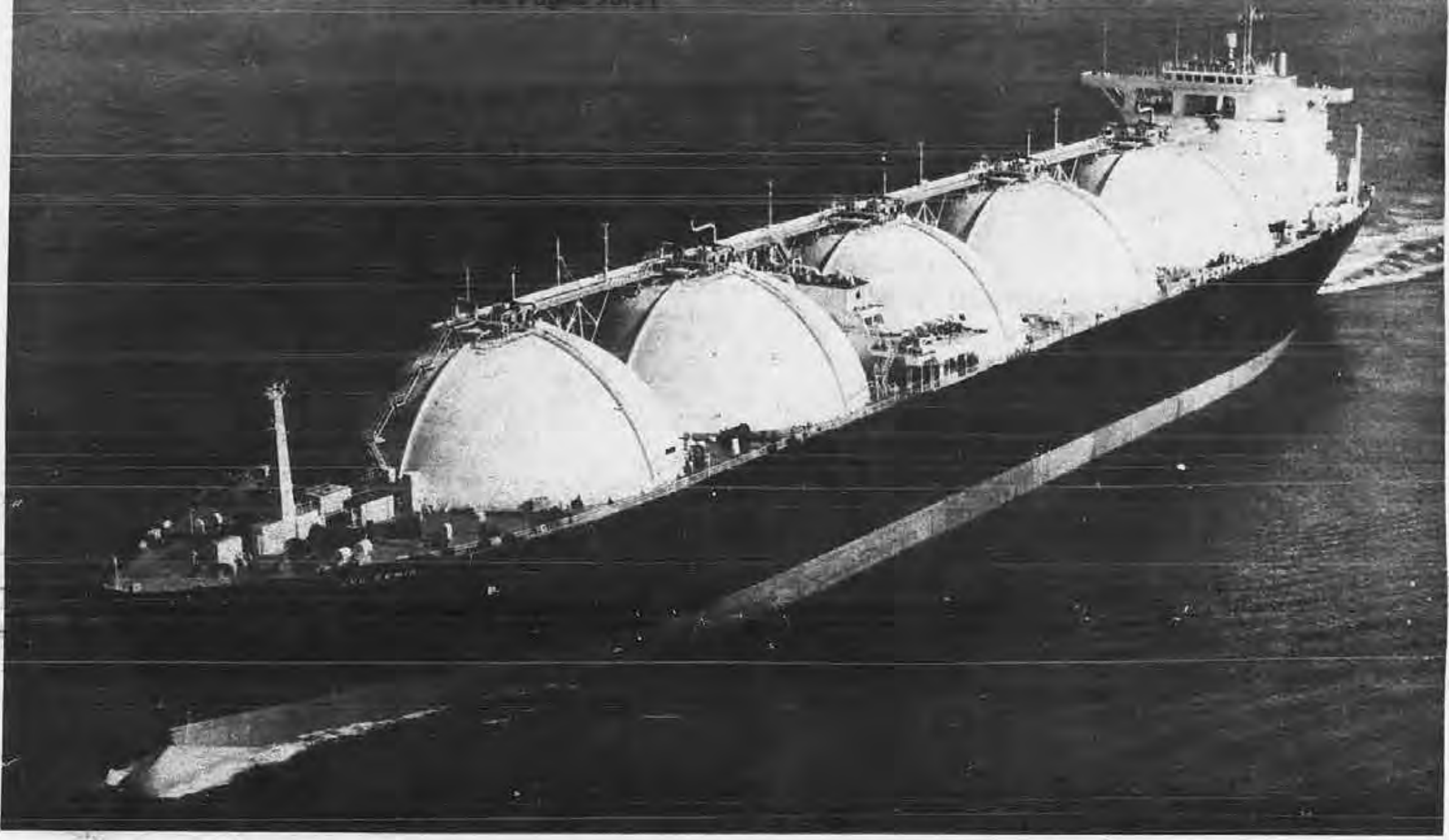


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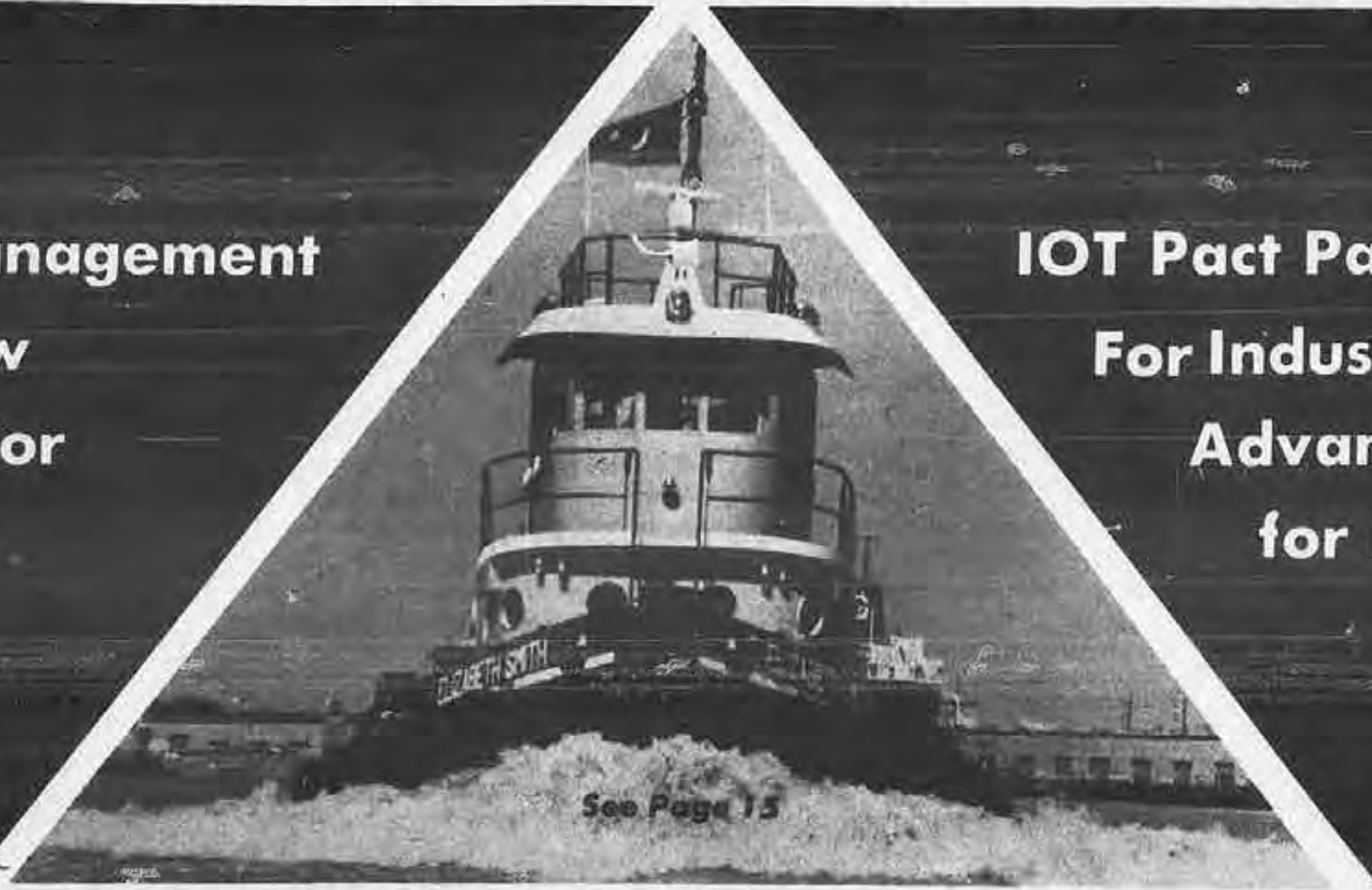
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Labor, Management Forge New Program for NMC

Washington, D.C.—In its first public meeting since weathering a Congressional attack, the National Maritime Council (NMC) put forth a strong showing of support from labor and management and received the promise of continued backing from government by a top Administration official.

Close to 400 representatives from all segments of the U.S. maritime industry attended the NMC meeting here on Sept. 8, 1978. The guest speaker was Ambassador Robert S. Strauss, the president's special representative on international trade and counselor on inflation.

The gathering was held in the wake of the recent withdrawal of the U.S. Maritime Administration from the NMC. Previously, the organization had functioned as a cooperative effort of labor, management and government to promote the U.S. merchant marine.

Despite Marad's withdrawal, which was the result of the Congressional attack, NMC Chairman James R. Barker pledged a stepped up campaign of U.S. flag ship marketing, communications and labor-management cooperation.

Moreover, Ambassador Strauss stressed that although Marad is no longer a formal partner in the NMC, "we're going to have to learn to get cooperation with both business and labor in conjunction with government to make the system work. We have to get the whole pie in the oven, not just two-thirds," he said.

Strauss pointed out that there are negative but also positive aspects of the NMC working without direct participation by a government agency. "You are now freer to do more in promotion without the restrictions imposed by government involvement, while enjoying the friendly support and empathy which this Administration does have for the maritime industry," he said.

Strauss cited the country's need for a "strong export program and a strong Trade Act, which would involve a larger use of U.S.-flag ships." He urged a stronger U.S. merchant marine, but did not talk at length about the overall need for that goal to his audience of maritime supporters. "I preach, but not to the choir," he quipped.

NMC Chairman Barker was directly critical of the Congressional attack on



SIU President Paul Hall, right, confers with U.S. Special Trade Representative Robert Strauss at a luncheon in Washington this month sponsored by the National Maritime Council. Ambassador Strauss, who was the featured speaker, reiterated the Administration's commitment to building and maintaining a strong U.S. merchant marine. In background is Jesse Calhoun, president of National MEBA.

Marad and the NMC, which led to their split. Unsubstantiated charges that Marad played an improper role within the NMC were made at hearings held in July by the House Subcommittee on Commerce, Consumer and Monetary Affairs. (See August Log, page 3.)

"Some seem to believe that government cooperation with business is somehow unwholesome, that the two should be adversaries. It's as if they were saying that government, a creature of the people, should now turn on its creator in the manner of a latter-day Frankenstein's monster," Barker said.

He also suggested that the attack seemed to be timed to create a roadblock against recent maritime advances. "We find it interesting that for seven years, the constructive relationship between the Maritime Administration and the National Maritime Council was unquestioned—and that questions were

raised and innuendos made precisely at the time that the NMC had made important gains in strengthening the U.S. flag shipping industry and in informing millions of Americans of the vital importance of maintaining a strong merchant fleet."

Barker explained that the NMC had "exemplified something wholly unique by providing a forum of communication and cooperation among management, labor and government," at a time of crisis for the U.S. fleet. He said that the organization had achieved an unbroken record of stable management-labor relations and a significant increase in the amount of cargo carried by U.S.-flag ships.

But he stressed that labor and management would "not only continue, but in fact, expand" the NMC's unique efforts to carry these achievements forward.

SIUNA to Hold 18th Convention Oct. 16-19

The Seafarers International Union of North America will hold its 18th Triennial Convention Oct. 16-19, 1978 in Washington, D.C.

Several hundred delegates from the SIUNA's 28 affiliated unions, representing nearly 100,000 workers, will gather at the convention to discuss problems and progress within their organizations over the past three years and to set goals for the next three.

SIUNA President Paul Hall will chair the convention proceedings, which will include a number of addresses from prominent people in government and labor. A number of workshops covering legislation and other items of importance to the maritime worker will also be presented for convention delegates.

A complete rundown on the convention will be carried in the October issue of the Log.



Paul Hall

The PRESIDENT'S Report

Getting Tougher All The Time

Working successfully in the political battleground has never been an easy job. Anything we have ever achieved politically has been an uphill struggle. Nothing has come without a knock-down, drag-out fight. And, for a number of reasons, the job of political action is not about to get any easier.

One of the reasons is that there are so many new politicians coming onto the scene with each new election.

Most of these new politicians have never seen a merchant ship much less understand the complicated problems facing the maritime industry and the 200,000 workers that make their livings in it.

Also, these new politicians are replacing a lot of old line members of Congress, many of whom were veterans of World War II or the Korean War and understood the necessity of a strong U.S. flag fleet to our national security.

You can be sure that after November's election, in which all 435 seats of the House of Representatives and one third of the Senate seats are up for grabs, there will be many more new faces around Washington come January 1.

All of these things—including changing faces, attitudes and ideas on the political front—create new problems and new challenges for us in a political sense.

