.

**Mike Drummond**



Seafarer Mike Drummond completed the trainee course at the Harry Lundeberg School in 1973. He returned to the School in 1977, upgrading to FOWT and earning his firefighting, lifeboat, and cardio-pulmonary tickets at that time. Brother Drummond was born in Detroit and ships out of Houston, where he now resides.

Seafarer Mike Drummond completed the trainee course at the Harry Lundeberg School in 1973. He returned to the School in 1977, upgrading to FOWT and earning his firefighting, lifeboat, and cardio-pulmonary tickets at that time. Brother Drummond was born in Detroit and ships out of Houston, where he now resides.



**Glenn Bamman**



Seafarer Glenn Bamman has been sailing with the SIU since graduating from the entry trainee program at the Harry Lundeberg School in 1974. He returned to the School in 1977 to upgrade to assistant cook and also earned firefighting, lifeboat, and cardio-pulmonary tickets. Brother Bamman was born in Ft. Meade, Md. and makes his home in Kings Park, L.I., N.Y. He ships out of the port of New York.

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

## From Coolidge to Carter, the Meekins Clan Sails On

Around the historic James River and the expansive waters of Norfolk harbor, the name of Meekins has been a well-known handle since the days of Calvin Coolidge. The way things look now, the name Meekins will continue to be well-known around Norfolk's tug circles long after Jimmy Carter hangs up his political spikes.

The tradition of this family making its living in and around Norfolk harbor started in 1920 with William F. Meekins. He was hardly 15 years old at the time. For 50 years after, until his re-

tirement on a Union pension in 1970, he made his living working on tugboats. The better part of his career he spent working with SIU-contracted McAllister Bros. out of Norfolk.

Now 72 years of age and in good health, the elder Meekins makes his home in Columbia, N.C.

Next in line in this family of SIU Boatmen are William's two sons, Lora, 52, and James Monroe Meekins, 50.

Lora has been working in Norfolk harbor since 1947 after serving for six years in the U.S. Coast Guard Amphibious Division, including service in World War II.

Of his more than 30 years working on tugs, 26 of them have been with McAllister. His years with the company make him the top man on McAllister's seniority list.

In addition, Lora, who sails captain, is a charter member of the former SIU-affiliated Inland Boatmen's Union. And he helped the Union organize Norfolk's tugmen for the SIU.

James Meekins, better known as Monroe Meekins, is a 34-year veteran of Norfolk harbor. Most of that time has been spent with SIU-contracted



Curtis Bay Towing. Like his brother, Monroe sails as a captain.

The latest Meekins to make his presence known in Norfolk harbor is Monroe's 21-year old son, William, who bears his granddaddy's name.

William, though, has had it easier in learning his trade than his father, uncle, and grandfather. He is a graduate of the Lundeberg School Deckhand/Tankerman Entry Training Program. Also, he achieved his AB's endorsement through the Lundeberg School. There is nothing stopping him from going back to the School again to get a license in the wheelhouse.

Presently, the younger Meekins is sailing AB for McAllister.

Among the four of them, the Meekins clan has accumulated nearly 125 years of tugboat experience in Norfolk harbor. If all the Meekins and their offspring stay in the tugboat business, who knows who'll be in the White House by the time they all retire. Maybe Jimmy Carter, III.

**Upgrading pays off  
when its time to pay off.**

These courses begin at HLS in June

Able Seaman—June 12

Lifeboat—June 8, June 22, July 6

LNG—June 26

Tankerman—June 8, June 22, July 6

Welding—June 12, June 26

Chief Steward—June 26

(only 1 Student per class)

Chief Cook—June 12, June 26

(only 2 students per class)

Cook and Baker—June 12, June 26

(only 2 students per class)

Maintenance

of Shipboard

Refrigeration Systems—June 2

To enroll see your SIU Representative

**More Money A Better Job More Job Security**



The Meekins brothers, Lora, left, and James Monroe, have worked in Norfolk Harbor for over 30 years.

# 224 Have Donated \$100 or More To SPAD Since Beginning of 1978

The following SIU members and other concerned individuals, 224 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1978. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions. SPAD is the Union's separate segregated political fund. It solicits and accepts only voluntary contributions. It engages in political activities and makes contributions to candidates. A member may voluntarily contribute as he sees fit or make no contribution without fear of reprisal.) Six who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, one has contributed \$300, one has given \$500, and one \$600. The Log runs the SPAD Honor Rolls because the Union feels that our political role must be maintained if the livelihoods of maritime workers are to be protected. (A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.)