At the same time, these things make it more and more difficult for us to work effectively in the political arena. This is a very serious problem because there is no doubt in my mind that the future of our organization depends heavily on our ability to take effective political action on a broad range of issues concerning the maritime industry.

The answer, of course, is that we have to dig in a little deeper, work a

little harder and devote more and more of our resources to the political area.

We must also try to continually widen the scope of our political action programs to ensure that American maritime workers benefit from any and all new developments—like ocean mining—in the maritime industry.

On top of this, we must be more vigilant than ever in protecting beneficial maritime laws—in particular the Jones Act—that are already on the books.

There's just one problem with expanded action in the political area. The more you expand the more it costs.

As always, the Union depends totally on this membership's voluntary contributions to SPAD for our political action programs. SIU members have staunchly supported SPAD year after year providing the Union with the tools to work effectively in the political area.

However, with the kinds of expanded programs we are becoming involved in, we must also expand our SPAD program if we are to continue to be effective politically over the long term.

It's not fair, though, to ask SIU members, who have done their share, to come up with more out-of-pocket donations to SPAD. This is why we established a voluntary checkoff program for collecting SPAD a few months ago. I urge all SIU members to support this important new program by signing the checkoff authorization form.

Essentially, when you sign this form you are authorizing the Vacation Plan to deduct 30 cents a day for every day you work from your vacation benefit and transfer it to the SPAD fund.

Thirty cents a day may not sound like much. But believe me, brothers, if every SIU member supports the checkoff program, it will provide the Union with the kind of funds absolutely necessary for us to continue to be effective in the political area.

In the three months that the program has been in effect, many SIU members have signed the authorization. And I'm sure that it will only be a matter of time before all SIU members sign up as well.

The sooner this happens, though, the better. Because the SIU's political programs are aimed at one very important goal—the protection of this membership's job security structure by working to continually expand the job market for American seamen.

Maintaining job security has never been easy. But because of the new attitudes toward maritime in Congress, it is becoming more and more difficult every day.

We possess the means to meet this new challenge through the SPAD checkoff program. Now it's up to SIU members, as it has always been, to get the job done once again. Our future depends on it.

Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Published monthly. Second Class postage paid at Brooklyn, N.Y. Vol. 40, No. 9, September 1978. (ISSN #0160-2047)

SIU Wins Landmark Pact for IOT Boatmen

Contract Paves Way for Industry Wide Gains for Inland Members

SIU Boatmen with Interstate Oil Transport have ratified a landmark contract in the inland industry.

About 300 licensed and unlicensed IOT crew members have gained sizeable wage increases as a result of the new contract, plus the highest pension benefits and the most extensive welfare coverage ever negotiated for SIU Boatmen.

The new three year contract and benefit plan agreements were ratified on July 1, 1978. They cover all SIU Boatmen in IOT's "green fleet," which is a tug and barge, petroleum and chemical transport operation out of Philadelphia and on the East Coast.

But the new benefits also set a pattern for future goals for SIU Boatmen throughout the industry. They not only include significant increases over present benefit payments, but also additional benefits never before available to Boatmen.

Pension Benefits

The monthly pension benefit will go up by \$100. For eligible IOT Boatmen in two steps over the course of the new contract.

Effective January, 1979, the present \$340 monthly benefit will be raised to \$390. Beginning June, 1980, it will be further increased to \$440, a month.

Moreover, IOT Boatmen now can receive pension benefits at age 55 if they have 7,300 days (20 years) seetime. This is known as the Early Normal Pension and it is a first for Boatmen. It is available to IOT Boatmen along with the two benefits already provided by the Seafarers Pension Plan:

- Regular Normal Pension—
Seetime: 5,475 days (15 years)
Age: 62
- Disability Pension—
Seetime: 4,380 days (12 years)
Any Age, plus a disability award from the Social Security Administration

The \$100 increase in the monthly payment applies to all three types of pension benefits. But the Early Normal

Pension makes even higher payments possible.

These are provided through two additional benefits which were negotiated for IOT Boatmen: Early Normal Pension Increments and the Special Pension Supplement. Boatmen must fulfill the Early Normal Pension requirements, 7300 days seetime (20 years) at age 55, to be eligible for both of these programs.

Under the Increments program, an IOT Boatman can now get an additional \$25 on top of his monthly pension benefit for every additional full year (365 days) that he works after he qualifies for an Early Normal Pension (7300 days at age 55). The maximum is seven increments, which adds up to a monthly pension benefit of \$615.

The Special Pension Supplement is another opportunity to receive higher benefits. Once an IOT Boatman qualifies for an Early Normal Pension, he can get one additional full year of pension benefits (12 times the monthly benefit payment) in a lump sum payment if he works two more full years (730 days) before he retires.

For example, two more years (730 days) employment would add \$50 (or two \$25 increments) on to the Boatman's monthly pension benefit, bringing it up to \$490. A full year of benefits at this rate would give him a lump sum bonus (or Special Pension Supplement) of \$5,880.

Welfare Benefits

The welfare benefits offer brand new and greatly expanded coverage for IOT Boatmen and their families. The most important new welfare benefit is a program of Major Medical coverage for dependents of Boatmen. This new program takes over where the basic Plan leaves off. It pays up to 80 percent of any charges remaining after the benefits provided by the basic Plan are paid.

For example, if a member's dependent receives an \$800 surgery bill, and the basic Plan pays \$600 of the charges,

then, 80 percent of the remaining \$200 (or \$160) will be picked up in coverage provided by the new Major Medical program.

The families of IOT Boatmen also have additional financial security through a tremendous increase in the death benefit provided for active Boatmen. The maximum coverage of \$5,000 previously provided has jumped to \$20,000.

The new Death Benefit and the seetime requirements for receiving it are as follows:

- \$5,000—125 days seetime in the previous calendar year, and 1 day employment in the 6 month period immediately preceding date of death.
- \$10,000—125 days seetime in each of the 3 consecutive previous calendar years, and 1 day in the six month period immediately preceding date of death.
- \$12,500—125 days in each of the 4 consecutive previous calendar years, and one day in the previous six months.
- \$15,000—125 days in each of the 5 consecutive previous calendar years, and 1 day in the previous six months.
- \$17,500—125 days in each of the 6 consecutive previous calendar years, and 1 day in the previous six months.
- \$20,000—125 days seetime in each of the 7 consecutive previous calendar years, and 1 day in the six month period immediately preceding date of death.

Expanded welfare benefits to the dependents of IOT Boatmen also include the following:

- **Hospital Extras:** The Plan will pay all reasonable charges made by the hospital in addition to room and board for a maximum of 90 days per confinement. This is an increase from

60 days confinement under the old schedule.

• **Emergency Treatment:** The Plan will now cover emergency treatment received in a doctor's office as well as paying for such treatment received in a hospital.

• **Student Coverage:** The Plan will extend dependent benefits to children of Boatmen who are full-time students up to the age of 25. This is an extension from age 19.

In addition the optical benefit is increased from \$30 to \$40 for eye examinations and eyeglasses for both Boatmen and their dependents.

Vacation Plan

Vacation benefits were also increased for IOT Boatmen through the SIU industry-wide Inland Vacation Plan. It was set up in addition to the company vacation which was in effect before at IOT. Boatmen will now receive both vacation benefits.

A series of educational conferences held last Spring for IOT Boatmen paved the way for the success of the new contract and benefit plan negotiations. Groups of Boatmen got together with Union officials at the Harry Lundeberg School for week long discussions of goals for the inland industry.

The talks familiarized the Boatmen with many of the new pension, welfare and vacation benefits which they were able to gain for the first time at the bargaining table. These milestone achievements underline the importance of continuing education and communication between SIU members. And they mark the way for future achievements for the entire inland membership.

Carter Signs OCS Bill: Guarantees Job Rights

American labor won a major victory this month as President Carter signed the SIU-backed Outer Continental Shelf Lands Act into law. The Act guarantees for the first time that the nation's energy resources will be developed along with the rights of American workers.

The Act sets regulations for offshore drilling of oil and natural gas on the U.S. Outer Continental Shelf. It protects and promotes jobs for Americans in this growing industry through the following provisions:

- Any American owned vessel, drilling rig, platform or other vehicle or structure in use more than a year after the regulations take effect must be manned by U.S. citizens or legal aliens of the U.S.

- All vessels and drilling equipment built or rebuilt more than a year after the regulations take effect must be American owned and documented in the U.S.

- In the case of offshore equipment owned 50 percent or more by foreign nationals, U.S. manning will be required to the extent that the foreign nation requires its own citizens to man equipment operating on its own continental shelf.

The OCS Act also includes an important provision to protect the life and health of American workers and the U.S. marine and coastal environment. It requires all offshore equipment to meet

U.S. standards for design, construction, alteration and repair.

The battle behind the OCS victory started over a year ago in the Senate. The OCS bill passed there made no provisions for protecting American job rights.

The House passed its version of the bill in February, 1978. But a House Select Committee on OCS added an amendment, sponsored by Rep. Leo Zeferetti (D-N.Y.), which introduced all of the important provisions for U.S. manning, documentation and safety standards in the offshore industry.

The SIU, together with other affiliates of the AFL-CIO Maritime Trades Department, carried on a step by step campaign to get these provisions through the House and the Joint House-Senate Conference on the final bill in July. All of these provisions are now intact in the Act signed by the President on September 18.

The "Hire American" provision promises to create as many as 5,000 new jobs for American seamen and other workers aboard support and supply vessels and on the drilling rigs.

But the success of the OCS Act is a significant victory for American labor beyond its effect in the offshore industry.

At a time when the nation faces its toughest challenge in developing energy resources, it sets a legislative precedent for creating American job opportunities rather than giving them away to multinational profits.

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30 cents a day
can buy you
job security

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Alaska Hovercraft Experiments Okayed by Senate

The U.S. Senate voted this month to approve a temporary Jones Act waiver for Alaska which will allow feasibility experiments on the use of commercial hovercraft in remote areas of the state, inaccessible to other forms of transport, to get under way.

The waiver, which still has to be approved by the House of Representatives before it is binding, will enable Alaska to use foreign-built hovercraft for the study by suspending the provision of the Jones Act mandating the use of American-built vessels in domestic trades.

Severe weather conditions and limited conventional transportation isolate portions of Alaska for much of the year. Hovercraft, which travel on the water's surface powered by propellers and rudders, could be used to ferry passengers and deliver fuel to outlying areas in Alaska and other coastal states.

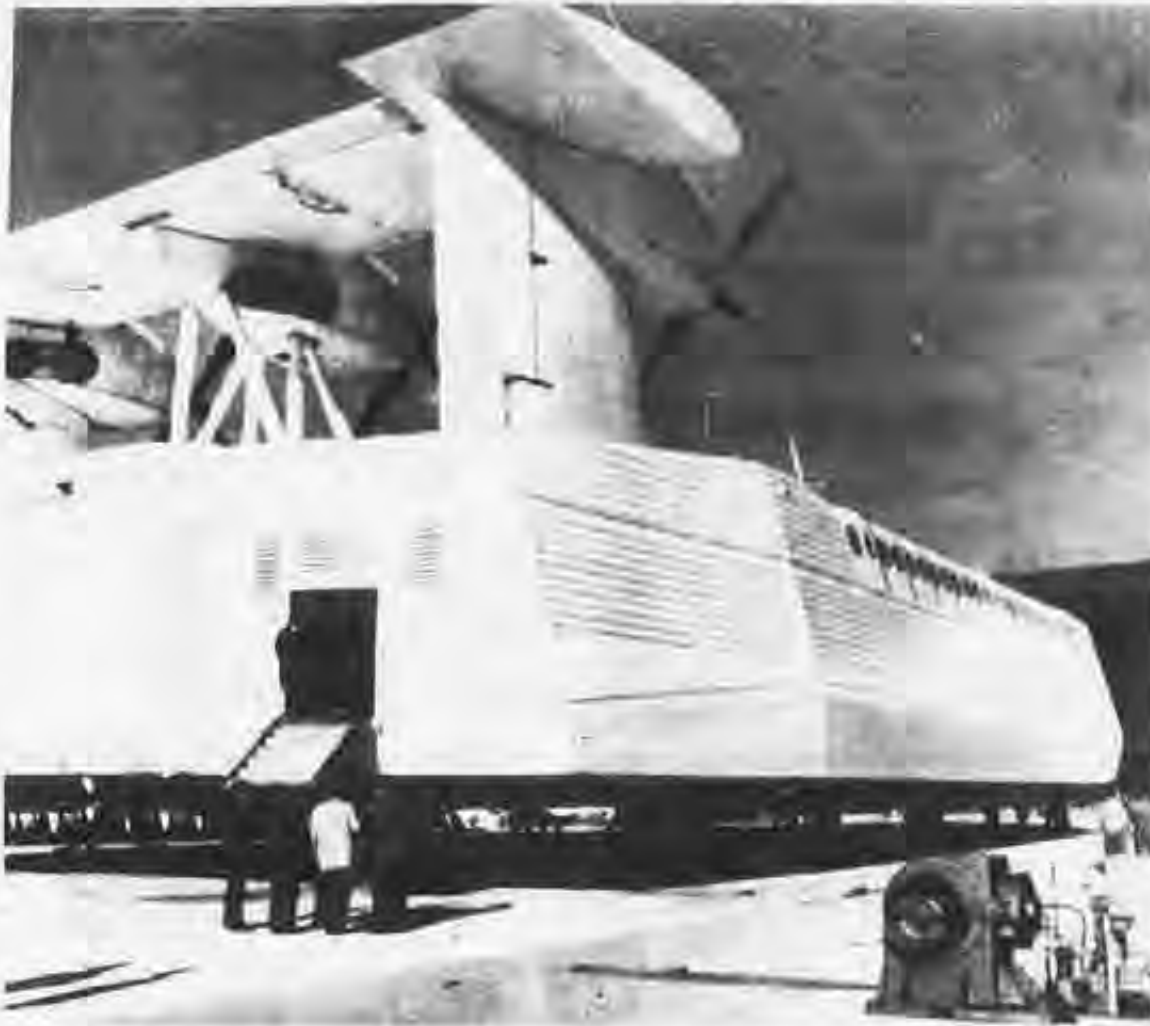
Though hovercraft have been used successfully as ferries and cargo carriers in Europe for the last 10 years, they are not built in this country. So the state needs foreign-built vessels to kick-off the study. According to Alaskan Senator Ted Stevens, "this legislative waiver would apply to the demonstration project only and apply for no more than five years."

Alaska's legislature, which has already appropriated funds for the hovercraft project, petitioned Congress for a narrowly interpreted, temporary Jones

Act waiver which would last five years. They justified the five-year period as the amount of time necessary, "to obtain technical, environmental, ecological, and economic data . . . and to encourage

the development of commercial hovercraft operating and manufacturing interests in Alaska once sufficient data has been obtained."

The SIU supports Alaska's hovercraft



Hovercraft like this may soon be operating in Alaska on experimental basis.

experiment because of the future potential for jobs in both building and manning the vessels. If the tests on the huge, air-cushion vehicles are successful, they will pave the way for development of a U.S.-based commercial hovercraft industry.

SIU President Paul Hall told Alaska's two U.S. Senators, Ted Stevens and Mike Gravel, of the Union's support, stating: "The main goal of the Seafarers Union is to promote the development of a U.S. hovercraft industry."

"Once proven commercially feasible," Hall continued, "we believe hovercraft operations will grow throughout the nation's waterways and ocean coasts."

Hovercraft may be the transportation answer for rough stretches of country where roads are poor and rivers and air lanes unnavigable because of brutal weather conditions.

Though the sight of these air cushion vehicles is a strange and unfamiliar one in this country, if the Alaska experiments are successful, they will soon be built in American shipyards and manned by American seamen.

The Union's support of the hovercraft project is a recognition of another advance in the maritime industry. And supporting the latest developments in waterborne technology means Seafarers will be ready and able to man the newest vessels afloat as fast as they come out of American shipyards.

USPHS Taking Some Positive Steps in Seamen's Care: But SIU Will Oppose Stricter Standards for Older Men

WASHINGTON, D.C.—The first in a series of Seamen's Health Care Initiative meetings geared towards seeking improved health services and medical care for American seamen at U.S. Public Health Service facilities hit an area of conflict which may produce the opposite effect.

Recognizing that the medical needs of seafarers are special ones, the U.S. Public Health Service Division of Hospitals and Clinics invited medical directors and health and welfare program managers from seamen's unions, shipping companies and Federal agencies to the Washington conference last month.

But the area of contention, which centered around the issue of a fit for duty standard, divided the conferees along labor/management lines and threatened the outcome of the meeting.

Drawing on data they had compiled, the Marine Index Bureau said accidents aboard ship occur more frequently when the average age of the crew is 52.5.

The Bureau, the companies present at the meeting, and the Coast Guard are looking to establish requirements for pre-hire physicals for entry level crewmembers. In addition, they want to set physical standards for all ratings aboard ship.

Bruno J. Augenti, chairman of the Bureau said, "the establishment of minimum medical standards to be met by all seafarers in order to assure their ability to achieve professional competence . . . would reduce to a minimum the unnecessary exposure of the less than sound to the rigors of life at sea."

Another reason cited by Augenti for imposing across-the-board medical requirements is to save ship operators money. Setting up health standards, Augenti said, "would assist vessel operators in reversing the trend of continuing upward spiraling of costs in ship operation."

SIU representatives at the conference, including Tom Cranford, head of Seafarers Welfare Plan and Dr. Logue, SIU medical director strongly protested the proposed health exams for older seamen.

Dr. Logue said that seamen are already required to undergo more physicals than any similar occupational group in the U.S. And he pointed out that an increase in mandatory medical exams would force many skilled seamen out of the industry solely because they are older.

Imposition of medical requirements which would have the effect of weeding out older seamen from the workforce would not be in the best interests of either seafarers or the industry itself. The Union will continue to oppose any such move.

The conference did, however, yield some positive steps towards improving the health status and care of American seamen. Meeting participants discussed recent medical statistics indicating seamen are struck by different diseases in different proportions from the rest of the population and agreed that medical programs aimed at the special health needs of seamen are necessary.

Unlike the majority of the U.S. population, cancer is the number one killer of seamen, followed by heart disease and stroke. And the incidence of alcohol-related ailments is much higher for those who work aboard ship than for factory or office personnel ashore.

The Coast Guard reported on research they've begun on the occupational health and safety hazards on U.S. merchant ships. Following meetings with the Occupational Safety and Health Administration, the Coast Guard has finally begun to study particularly dangerous shipboard jobs, like the long-range effects of tank vapors on tankermen.

Progress has also been made towards improving on-board emergency care for crewmen. An updated ship's medicine chest booklet, along with shipboard first aid kits containing improved supplies, are in the works and should be on U.S. ships by early next year.

Another meeting of the Seamen's Health Care Initiative group is scheduled for early 1979. At that time, special

task forces of government, management, and labor representatives will report on any headway they've made on fitness for duty criteria; widening the availability of USPHS services to the offshore oil and gas industry and inland boatmen; improving emergency health care and inter-vessel communications, and, speeding up health care for seamen at the PHS hospitals and clinics.

Loud Protests Shelve Plan to Export Alaskan Oil

Under pressure from U.S. maritime labor and industry, Congress has shelved a plan by the U.S. oil companies and the Department of Energy to export Alaskan crude oil to Japan.

Witness after witness before the House Subcommittee on Investigations echoed maritime labor's position that such exports would threaten the jobs of thousands of Americans and prove detrimental to the national security.

Despite the negative impact of the oil export scheme on the U.S. economy, the oil companies continued to advocate it. They initially argued that a shortage of U.S. tankers to move the oil to the lower 48 states made exports necessary.

But armed with statistics from a recent government study, Russell F. Stryker of the Maritime Administration proved that there are more than enough U.S.-flag tankers to transport the oil.

"The conclusion we have reached," Stryker told the Subcommittee, "is that a greater than adequate supply of U.S.-flag tankers exists and will continue to exist as tankers on order are delivered."

In fact, exporting the Alaskan crude would idle U.S.-flag oil carriers, many of which were built specifically for the Alaskan trade. AFL-CIO Legislative

Director Andrew J. Biemiller told the Subcommittee that "Alaskan crude oil exports would force from two to three million tons of U.S. tankers into lay-up with the loss of thousands of jobs for U.S. seamen."

Another argument the oil companies used to justify exports is that they are the only way to alleviate the current glut of Alaskan North Slope crude on the U.S. West Coast.

The back-up of Alaskan oil on the West Coast is, however, temporary. It will ease as West Coast refineries retrofit and West to East continental pipelines are built.

In the meantime, the U.S. merchant marine has the capability to transport the oil to other areas of the country.

The MarAd study, along with earlier testimony from SIU representatives and industry spokesmen, showed that the real motive behind the oil companies' export plans was higher profits.

When Congress approved construction of the Trans-Alaska pipeline, they also made a promise to the American people that no oil produced here would be sold outside the U.S. By halting the oil companies export plans, Congress has made good on that promise.

Hall to DOE: Get the Lead Out on LNG Import Projects

Warning that the government's foot-dragging on U.S. LNG programs is threatening America's leadership in that industry, SIU President Paul Hall issued a strong call to the Department of Energy for a rational U.S. policy on LNG.

"Because no clear policy exists," Hall told DOE's Economic Regulatory Administration, "the entire United States LNG program remains in a state of uncertainty."

President Hall charged that the federal practice of "constantly changing the rules of the game" regarding approval of LNG import and construction projects was jeopardizing thousands of jobs for American workers.

There is a sizeable list of LNG construction and importation projects in

the U.S. which cannot get off the ground until the Department of Energy approves them.

Construction of three separate liquefaction and gasification plants in Texas, California and New England have been stalled pending the government's okay. These three projects alone would generate millions of man-hours of employment for U.S. workers.

A contract between two U.S. companies, El Paso and Tenneco, Inc., and the Algerian government calling for the importation of 700 million cubic feet of natural gas per year for 20 years was very nearly axed when the Administration allowed the pact's expiration date to pass without approving it.

The Algerian government has agreed to go ahead with the deal if the U.S. will give the companies a green light.

But the government has continued to stall on the project.

In addition to the jobs and revenues U.S. delays on LNG projects are costing, Hall accused the government of threatening the "unique supplier-user relationship in LNG" between the U.S. and LNG exporting countries.

"Because LNG exporting countries such as Algeria and Indonesia have made huge expenditures in plants and equipment for processing LNG," Hall said, "they are dependent on export sales to cover their investments."

The U.S. is both a prime market for the LNG exporting countries and an important supplier of LNG vessels and equipment.

Because U.S. built LNG carriers are the most modern and sophisticated vessels plying the LNG trade, they are in

demand by the exporting countries. Algeria is considering to have a sizeable fleet of LNG tankers built in American shipyards. But if the government stalls on approving exports of U.S.-built LNG ships, Algeria and other countries that require the specialized vessels may have them constructed elsewhere.

Badly needed jobs, reliable supplies of an alternative fuel source and revenue for U.S. industries which would help offset the U.S. balance-of-payments deficit are all at stake while the Administration shifts its position on LNG.

Hall demanded the government act quickly to protect U.S. interests by "clearly sanctioning present proposals to import liquefied natural gas," and by creating a "set of criteria for future LNG projects."

SIU, New C.G. Chief Meet on Safety, Manning Issues

SIU representatives and the new Coast Guard chief of maritime safety met this month to discuss issues vital to the health and safety of working seamen.

Chief Admiral H. H. Bell, newly appointed head of the Office of Merchant Marine Safety, has promised the SIU a "cooperative attitude" from his office in meeting the problems of merchant seamen.

Up until Bell's appointment, the SIU has met stiff resistance from the Coast Guard in its efforts to rectify rules and regulations affecting the safety of life at sea or that discriminate against the unlicensed seaman.

Bell recently replaced Rear Admiral William Benkert as head of Merchant Marine Safety. Benkert has since been named president of the American Institute of Merchant Shipping.

The SIU had its first meeting with Admiral Bell on Aug. 30. Union representatives used the opportunity to bring to Bell's attention five issues concerning safety and manning that have long been areas of contention between the SIU and the Coast Guard.

The SIU maintained at the meeting that:

- The three watch law must be enforced on all vessels and for all seamen including Towboat Operators.

- Reasonable regulations to allow experienced deep sea sailors to become Towboat Operators must be worked out.

- Legislation should be introduced and pushed by the Coast Guard to bring all vessels of less than 300 gross tons under inspection.

- Integrated tug barges must be treated the same as any merchant vessel as the law requires, reflected in increased manning.

- Towboat Operators who are handling tugs with oil barges in tow should not be required to perform the tasks of a tankerman as well. A separate tankerman must be carried while the tow is underway.

In addition to these areas, the SIU pointed out that seamen on many automated ships must work 4 to 8 hours

overtime per day to maintain safe operation of the vessel. The Union said that this is excessive overtime. And they made it clear that the Coast Guard must increase the complement on these vessels to protect the health and safety of the crew.