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

Adams, W.	Costango, J.	Grepo, P.
Adamson, R.	Costango, G.	Guillen, A.
Air, R.	Craig, J.	Hager, B.
Algina, J.	Curtis, T.	Hall, P.
Allen, J.	Dallas, C.	Hall, W.
Amat, K.	Dalman, G.	Hamblet, A.
Anumann, W.	Davis, J.	Harris, W.
Anderson, D.	Debarrios, M.	Hauf, M.
Anderson, E.	DeChamp, A.	Heniken, E.
Antici, M.	Del Moral, A.	Higgins, J.
Appleby, D.	Di Domenico, J.	Horne, H.
Aronica, A.	Diaz, R.	Houlihan, M.
Atkinson, D.	DiGiorgio, J.	Hurley, M.
Aumiller, R.	Doak, W.	Iovino, L.
Bauer, C.	Dobbins, D.	Ipsen, L.
Beeching, M.	Dolan, J.	Jacobs, R.
Berglund, B.	Donovan, P.	Johnson, R.
Bjornsson, A.	Drozak, F.	Jolley, R.
Blackwell, J.	Ducote, C.	Jones, C.
Bluitt, J.	Dudley, K.	Kastina, T.
Bluitt, T.	Dwyer, J.	Kenny, L.
Bonser, L.	Dyer, A.	Kirby, M.
Boyne, D.	Eschukor, W.	Kitchens, B.
Brady, J.	Evans, J.	Koffowich, W.
Brand, H.	Faitz, F.	Krittianson, J.
Brown, G.	Fanning, R.	Lankford, J.
Brown, I.	Fay, J.	Lee, K.
Brown, I.	Fergus, S.	Lelonek, L.
Bryant, N.	Filer, W.	Lesnansky, A.
Bucci, P.	Firth, R.	Lewin, A.
Buffinton, O.	Fletcher, B.	Libby, H.
Campbell, A.	Florous, C.	Lindsey, H.
Carr, J.	Frank, S.	Loleas, P.
Cavalcanti, R.	Frazier, J.	Lombardo, J.
Cherup, N.	Frounfelter, D.	Long, L.
Cinquemano, A.	Gallagher, L.	Lunsford, J.
Coffey, J.	Gard, C.	Macmberg, D.
Colier III, J.	Gavin, J.	Malesskey, G.
Comstock, P.	George, J.	Mann, C.
Conklin, K.	Gimbert, R.	Marchaj, R.
Cookmans, R.	Glenn, J.	McCarthy, L.
Corder, J.	Gobrukouich, S.	McNeely, J.
Costa, F.	Graham, E.	McCartney, G.
		McCorvey, D.
		McElroy, E.
		McKay, M.
		McKay, R.
		McKay, R.
		Meacham, H.
		Meffert, R.
		Mollard, C.
		Mongelli, F.
		Moore, J.
		Morris, W.
		Morrison, J.
		Mull, C.
		Murray, R.
		Myers, H.
		Nash, W.
		Nelson, D.
		Nihom, W.
		Novak, A.
		Olivera, W.
		Olson, F.
		Paczkowski, S.

## SPAD Honor Roll

**SEAFARERS POLITICAL ACTIVITY DONATION**  
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Date \_\_\_\_\_ S.S. No. \_\_\_\_\_

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

Signature of Solicitor \_\_\_\_\_ **1978** \_\_\_\_\_ Port \_\_\_\_\_ \$ \_\_\_\_\_

Solicitor's No. \_\_\_\_\_

Pagano, J.	Smith, L.	Surrick, R.	Tilley, J.	Ward, M.
Papuchis, S.	Somerville, G.	Swain, C.	Todd, R.	Webb, J.
Passapera, F.	Soresi, T.	Tanner, C.	Troy, S.	Whitmer, A.
Pelfrey, M.	Spencer, G.	Taylor, F.	Turner, B.	Williams, L.
Perez, J.	Stalgy, R.	Thaxton, A.	Vanvoorhees, C.	Wilson, C.
Petak, P.	Stearns, B.	Thomas, F.	Velandra, D.	Wolf, P.
Pretare, G.	Stravers, L.	Thomas, J.	Velez, R.	Yarmola, J.
Prevas, P.	Suentic, S.	Thorbjorsen, S.	Walker, T.	Zeloy, J.
Raines, R.				
Randazza, L.				
Ratcliffe, C.				
Reck, L.				
Regan, F.				
Reinosa, J.				
Reza, O.				
Richoux, J.				
Roades, O.				
Roberts, J.				
Rodriguez, R.				
Rondo, C.				
Royal, F.				
Rung, J.				
Sacco, M.				
Sacco, J.				
Salazar, H.				
Sanchez, M.				
Sapp, C.				
Schabland, J.				
Scheard, H.				
Schwartz, A.				
Seagord, E.				
Selzer, R.				
Selzer, S.				
Shaw, L.				
Sigler, M.				
Smith, B.				