After hearing the Union's arguments, Admiral Bell neither accepted nor rejected any of them. But he promised his cooperation and good faith in dealing with the Union on all issues concerning manning and safety.

It remains to be seen whether or not the "promise of cooperation" will translate into positive results for American seamen. At the very least, though, the Coast Guard's expressed attitude of good faith is a step in the right direction toward increased safety on the oceans and inland waters.

James A. Farrell, Jr., 77, Dies

James A. Farrell, Jr., 77, co-founder of Farrell Lines, one of the biggest U.S. flag shipping lines, and chairman of its board of directors, passed away in Norwalk (Conn.) Hospital on Sept. 15.

With his brother, John J. Farrell, he founded the American-South African Line in 1926, which became Farrell Lines in 1948. Their grandfather, John G. Farrell ran ships in the U.S. coastwise trade in the mid-1800s. Their father, James A. Farrell, Sr. founded the Isthmian Line and was president of the U.S. Steel Corp.

Farrell, a pioneer in welded shipbuilding, became chairman of the line's board in 1963. He fostered good labor-management relations within the com-

pany and believed in responsible trade unionism and management. Last March, the line bought American Export Lines to beef up their fleet to 39 ships sailing world-wide.

Born in Brooklyn, N.Y., he was a Yale graduate and was a commander, U.S. Naval Reserve (Ret.) serving in World War II. He also held the Naval Order of the United States. Last year he received the Admiral of the Ocean Seas Award (AOTOS).

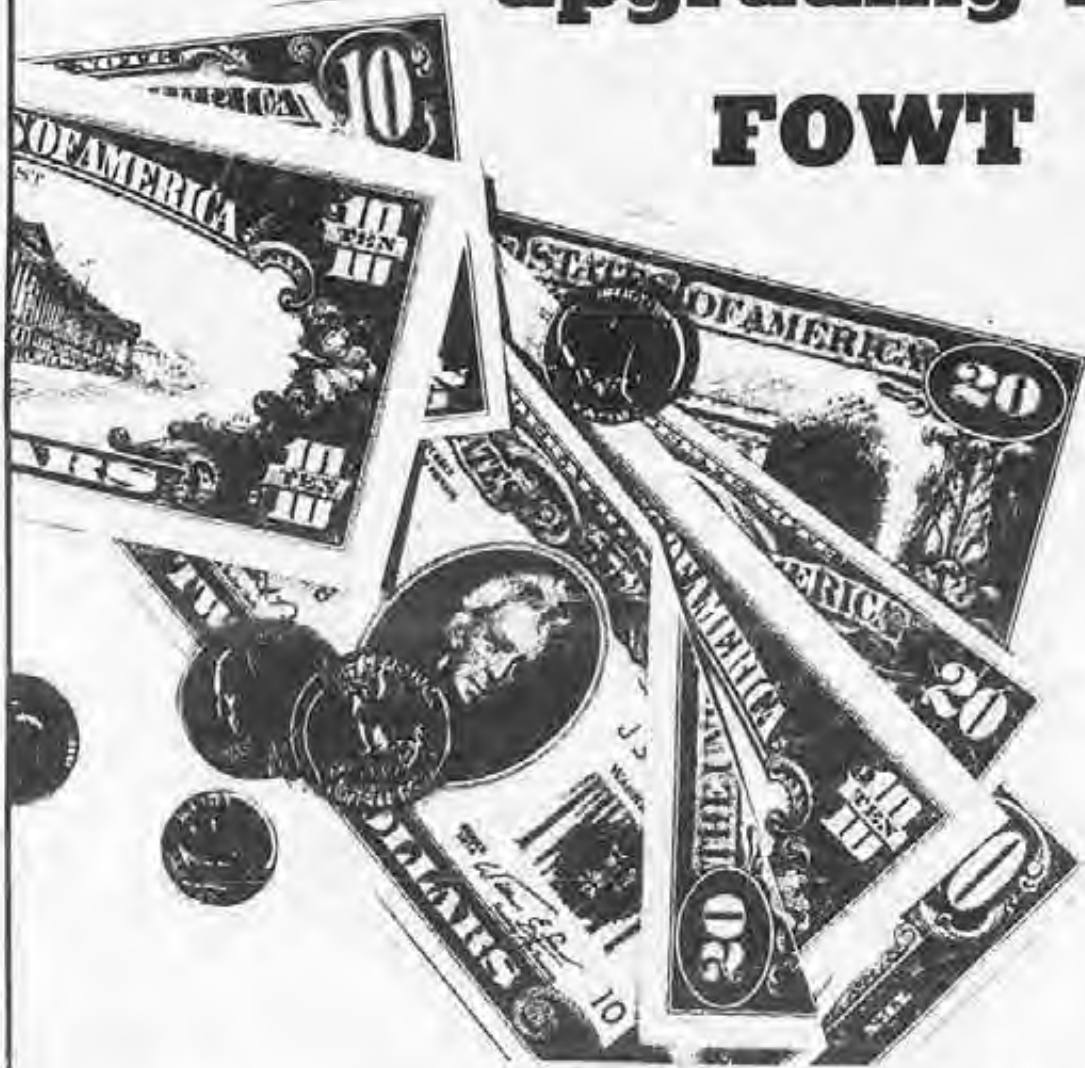
Farrell was a trustee of the United Seamen's Service and Mystic Seaport. He was a member of the American Bureau of Shipping, Society of Naval Architects and Marine Engineers and the American Merchant Marine Post No. 945.

Delta Sud Gets Safety Award



Steward/Cook Edward Vieira (far left) and AB John Sanflerer (3d left) of the SS Delta Sud (Delta Line) pose for ceremonial photo recently in New Orleans as the ship's master, Capt. W.L. Easter (center) gets congratulatory handshake as he accepts the two-year Jones F. Devlin Safety Award from Capt. E.R. Seamen, the company's marine operations manager. The vessel operated for 773 consecutive days without a single lost-time accident to a crewmember. Others in the photo are (2nd left) Chief Officer James Lea, (far right) 1st Assistant Engineer William Smith and Chief Engineer Gilbert Krieg.

Here are some very
good reasons for
upgrading to
FOWT



Course Starts Nov. 23
To enroll, contact your SIU
Representative or the
Harry Lundeborg School.



New Orleans

Cresecent Towing expects three newly remodeled harbor tugs to come out of the shipyard this month. Total crew changes and relief positions on the new fleet additions will add up to about 40 more jobs for SIU Boatmen.

The rebuilt vessels are the *Sandra Smith*, which will usher ships in and out of Baton Rouge, La.; the *San Luis*, which will work the New Orleans harbor, and the *Jason Smith*, which will do both shipdocking and ocean towing.

Norfolk

Sea-Land Service, Inc. has chartered a small containership, the *SS Rio Hama*, from Union Boat Service, a top to bottom SIU inland company in this port. Sea-Land will use the roll-on, roll-off vessel to move 24,000 tons of cargo between Norfolk and Nassau-Bermuda under a \$2 million contract recently awarded from the Military Sealift Command. The contract runs through June 30, 1979 and includes dry and refrigerated cargo and vehicles.

Great Lakes

The New York State Barge Canal, the 527 mile link between the Lakes and the Hudson River, needs federal funds to survive. This was the message delivered by

State Transportation Commissioner William Hennessy at Washington, D.C. hearings in August. Hennessy carried Gov. Carey's request for federal aid in testimony before the Senate Subcommittee on Water Resources, which conducted hearings on national water policy last month.

Shipping has declined drastically on the Barge Canal and the deteriorated outmoded system could close down completely in ten years, according to a New York State Senate Task Force report. Largely unchanged since it opened in 1900, the canal needs help, from channel dredging to larger locks which can accommodate modern barges.

With federal funds, it could provide low cost, energy efficient transportation for large bulk cargoes, such as western coal to the energy-hungry East Coast, Gov. Carey said. Canal improvements would also provide greatly increased job opportunities for SIU Boatmen and Dredgemen in this area.

St. Louis

The main lock chamber in Lock and Dam 26 has been closing down on a daily but intermittent schedule since September 6. The 600 ft. chamber, located on the Mississippi River at Alton, Ill., is undergoing repairs and underwater surveys. Legislation to replace the crumbling lock with one twice its size is still stalled in Congress.

All Ports

While Congress is still reviewing President Carter's national water policy proposals, there is no question that the nation's waterways must be improved if the inland industry is to remain competitive in the future. This is the conclusion of a recent study prepared for the East-West Gateway Coordinating Council, under contract to the U.S. Maritime Administration.

The study pointed out that riverport facilities must be further developed so that inland operations can compete with railroad and pipeline industries, which are now improving their systems with government funding. Port development could reduce operating costs as much as \$500 million, the study calculated, which is one-third of the cost now incurred in inland port operations. It was suggested that the Maritime Administration provide needed funds for port planning.

Jobless Rate Dips to 5.9% in August; But Employment Slowing

WASHINGTON, D.C.—U.S. unemployment in August dipped to 5.9 percent from 6.2 percent in July. This is the second time it has fallen below 6 percent this year. Black workers, adult women who head families, teenagers, and people unemployed less than five weeks found jobs, the Labor Department's Bureau of Labor Statistics reported.

However, except for June's 5.7 percent, the unemployment rate has remained at a seven-month plateau of 6 to 6.2 percent.

"You really can't describe the August performance as much better than past months," said the U.S. Commerce Department's chief economist Mrs. Courtenay Slater. June's jobless decline was seen as a statistical fluke caused by the Labor Department's faulty seasonal adjustment or overcounting the number employed then. A top Carter administration economist observed that the August percentage "is possibly another aberration... of the kind we saw in June."

There were just under 6 million persons unemployed last month, down 225,000 from the July level. But the AFL-CIO says that there are actually 8.5 percent jobless or 8,577,000 unemployed in August as the federation counts so-called "discouraged" workers as unemployed as well as one-half of

those who work parttime because they can't find fulltime jobs. The Government does not count these jobless and parttimers.

One of the bright spots in the August picture on jobs was the relatively sharp drop in black unemployment. Their jobless rate fell from 12.5 percent to 11.7 percent last month. The rate for black teenagers' skidded downward to 32.4 percent from 37 percent! Unemploy-

ment for white teenagers dipped to 15.6 percent from 16.3 percent. Adult black women, who are head of household had their joblessness rate drop from 6.5 percent to 6.1 percent. But the rate for black adult men climbed from July's level of 8.4 percent to 9 percent in August. The rate for white adult men is 4.1 percent.

Total employment in August edged up 156,000 jobs to a total of 94,581,000 persons working. The proportion of the

population that is employed remained at its July level of 58.6 percent. Coupled with July's 394,000 drop in total employment, the recent figures seem to show that "clearly employment is slowing down," says John Bregger, a Labor Department economist.

Economist Slater concurs: "I don't think we're looking at any dramatic growth in employment for the rest of the year."

Ogden Marine Puts 2 Tankers on Order

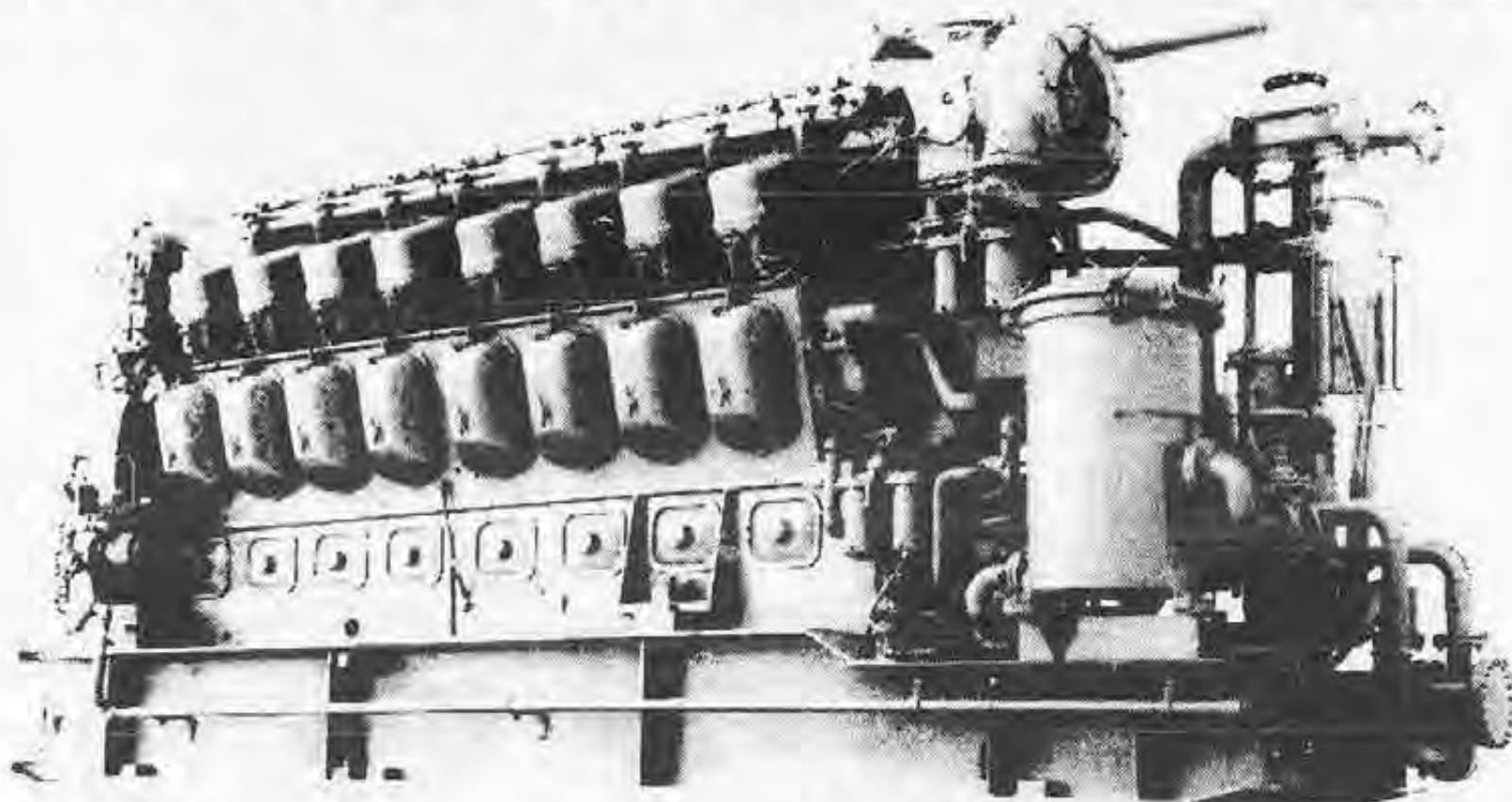
SIU-contracted Ogden Marine placed orders for two new 42,000 dwt multi-product tankers from its subsidiary, Avondale Shipyards, New Orleans with delivery set for 1981.

One tanker has already been put under long-term charter.

The tankers, 640 feet long, 105 feet wide with a 38 foot draft, will have pumps for each of their tanks so they can carry crude oil and 10 other different products simultaneously.

Beside having segregated ballast, double bottoms, collision avoidance systems, inert gas and electronic navigation equipment, they will be able to transit the Panama Canal.

Do You Know How to Make This Work?



NO? Well learn how—it only takes four weeks. That's right. In just four weeks, you can learn basic diesel theory and operations. This means new job opportunities for you. Where? Aboard the diesel-powered U.S.-flag ships under contract with the SIU.

**New Ships • New Jobs
For Seafarers With the Right
Skills**

YES? Terrific! Then enroll in the eight-week diesel engineering course at HLS. Get your license and get ahead. Every student who took this course has gotten his license. So join the crowd of seafarers who've improved their pay and job security.

• Get Your Diesel Engineering License at HLS •



Headquarters Notes

by SIU Executive Vice President
Frank Drozak

Engine Dept. Upgrading Top Priority

If there's one department where shipping technology is changing faster than any other, it's the engine department.

Working on today's ships demands advanced skills in all departments. But the specialized range of equipment in a modern engine room presents one of the greatest challenges for today's Seafarer.

There's no question that working in the "black gang" isn't what it used to be in the old days. The name still sticks in this new age of maritime technology—but the job has changed totally.

The old coal stokers on steamships never dreamed that "black gang" members would come to include pumpmen, marine electricians and refrigeration engineers. But even these advanced engine room jobs aren't what they used to be since supertankers, LASH and LNG ships changed the shape of modern shipping.

If you've worked in one of these ratings before, your experience may not be extensive enough to handle engine room equipment on new

vessels. And as more and more new vessels come out, the demand is increasing for these specialized engine room jobs.

The Harry Lundeberg School offers several courses which can bring your rating up to date and guarantee your job security in the engine room. Some are available right now and some are planned for early next year. If you have a QMED endorsement or a rating as pumpman, refrigeration engineer or electrician, I urge you to consider these courses in your future job plans.

The Pumproom Maintenance and Operation course starts on October 30 and will prepare you for the latest procedures on new tankers.

A special LNG course for rated engine room personnel, as well as a general LNG safety course are offered regularly at the Lundeberg School. These courses will certify you to work on LNG vessels, which hold the promise of a vast number of new job opportunities in the future of this industry.

Two additional engine room courses are planned for next year and cover the full range of electrical and refrigeration systems found aboard modern LASH ships and containerships. These are Marine Electrical Maintenance and Maintenance of Shipboard Refrigeration Systems. Watch for details in the *Log*.

You've come a long way in getting the advanced engine room ratings you hold now. But they won't do you any good if you can't make them pay off in the jobs that lie ahead.

And it won't do the Union any good either.

The jobs we have now and the ones we are working on for the future are only as good as the men ready to fill them.

For this reason I also want to encourage other members of the engine department to take advantage of the Union's upgrading program. Working your way up the ladder to FOWT, QMED and advanced ratings will insure a constant flow of qualified manpower in the engine department.

This is our goal for all departments. It means that no matter how many vessels come out, the SIU will be ready to man them.

Lundeberg School Made Difference for Riverman Walter Cannon

"There's little I don't know about the Rivers," Capt. Walter Cannon said, "but I might have had a problem passing my licensing exam if I hadn't studied for it at the Harry Lundeberg School."

Capt. Cannon has been a Boatman for 40 years, most of that time sailing as captain on the Mississippi River and Gulf Intracoastal Waterway out of New Orleans. But he never needed an operator's license until September, 1973 when the Towing Vessel Licensing Act went into effect.

It requires a licensed operator for every uninspected towing vessel over 26 feet in U.S. waters. And it meant that

Boatmen like Cannon had to pass the written Coast Guard licensing exam to keep their jobs.

Cannon's company, Gulf Canal Lines, encouraged him to go to Piney Point to look into the Towboat Operator's course. "I went up to see what was going on and have a vacation at the same time. Once I was there, I liked it and entered the program."

Cannon started the course in May, 1973 and the next month passed the licensing exams in three different areas—Inland Waterways, Western Rivers and Oceans—200 miles. He needed the first two to keep working on

his present run for Gulf Canal Lines. And the third license gives him the option to take a job on an ocean tug.

"I don't have the biggest education in the world," he remarked. "I've been going to sea too long for that. But the course helped me to prepare for just what was required on the written tests."

Cannon also had high praise for the facilities at the Lundeberg School. "I've been all over the U.S. in my mobile home and Piney Point has some of the nicest country I've seen. You couldn't find a more beautiful place to spend some time—and learn something besides."



Capt. Walter Cannon

New Deep Sea Death Benefit Provides Security for Your Families

No one looks forward to the day when you pass on to "Fiddlers Green", that place where all good seamen go when the running lights are turned out for good. But Seafarers can now take some comfort in knowing that, in the event of death, their families will be taken care of over the years—thanks to the new graduated Death Benefit for active Seafarers.

It used to be, in the "old days", that the end of a seafaring breadwinner usually meant the beginning of a struggle to make ends meet for his family. It has been a long, hard haul to improve upon that situation. But the benefits that seamen earlier in this century never would have dreamed of, have changed all that.

We were saddened to learn of the passing of veteran Seafarer Cayetano Sapatiro on July 25 at the age of 67. There is little consolation in his death, and he leaves a void that can't be filled. Yet it's good to know, at least, that he had enough seetime so that his family will be provided for in the years to come.

Brother Sapatiro sailed for 34 years. At the time of his death (he had not yet retired), he had accumulated at least 125 days seetime in each of the previous 7 consecutive calendar years, plus at least 1 day in the six month period preceding his death. This qualifies his family for a \$20,000 Death Benefit. In addition to

this his widow, Elizabeth, is entitled to a Survivors Pension because her husband was eligible to retire when he died. She will receive a check each month from the Seafarers Pension Plan as a result.

Seafarers need only look at the new Death Benefit to see that we have come a long way since the "old days". The complete graduated Death Benefit schedule for active Seafarers is as follows:

- \$5,000—125 days seetime in the previous calendar year, and 1 day employment in the 6 month period immediately preceding date of death.
- \$10,000—125 days seetime in each of the 3 consecutive previous calendar years, and 1 day in the six month period immediately preceding date of death.
- \$12,500—125 days in each of the 4 consecutive previous calendar years, and one day in the previous six months.
- \$15,000—125 days in each of the 5 consecutive previous calendar years, and 1 day in the previous six months.
- \$17,500—125 days in each of the 6 consecutive previous calendar years, and 1 day in the previous six months.
- \$20,000—125 days seetime in each of the 7 consecutive previous calendar years, and 1 day in the six month period immediately preceding date of death.

The new Death Benefit Schedule is applicable to active Seafarers only. The Death Benefit for retired deep sea members remains at \$5,000.

Overseas Anchorage Committee



Recertified Bosun Jack Nelson (2nd left) ship's chairman of the ST Overseas Anchorage (Maritime Overseas) is with the Ship's Committee at a payoff of (l. to r.) Deck Delegate Allan E. Lewis Sr., Chief Steward Charles Ussin, secretary-reporter, Steward Delegate Lucian McInham and Engine Delegate Ed Smith. The tanker paid off on Aug. 12 in Stapleton Anchorage, S.I., N.Y.



The Lakes Picture

BUFFALO

The *M/V Buffalo*, which was christened last month, was returned to the shipyard for two weeks to iron out some minor problems. The brand-new *Buffalo* is the latest addition to American Steamship Co.'s fleet of general cargo carriers. When her SIU crew is recalled, the *Buffalo* is expected to begin moving ore pellets, taconite and coal from the Upper to the Lower Lakes.

ALGONAC

Most contract negotiations with SIU-contracted Great Lakes companies have been completed. The only exceptions are new contracts with the Bob Lo Company, which operates two passenger ships, the *Columbia*, and the *St. Claire*, between Detroit and Bob Lo Island. Talks between Union reps and the company are progressing with additional fringe benefits for Bob Lo's 52 unlicensed employees the last issue to be negotiated.

Contract talks with the newly-organized Champion Auto Ferries, Inc. in Michigan are still under way. The Union is working for an agreement which will provide wage, holiday and overtime increases and better fringes for the 15 deckhands and pilots at Champion.

When negotiations with these companies and the Michigan Interstate Railway Co., which operates the car ferry *Viking*, are concluded, "that will wrap up everything on the Lakes for the next few years," Algonac Port Agent Jack Bluit said.

Algonac Agent Jack Bluit will go to Washington, D.C. sometime this month to testify before the Subcommittee on Coast Guard and Navigation of the House Committee on Merchant Marine and Fisheries. The Subcommittee, chaired by Rep. Mario Biaggi (D/C-N.Y.), is investigating ways of preventing disasters like the sinking of the *Edmund Fitzgerald*, which went down in Lake Superior in 1975.

CHICAGO

Litton Great Lakes Corp.'s ore carrier, the *Presque Isle*, blew her engine bearings and will be in the shipyard for two to three weeks for repairs.

DETROIT

The Army Corps of Engineers is studying the feasibility of expanding the connecting channels and harbors on the Great Lakes to accommodate the largest ships plying those waters.

The \$4.1 million study will examine the possibility of dredging channels from Duluth to Montreal from their current depth of 27 feet to 32 feet. Deepening the channels will allow passage by fully-loaded thousand footers.

Also under study is the cost of building a larger lock at the Soo Locks in Sault Ste. Marie, where Lakes Huron and Superior are connected. Targeted completion date of the study is 1984.

The SIU-contracted *Belle River* (American Steamship Co.) moved the largest cargo of coal ever carried on the Lakes in July. The *Belle River* hauled a record 66,654 tons of coal from Superior, Wis. to St. Clair, Mich.

CLEVELAND

Plans for construction of an ore dock in Cleveland hit a snag last month when the city's mayor, Dennis J. Kucinich, vetoed the lease of city-owned Dock 24 to the Cleveland-Cuyahoga County Port Authority. Dock 24 is at the east end of the proposed ore facility site. The Cleveland city council is expected to override the veto.