### Transindiana Committee



N.Y. Patrolman Teddy Babkowski (seated) makes out a dues receipt on Mar. 28 for Chief Steward Walter Fitch (2nd right), secretary-reporter of the ST Transindiana (Seatrain). The rest of the Ship's Committee are (l. to r.): Re-certified Bosun Julio Delgado, ship's chairman; Engine Delegate John Lincoln, and Deck Delegate E. Vargas. The payoff took place in Weehawken, N.J.

#### \$600 Honor Roll

Pomerlane, R.

#### \$500 Honor Roll

Antich, J.

#### \$300 Honor Roll

Chartier, W.

#### \$200 Honor Roll

Ahmed, F.  
Bernstein, A.  
Ellis, P.  
Hagerty, C.  
McCullough, L.  
Pow, J.

## The Tankerman Endorsement

# Your Ticket To Job Security

For Boatmen, a sure way to move ahead fast is having an endorsement as tankerman. This is a very responsible job, and the Coast Guard examination for it can be very hard. With expert help, though, boatmen can learn the skills and information they need to pass the exam and to get good jobs as tankermen.

This kind of help is available at the Harry Lundeberg School. First of all, the instructors help each student

to learn the facts and figures he'll need to do well on the Coast Guard test. But most important, they also teach each student the practical skills they'll need to handle the tankerman job safely and efficiently.

A big part of the course is on-the-job training. Tankermen who graduate from HLS learn by doing, so they know how to work safely, how to meet environmental regulations and how to handle fuels and oils expertly before they go to work as



Daniel O'Rourke and Stephen Homka work in the barge's pumproom to line up the cargo transfer system.



## LOG

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tankermen. They handle emergencies, practice needed skills and learn to avoid mistakes by working aboard the HLS tank barge. When these graduates report to their jobs, they are ready and able to take care of both the routine duties and the unexpected events.

The tankerman course is helping SIU Boatmen protect the environment, too. Environmental rules and safe work practices are taught all through the course. Companies which employ tankermen know how important this kind of training is. Allied Towing Corporation is a good

example of this. "The Lundeberg School trains the men better than we can," says Jim Harrell, Allied's vice president in charge of personnel. "It would take us six to eight months to give tankermen the kind of safety training they get in a few weeks at the school."

Because of their excellent training, boatmen who graduate from the tankerman course at HLS find it very easy to get a job and to earn good wages. In addition, their tankerman ticket means job security because so much of the cargo on the waterways is fuel and oil. Trained, responsible

tankermen are needed in the industry. They earn top dollar for their skills. They are very valuable employees of the company they work for.

Because the towing industry needs so many skilled tankermen, HLS offers the tankerman course every two weeks. So it is possible for boatmen to attend the course at their convenience. The course takes fourteen days to complete, and the Coast Guard gives the exam right on the HLS campus. This means that you can come to the school, learn everything you need to know to be a

skilled and safe worker in just two weeks, and leave with your endorsement in your hand—in two weeks you're ready for a better job and a bigger paycheck. And most important, you have the skills and the know-how to advance your career in an industry that's growing fast and that needs you and your skills.

Allied's vice president Harrell summed up the advantages of coming to HLS for a tankerman ticket when he said, "It gives the Boatmen a real career and good money, and it brings Allied nothing but good results, too."



Arthur Mallory operates the valves during OJT in unloading procedures.



HLS trainees maneuver the cargo hose to secure it to the dock manifold. For these students, the tankerman course is a big step ahead in their career—when they pass the tankerman test, they qualify for the endorsement as soon as they complete the work time required by the Coast Guard.



Upgrader William Babbit logs in engine data aboard the HLS tank barge.



Rudel Ramage takes ullage in the forward tank of the HLS tank barge Harry.