ST. LAWRENCE SEAWAY

The St. Lawrence Seaway Development Corp. and the St. Lawrence Seaway Authority, which administer the waterway for the U.S. and Canada respectively, have announced this season's closing dates. Upbound oceangoing vessels will not be allowed through the Welland Canal after Dec. 6. The Montreal-Lake Ontario section of the Seaway will close Dec. 15, and ships transiting the section after that date will have to pay a late fine of \$20,000 per day, up to a maximum of \$80,000. Officials hope to have the Seaway cleared by the closing dates to prevent a repeat of last year's late season rush. The 1977 closing came 13 days after the deadline, the latest in Seaway history.

CLEAN WATERS

A recent study by the Environmental Protection Agency of pollution in Lake Michigan yielded some good news and some bad news.

The good news, according to the EPA, is that recent legislation which banned dumping certain percentages of laundry detergents containing phosphates and the insecticide DDT have improved the Lake's water quality. Conditions at nearshore areas and public beaches have improved, and taste and odor problems in drinking water from the Lake are better.

And now for the bad news. "The open waters of Lake Michigan are still slowly deteriorating," the report said. Levels of PCBs and other contaminants in fish from the Lake are still high and concentrations of chloride are higher than ever before.

The study warned that, though long-term effects of high chloride levels are not known, "there is the possibility that future increases in chloride levels may lead to fundamental, irreversible, changes in the Lake's natural biological systems."

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:

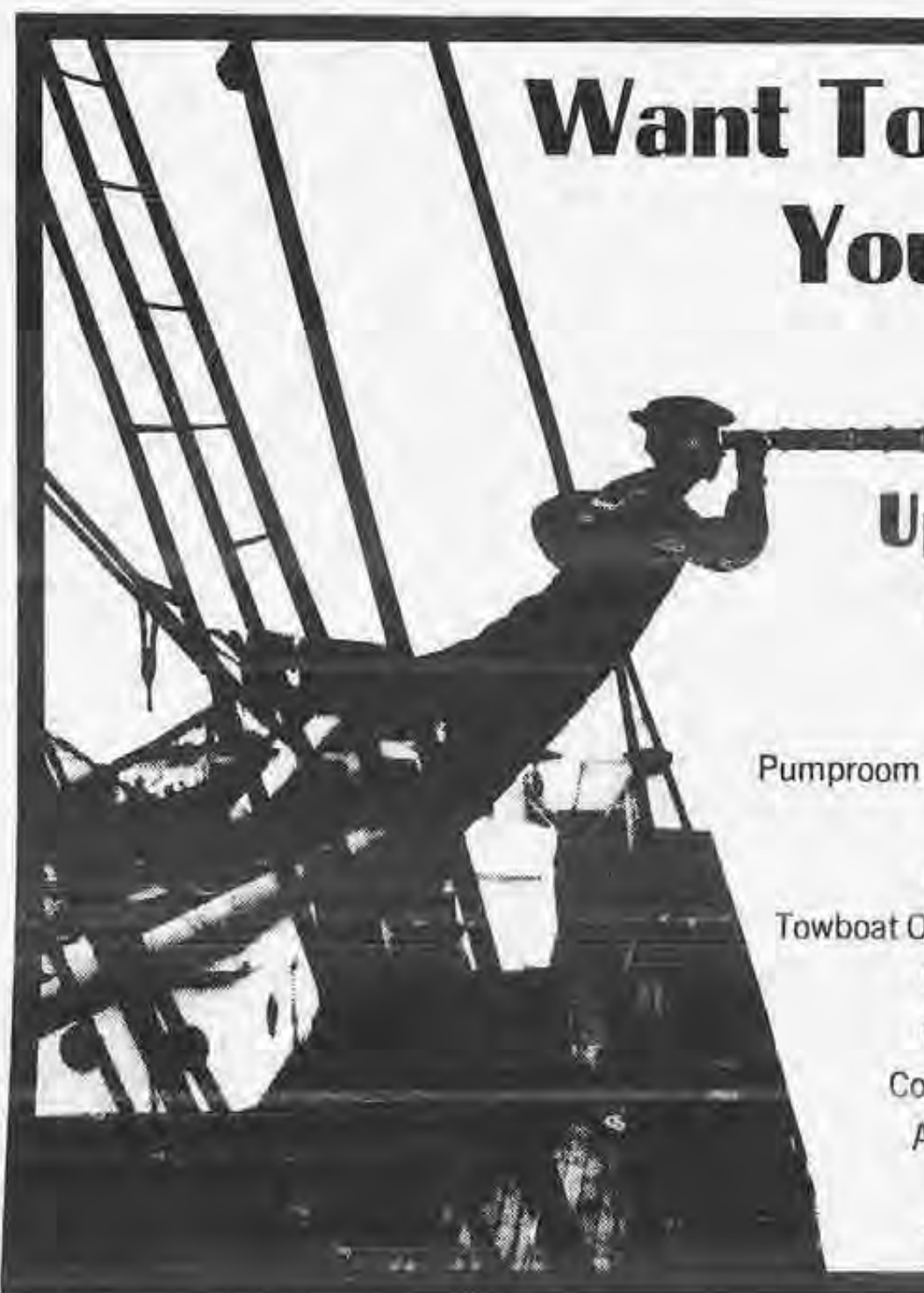
- membership certificate
- registration card
- clinic card
- seaman's papers
- valid, up-to-date passport

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."



Want To Broaden Your Horizons?

Upgrade at HLS!

These Courses Starting Soon:

LNG—November 13

FOWT—November 23

Pumproom Maintenance and Operation—October 30

Welding—November 13, 27

Able Seaman—November 13

Towboat Operator (Inland/Oceans)—November 13

Chief Steward—November 13

Chief Cook—November 13, 27

Cook and Baker—November 13, 27

Assistant Cook—Upon Request

Lifeboat—November 9, 24

Tankerman—November 9, 24

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

SEPTEMBER 1978

Legislative, Administrative and Regulatory Happenings

House Passes Tanker Safety Bill

The House of Representatives this month passed a bill which amends the Ports and Waterways Safety Act of 1972, requiring stricter safety standards to protect the maritime environment. The Senate had passed a similar bill early last year.

Commenting on the passage of the House bill, Congressman Mario Biaggi (D-NY), chairman of the House Subcommittee on Coast Guard and Navigation, said:

"It is my opinion that this bill meets the President's overall objectives contained in his March 17, 1977 message to Congress when he appointed a number of measures designed to reduce the risks associated with the marine transportation of oil."

Senate Committee OK's Ocean Mining

The Senate Committee on Foreign Relations late last month gave their approval of the Ocean Mining bill, setting the stage for a vote by the full Senate later this month. Similar legislation has already been voted by the House of Representatives, and has been favorably reported by the Senate Energy Committee and the Senate Commerce Committee.

During the mark-up on the bill, the Foreign Relations Committee voted to require that the mining and processing vessels used in ocean mining under the provisions of the bill will have to be built and documented in the U.S., and that at least one ore carrier for each mining site will have to be a U.S.-flag vessel. These are the same requirements which were adopted by the Senate Commerce Committee.

Carter Signs OCS Energy Legislation

President Carter on Sept. 18 signed the Outer Continental Shelf Lands Act of 1978, bringing to a successful conclusion the SIU's long fight to make sure that the job rights of American workers will be protected, and that American safety standards will be enforced.

The bill is being hailed as a major triumph for American labor. Here are the major provisions of the bill:

- Any vessel, drilling rig, platform or other vehicle or structure in use more than a year after the regulations take effect must be

manned by citizens of the United States...

- All vessels and drilling equipment built or rebuilt more than a year after the regulations become effective must be American owned.

- All equipment engaged in OCS activities must comply with design, construction, alteration and repair standards established by the Secretary of the Interior or the Secretary of Commerce. This provision will strengthen safeguards against oil spills, and will better protect the life and health of American workers.

SIU Seniority Upgraders Get First-Hand Look At Washington Politics



Twelve more SIU "A" Seniority Upgraders were in Washington earlier this month to get a first-hand look at the SIU's political and legislative operations in the nation's capital. During their tour, the upgraders visited the AFL-CIO Maritime Trades Dept., and Transportation Institute.

The SIU members attending the educa-

tional visit to Washington this month were Franklyn Cordro, Kurt Kleinschmidt, Howard Kling, Charles Minix, Marshall Novack, George Pino, Frederick Stack, Augustin Tellez, Donald Dokulil, Samuel Baugh, John Schoenstein and Barry Lewis. They were accompanied on the trip by Piney Point Port Agent Pat Pillsworth.

On the Agenda in Congress...

The 95th Congress is now moving into its final weeks. Both the House and the Senate are tentatively scheduled to adjourn Oct. 14. As this session of Congress winds down, a number of maritime-related bills are still awaiting final action.

At the top of the SIU's legislative priorities list is the Deep Seabed Ocean Mining Bill. The bill which would generate thousands of jobs for American workers has been overwhelmingly approved on the floor of the House, has cleared three Senate committees, and is now awaiting floor action in the Senate.

Another of the SIU's top priority legislative targets—the Outer Continental Shelf bill—was signed this month by President Carter.

AGRICULTURE—CARGO PREFERENCE The Senate earlier this month passed an agriculture foreign sales bill which specifically cuts out any preference for U.S.-flag ships in carrying the exported agriculture products. In the House, two bills similar to the Senate version are now waiting action by the Rules Committee.

The bills are designed to strengthen the U.S. economy through the sales abroad of American agricultural products. What the bills do is to authorize an "intermediate" term credit program for underdeveloped

nations through the Commodity Credit Corporation. Under provisions of the Senate bill, credit would be advanced to importing nations on terms of three to ten years to enable these nations to become long-term importers of U.S. agricultural products.

What the Senate bills—and the two proposed bills in the House—fail to do is to provide the same encouragement and incentives for using U.S.-flag ships as is being provided to the U.S. farming industry.

In Committee

The Merchant Marine and Fisheries Committee has reported several bills which the House is expected to vote on later this month.

NAVY-MARITIME ADVISORY BOARD. This bill, H.R. 11861, would require the Secretary of Commerce and the Secretary of the Navy to meet at least four times a year with representatives of the U.S. liner operators, U.S.-flag tanker and bulk fleet operators, and the shipbuilding industry. The bill would also require them to submit a "comprehensive" annual report to the President.

GREAT LAKES VESSELS. This bill, H.R. 11658, would amend the Merchant

Marine Act of 1936 to allow Great Lakes vessels to take full advantage of the vessel mortgage guarantee provisions of the law. The bill would reduce the speed requirement for Great Lakes vessels from 14 knots to ten knots, and would qualify these vessels for the full 87½ percent financing.

Hearings

Two hearings are scheduled in the House later this month which we will be watching.

WRECK OF THE EDMUND FITZGERALD. The Coast Guard Subcommittee of the House Merchant Marine and Fisheries Committee will hold a hearing on the sinking of the ore carrier *Edmund Fitzgerald* on Lake Superior in November 1975. The hearing will look into a number of safety standards covering Great Lakes vessels, including requirements for watertight compartments. The *Fitzgerald* plunged to the bottom in a severe storm without time to send any distress call. There were no survivors.

VESSEL SANITATION. The House Merchant Marine and Fisheries Committee will conduct a series of hearings this month on the operation and maintenance of the U.S. Public Health Service hospital system with special regard to vessel sanitation and inspection standards.



Senate Votes Bill To Give U.S. Shipping 'An Even Break'

The Senate Commerce Committee this month voted unanimously to report to the Senate the Ocean Shipping Act of 1978—a bill that Commerce Committee Chairman Senator Howard Cannon (D-Nev.) described as "an attempt to give American business an even break."

The bill—which was passed by the House earlier this year—would prevent Soviet ocean carriers from operating as cross traders in the U.S. trade from the U.S. mainland with rates or charges that are below rates which are just and reasonable.

The bill would alter the power of the Federal Maritime Commission to suspend rate increases or decreases if they are within the range of five percent. Senator Cannon stressed that the bill "will expedite the decision-making process in regulating

domestic offshore trade, and the shipping public will receive the benefit of prompt adjudication."

Senator Daniel K. Inouye (D-Hawaii) agreed with Senator Cannon that it is about time we aided U.S. business. He said: "For

too long we have been nit-pickers finding every conceivable excuse to make it difficult for U.S. shippers to do business. The least we can do is make it possible for our front line groups to compete successfully with other front line groups."

Hall to Head Panel At Transport Forum

SIU President Paul Hall will head up a blue chip panel of maritime leaders next month at the 33rd Annual Transportation and Logistics Forum of the National Defense Transportation Association. The panel, working under the title "Waves of Change in International Shipping" will concentrate on exploring the threat of the growing Russian merchant marine to

American and world shipping.

Along with Hall on the panel will be Rep. John Murphy, chairman of the House Merchant Marine and Fisheries Committee; Rear Adm. William Myers, deputy chief of Operations, U.S. Atlantic Fleet, and Vincent Hirsch, president of the U.S. Navy League. Details on this happening will be carried in the October Log.

Political Action & Job Security



SIU Legislative and Political Activities Director Dave Dolgen briefs SIU "A" Seniority Upgraders at the AFL-CIO Maritime Trades Department during the group's educational visit to Washington earlier this month. Dolgen and other members of the SIU's legislative team explained the SIU's operation in Washing-

ton, and discussed the various bills which affect the jobs and job security of American seamen and other workers. It was an opportunity for the future full-book members of the SIU to see, and ask questions, and learn just how important political action is in preserving and upgrading job opportunities for American seafarers.

National Maritime Council Warns of Soviet Intention To Control World Sealanes

The National Maritime Council this month warned that it is up to the American-flag shipping industry to block Russia's "clear intention to control the sealanes of the world."

At a recent meeting of the maritime group, NMC Chairman James R. Barker

said the organization is planning "a massive effort to force the Soviet merchant marine to halt its predatory rate-slashing practices."

The National Maritime Council—which represents labor and management, and is the leading spokesman for U.S.-flag shippers—is presently seeking the cooperation of other "traditional" maritime nations, and has also begun a program to alert the American public to the growing threat of Soviet dominance on the sealanes of the world.

The NMC spokesman said that the Russians have more ocean-going vessels than any other national flag fleet in the world. He warned:

"The Soviets use their merchant fleet not only to transport arms and supplies to their client nations to foment unrest and revolution, but to capture trade from traditional maritime fleets through unconscionably unfair trading practices."

U.S. Flag Fleet Climbs to Record 21.3 Million Tons

According to the U.S. Maritime Administration, the privately-owned deep-draft fleet of the U.S. merchant marine totaled 750 vessels on Aug. 1, rising to a record 21.3 million deadweight tons.

Compared to one year ago, the U.S. fleet increased by four ships and its total capacity increased by 2 million deadweight tons. The tonnage gain reflects the larger size of the new additions to the U.S. fleet, and the comparatively smaller sizes of the older vessels which were scrapped or sold.

The new MarAd report also showed that as of Aug. 1, 1978, 53 merchant ships, totaling nearly 4.2 million tons, were under construction or on order in American shipyards.

The new bottoms include 14 tankers, 14 liquefied natural gas (LNG) carriers, 10 intermodal carriers, nine dry-bulk vessels, three cargo breakbulk ships, and three special type vessels.

Maritime Seminar To View Problems On Cargo Movements

A seminar sponsored by a number of West Coast maritime trade groups will take place in Oakland, Calif. Oct. 25-26. The two-day dialogue will focus on U.S. maritime policy, and the practical problems in international cargo movement.

Keynote speakers will include Congressman Robert L. Leggett (D-Calif.), a member of the House Committee on Merchant Marine and Fisheries, and a strong supporter of the U.S. merchant marine; and Charles I. Hiltzheimer, chairman of the board of Sea-Land Services Inc.

Among the panelists who will be viewing "Necessary Changes in National Shipping Policy" are Richard Daschbach, chairman of the Federal Maritime Commission, Ernest Corrado, chief counsel of the House Committee on Merchant Marine and Fisheries, and Richard K. Bank, director of the Committee of Maritime Affairs, U.S. State 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 Lake.

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**

HALL: LABOR'S GOAL IS FULL EMPLOYMENT

Says Gov't Policy Makers Treat Unemployment as Statistic Only

Acting in his capacity as Senior Vice President of the AFL-CIO and chairman of the AFL-CIO Economic Policy Committee, SIU President Paul Hall reaffirmed the labor movement's commitment to full employment for America's work force in a nationwide radio broadcast on Labor Day.

Following is a complete text of President Hall's broadcast, which was aired to millions of homes over the Mutual Radio Network.

Labor Day is a uniquely American holiday—a day of leisure, set aside to honor those men and women who work for a living—those men and women whose labor has built this great nation.

It seems to me, however, that it would be callous and cruel on this particular holiday to forget or ignore those who can't labor—the men and women who are unemployed or forced to work only parttime through no fault of their own.

I am not thinking of those with physical handicaps—although theirs is a very real problem that the trade union movement is addressing on a daily basis.

Nor am I thinking of those discriminated against because of their color, their sex, their age, their race. Theirs, too, is a serious problem now being met—although too slowly—by federal laws the trade union movement helped pass.

No, I'm thinking of the victims of misguided economic policies of past administrations in Washington that created more unemployment—policies that have still not been completely reversed and that must be reversed—policies that hurt not only millions of individual Americans but the entire economic structure of the United States, and, thus, hurt each and everyone of us.

On Labor Day, especially, it is important that we all remember how far America is from being a healthy, growing, full-employment economy.

Why? Because jobs are the main source of income for workers and their families—the main sustenance of the American economic system.

This simple, basic fact is too often ignored by those who make economic policy. It's too easy for them to forget that economic policy should be—and can be—designed to improve human welfare and enhance human dignity.

Too many economic policy makers—past and present—consider their primary goal to be increased profit for those who already have much and greedily seek more.

Too many economic policy makers—past and present—view mass unemployment only as a statistic to be manipulated up or down for political reasons—not people with families, hopes and dreams.

Too few economic policy makers—past and present—look behind the statistics at the men and women—and children too—who are the



SIU President Paul Hall

victims of their manipulation.

Too few economic policy makers—past and present—understand the stark personal tragedy that unemployment causes in the home of a worker whose sole income is derived from labor.

The American labor movement—and I say this with both pride and candor—has not forgotten. We are not blind to the truth. And that is why, on this Labor Day, we are rededicating ourselves to a continuing, unrelenting fight for a full employment economy.

I wish I could report to you the progress made in meeting the unemployment problem during the last 18 months means that America is well on its way to solving this fundamental problem.

I can't. The truth is that the job situation is still grim. More than eight million workers are today without jobs and income. The current unemployment rate is still higher than in any non-recession period.

The prospects are that the situation will grow worse.

For employed workers, the problem, while less severe, is still tough. Inflation continues to shrink the buying power of their paychecks. After paying their taxes—and there are no "tax shelters" for workers—their paychecks in June bought 2.3 percent less than they did 12 months earlier.

And there is no end in sight to the problems of inflation. Supply shortages, idle productive capacity, high interest rates, the actions of foreign oil-producing countries, the declining value of the dollar—all these mean inflation will grow worse.

Over the past year, consumer prices have risen 7.4 percent—the fastest rate of increase since 1975. During the first half of this year, prices rose at an annual rate of better than 10 percent.

Food prices, interest rates, medi-

cal care costs, gas and electricity rates—all these led the inflation parade. But the greatest threat is the policy of the Federal Reserve Board—a policy that is choking off economic growth by steadily increasing interest rates. Increased interest rates make a few bankers happy, of course. But they add to the costs all the rest of us have to pay for everything we buy and to the taxes we must pay. They add no value to any product or service. They threaten disaster for the housing industry, severe problems for small business and local governments. And they add to the danger of a general recession.

I suppose some of you may ask, "Do not wage increases, negotiated under union contracts, cause inflation?" That's a fair question and the honest answer is that the major price increases of 1978 were not caused by wage increases. The facts prove they were due to the specific shortages of necessary goods, Federal Reserve Board actions and profiteering. Generally, wage increases have been less than the increase in consumer prices.

The principal economic fact determining the wage increases unions must seek in collective bargaining is prices. Workers and their unions seek wage increases to meet price increases that have already taken place. Like all Americans we do not want to reduce our standard of living—to do that, we must catch up and stay even.

Wage increases did not start the inflation cycle, the cost-of-living clauses in union contracts only partially recover already imposed price increases.

So the lower the price increases, the lower the resulting wage increases will be. That is why it is so important that the Administration succeed in convincing American business and the banking community to hold the line on prices and interest rates.

Inflation pressures are aggravated by devaluation of the dollar in international financial markets—a matter of serious concern to the President. He has correctly pointed out that devaluation means imports are becoming more expensive, the prices of U.S.-made goods that contain imported parts or raw materials are going up, the export of items in short supply in the United States is increased—and inflation is compounded.

Despite all these well-known facts, the Federal Reserve Board has returned to the policies of tight money and high interest rates. These policies have never worked in the past and they threaten the President's anti-inflation efforts. We in the AFL-CIO, who have examined these policies and their consequences closely, believe that there must be an immediate reduction in interest rates, particularly for home mortgages, and that the government must control and allocate credit to socially necessary investments.

Of course, unemployment itself is inflationary. Idle workers are not producing goods and services. And necessary programs to provide help to the unemployed must be paid for by the taxpayers.

Increased production, brought about by higher employment levels, would reduce unit costs and the wasteful costs of idle plant and equipment, and thus reduce inflation.

In order to further reduce unemployment, the nation needs a tax cut for low and middle-income taxpayers and special employment programs such as CETA, public works and special youth programs—targeted to the areas of greatest need.

The last thing America needs is a tax cut like that recently passed by the House of Representatives. The press has called it "tax relief for middle-income America."

That's not true. Two-thirds of the tax relief would go to business and the very wealthy. The families of working Americans—the 88 percent with annual incomes of \$30,000 or less—would get only token relief. And two million taxpayers—those with families earning \$15,000 or less—would pay more in taxes.

So, on Labor Day 1978, the situation is grim; the problems facing us all are growing; the healthy, growing, full employment economy America must have is still a long way off.

But we in the labor movement do not despair. We continue to have faith in the American political and economic system because we have faith in the American people. We are confident that their common sense will triumph and that we can achieve the kind of economy that will put America back to work and keep it there.

And, on behalf of the AFL-CIO, I pledge to you that we will never cease fighting until we have achieved that goal.

An Eye Opening Trip for Delta America Crew



Stewart Bishop, sailing ordinary seaman, used his spare time while in port in South America to buy up some of the local wares.

After completing a run from the West Coast to Central and South America—her first as an SIU-contracted ship—the *Delta America* (formerly the *Prudential Seajet*) arrived in New York earlier this month with a mixed cargo that included \$13 million worth of Colombian coffee.

Along with the green beans, which one seafarer wryly described as, "worth more than oil", were brazil nuts, sacks of cocoa, zinc ingots, and copper. The *Delta America's* cargo on the outbound trip included grain, newsprint from the Northwest, asbestos, and cherries.

Delta Steamship Co. purchased 13 Prudential Lines ships earlier this summer. In addition to the *Delta America* and another Seajet class, the *Delta Chile* (formerly the *Oceanjet*), seven other cargo ships plus four passenger/cargo ships, were included in the transaction.

Built in 1966 at Bethlehem Steel's Sparrows Point Yard in Maryland, the 544 foot long *Delta America* boasts



The *Delta America* pulled into New York with a cargo of coffee worth \$13 million.

individualized, air-conditioned fo'c'sles. Her run to South America, which included stopovers in Colombia, Ecuador, and Peru, was an added benefit for the crew.

Crewmembers took advantage of the various ports of call to get in some good souvenir hunting and sightseeing. Ordinary Seaman Stewart Bishop, 23, a

1974 graduate of the Harry Lundeberg School, said that the most difficult part of the voyage was, "budgeting my money." His purchases included an Alpaca sweater from Peru, and a hat similar to those made by Inca Indians many hundreds of years ago—and still worn in Peru today.

Other crewmembers couldn't resist



Seafarer N. Richardson of the *Delta America's* steward department will have a new motif for his home with his purchases in South America—the temptation to buy wool blankets, llama skin rugs, and other local wares. Many Seafarers, including AB Jason Parker, 26, a 1970 graduate of the Harry Lundeberg School, wisely stocked up on that increasingly precious commodity—coffee—while in Colombia.

Parker had a chance to go on a tour of an old church while in Lima, Peru. Much to his surprise he was shown in the basement of the church bin after bin filled with . . . human bones. Just another eye-opening experience in the life of a merchant seaman.

In spite of the necessary modernization of the merchant marine, often resulting in quicker ship turnarounds, there are still plenty of opportunities for "seeing the world" open to Seafarers. The new Delta ships, as the enthusiastic reports of SIU members on the *Delta America* have shown, should continue to satisfy some of the age-old expectations of those who choose to go to sea in the 1970's and beyond.

Allegiance Cited For Rescue of 5 In Storm at Sea

The SIU-manned *ST Allegiance* and her crew were cited last month for the rescue of five persons off a foundering sailboat in a storm near the Boston Pilot Station.

The 35,000 dwt tanker and crew were awarded a merit citation by the American Institute of Merchant Shipping (AIMS) and the National Safety Council.

AIMS President James J. Reynolds made the presentation for "highly meritorious service" aboard the *Allegiance* to Capt. R. Bridgeo. The award is given for rescues and for safety training

and seamanship feats which save lives and vessels in distress.

An official account of the rescue said that: "On Oct. 9, 1977, at 2:30 p.m., the *Allegiance* was about 8 miles off Boston Pilot Station and scheduled to arrive at 3 p.m. It was raining and blowing a gale from the southeast. Visibility was about 2 miles. The seas were 10 feet and the decks awash.

"At this time, a sloop-rigged sailboat about 30 feet long was observed by Capt. Bridgeo. It was disabled without engine power and radio. The mast was broken and sails were in the water."

The captain recounted: "When we got close to the sloop the people on board waved their arms and flashed a light indicating they needed assistance. I turned around and hove to as soon as possible and then notified the Point Allerton-Hull Coast Guard of their plight. An hour later I was able, after two attempts, to put my 630-foot ship alongside without damaging the sloop.

"There were five people aboard and they were taken on board the *Allegiance* by pilot ladder. At 5:15 p.m., the Coast Guard cutter arrived and half an hour later left for Point Allerton with a Coast

Guard seaman and one of the owner's party aboard the sloop in tow. The remaining four passengers were taken to Boston Harbor Anchorage on the *Allegiance* and left on the shore leave launch happy and thankful for the assistance we had given them."

The official presentation continued: "The excellent ship handling and seamanship displayed by Capt. Bridgeo and his crew played a major role in this successful action. Tricky maneuvering was required because of the different sizes of the two vessels involved and the handicap of stormy weather."

U.S. Fleet's Cargo Share to Grow: But Jobs For Seamen?

Where will the U.S. Merchant Marine be at in the year 2000?

The Maritime Administration put that question to a Massachusetts consulting firm, Temple, Barker, and Sloan, a while back.

The results, which at first glance seem to paint a rosy picture, were recently released by MARAD.

The report, entitled "Merchant Fleet Forecast of Vessels in U.S.-Foreign Trades", predicts that there will be a 75 percent increase in the size of the U.S. merchant fleet by the year 2000. This could mean 200 additional ships over the present number, and a 108 percent increase in deadweight tonnage. And, whereas U.S.-flag ships now haul a

pathetic 5 percent of its own waterborne trade, this will increase to 11.7 percent over the next 25 years.

Unfortunately, when you consider the future increases in ship size, and the introduction of continually more modern and efficient equipment which cut down manning requirements, the "gains" revealed in the MARAD report may not mean all that much in terms of jobs for seamen.

By way of comparison to the U.S. fleet, the British, French, and Norwegian merchant marines now haul more than 30 percent of their own ocean-borne commerce. Japan carries more than 40 percent; West Germany, 20 percent; and the Soviet Union—

realizing the importance of a strong merchant marine—more than 50 percent.

The 50 percent mark is also the goal of the SIU for the U.S. Merchant Marine. The Union will be working hard in the years to come to achieve this goal which we consider not only realistic, but vital.

According to the Marad report, we can expect to see a large increase in the number of liquid natural gas (LNG) ships and containerships by the year 2000. Not only will there be more of these modern ships, they will also be bigger. The size of LNG ships, the report forecasts, will increase by 133 percent over that time period. As opposed to increased numbers of these ships, there

will be a 60 percent decrease in the number of more conventional general cargo ships.

In the oil tanker category, there will be a 15 percent decrease in the number of U.S. foreign trade tankers, while the average capacity of tankers will double. So more oil will be carried, but by fewer ships—and by fewer men. That is, if the report is correct in its projections.

The U.S. must haul more of a lion's share of its own cargo by the year 2000. The SIU doesn't consider 11.7 percent to be a lion's share. Far from it. In fact, it really doesn't even come close to being adequate in terms of real merchant marine strength or security for U.S. seafarers.

PL-480 More Than a Number to U.S. Merchant Fleet

What does the launching of the world's first atomic-powered submarine, the *Nautilus*, and the merger of the AFL with the CIO have in common with the New York Giant's win over the Cleveland Indians in the World Series? The answer is the year 1954.

Legislatively, 1954 was also a big year for the United States Merchant Marine. Without the passage in that year of Agricultural Trade Development and Assistance Act, better known as Public Law (PL) 480, and the passage of the 1954 Cargo Preference Act, there's no doubt that the merchant marine would be in much worse shape than it is today.

In a nutshell, PL-480 authorized the low-cost sale of surplus agricultural commodities, and the donation of agricultural goods to needy or underdeveloped countries. The 1954 Cargo Preference Act stipulates that at least half of all U.S. Government financed foreign aid cargoes, including those coming under PL-480, be carried in U.S.-flag ships.

In past years the combination of PL-480 and the Cargo Preference Act has enabled countless American ships to

"top off" holds that otherwise would have been loaded below capacity. Without these laws, millions of dollars worth of cargo would have been lost to foreign and "flag-of-convenience" ships. In many cases these PL-480 cargoes have made the difference between profit or at least breaking even—and bankruptcy for U.S. operators.

It is hard to understand why there has always been so much opposition to such beneficial legislation. Well, maybe it's not so hard—it can be summed up in a word: greed. Supposed "patriotic" companies and individuals, more concerned with reaping phenomenal profits—at anyone's expense—than keeping the best interests of the nation in mind, have fought this legislation and have tried repeatedly to water it down after passage. These same elements have succeeded in keeping expanded and badly needed cargo preference legislation from becoming law as late as last year.

The SIU, one of the staunchest supporters of the original Cargo Preference Act, continues to fight for better laws, and to protect those that are already on the books.

What actually do PL-480 cargoes

amount to? In August alone, purchase authorization agreements under PL-480 were signed with the following countries:

- **Portugal**—\$40 million in corn, wheat, and rice (313,000 Metric Tons).

- **Zaire**—\$18 million in wheat, wheat flour, rice, tobacco, and cotton.

- **Zambia**—\$8.5 million in wheat/wheat flour, rice, bean/cottonseed oil and rice.

- **Egypt**—An amendment to the 12-7-77 agreement increasing its purchase of wheat/wheat flour to \$189 million (1.5 million Metric Tons).

- **Jamaica**—\$8 million in corn and soybean/cottonseed oil.

The 1954 Cargo Preference Act, sometimes called the "50-50 Law", guarantees that at least 50 percent of

such cargoes as these will be carried in American ships. This has proven to be a tremendous help in keeping the merchant marine, such as it is, afloat.

But foreign aid and PL-480 cargoes are practically a drop in the bucket compared with other types of cargo, such as oil, not covered by cargo preference legislation, which is being carried in increasingly larger amounts by foreign and "flag-of-convenience" ships.

Additional good legislation favorable to the merchant marine, such as cargo preference laws covering oil shipments, is long overdue. It is only a matter of time before a proposal for such legislation surfaces again. Support for it will be support for a stronger merchant marine and for a stronger country.

Personals

William C. Boulton

Your son, Shawn D. Boulton, would like you to write him at Route 1, Box 1, Huntsville, Tex. 77340.

Eddie Caravona

Judy Audrey Moore Rodriguez would like you to write her at Box 65, Winchester, Ind. 47347, or call (317) 584-4547.

Alberto Galza

Mrs. Evelyn Bennington would like you to write her at 8015 Ridgely Oak Rd., Baltimore, Md. 21234, or call (301) 665-1407.

"Wild Bill" Killian

Jake Karaczynski would like you to contact him at 919 East 46th St., Brooklyn, N.Y. or (212) 287-6491.

James Joseph Kirwan

Your daughter, Agnes E. Rose, would like you to write her at 3452 H St., Philadelphia, Pa. 19134.

Frank Skendrovich

Your niece, Mrs. Theresa Kimmel would like you to call her at (212) BA 4-0454, after 6 p.m.

Personals

Mario Lopez

Your cousin, Col. Argemiro Aldabo Lopez, would like you to write him at SQN 103, Bl. D, Apto. 502, Brasilia, D. F., Brazil.

Levy Lincoln Williamson

Your brother, Ivy, would like you to call him at (813) 439-1484 or write P.O. Box 1985, Winterhaven, Fla. 33880.

Ronnie Shelton

H. F. Schaubel would like you to write him c/o Marine Engineers Beneficial Association, #9 Light St., Baltimore, Md. 21202. He says it is very important.

John W. Barzak

Your brother, Donald, would like you to write him at 14144 Woodland Ridge Blvd., Baton Rouge, La. 70816, or call (504) 293-8598.

Walter Mosley

Your wife, Vera, would like you to call her at (212) 287-0983 or write her at 2021 E. 41st St., Apt. 1A, New York, N.Y. 11225.

Member Buried at Sea



Capt. Leon H. Jean (left background) of the *SS Transindiana* (Hudson Waterways) reads from prayer book at funeral services conducted at sea for Chief Electrician Paul R. Smith who had a heart attack on the ship and later died in Guantanamo Bay (Cuba) U.S. Naval Hospital. The master read to the assembled crewmembers at the ceremony "We are gathered here this day on the deck of the *SS Transindiana* to pay our respects to our departed brother, Paul R. Smith who passed away on July 7, 1978. He was 50 years of age. Brother Smith you have returned home at 0835 hours this 24th day of July, 1978 in the Latitude 21 degrees and 16 minutes North and Longitude 74 degrees and 24 minutes West. You are now and forever returned to the sea. We pay our respects to you, each in his own manner, with our thoughts and prayers and the reading of the 23rd Psalm. The vessel's engine stopped. And with a moment of silence.

Brotherhood in Action

...for SIU members with an alcohol problem

One of the most important reasons for the success of the Seafarers Alcoholic Rehabilitation Center, sponsored by the Seafarers Welfare Plan, is the caring attitude of the staff there. Here are some thoughts about alcoholism from Joe Walker, who is the Clinical Manager at the ARC.

Alcoholism is a disease. It can be treated. An alcoholic needs the help of everyone around him in order to stop drinking and stay sober.

Those who help our brothers in a very unique way are the alcoholism counselors at the ARC.

But before a counselor can be of any assistance to an alcoholic, the Seafarer himself must want to stop drinking and stay sober. The counselor encourages this idea by helping him to realize what he is doing to himself by drinking and by showing him where he is going if he doesn't stop. Wanting to stop drinking is a very important step in the life of an alcoholic.

This small step is only the first in a long climb to recovery. At the ARC, the alcoholism counselors present the alco-

holic with the facts of his disease. But while they are doing this, the counselors also have to cope with the games and denials that are the symptoms of the alcoholic's disease. Alcohol has a way of taking over the entire body and making the drinker believe that he does not have a problem.

Our alcoholic Brothers need trust and honesty. The ARC counselors earn this trust. They are totally non-judgmental and do not criticize the Seafarer for his past actions. The counselors do, however, stress the importance of starting a new life without alcohol.

An alcoholism counselor may not always succeed with every alcoholic. But most of the time he has at least planted the seed of hope in the Seafarer who is suffering from alcoholism.

Getting sober, staying sober and beginning recovery are hard jobs. With the help of the counselors, alcoholic Seafarers can accept responsibility for their drinking. Thus, they can begin totally new lives with renewed attitudes, values and principles.

Alcoholic Rehabilitation Center

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

Name Book No.

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

Telephone No.

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

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

27 Taiwanese Seamen Stranded By Flag-of-Convenience Operator

When the Liberian-registered bulk carrier *Sachsenhausen* was sold to a Greek company last July, the new owners flew in their own nationals to crew her. The ship sailed for Duluth, Minn. with the Greek crew a few days after the ownership change. This left the original 27 Taiwanese seamen stranded in Ontario without work or the wages and air fare home the original ship-owners, Antares Maritima S.A. of Monrovia, had promised them.

The Taiwanese sought assistance from the International Transport Workers Federation, an independent, international labor organization which has been working to establish world minimum pay scales and decent ship-board working conditions for sailors.

An investigation by ITF, which also defends flag-of-convenience crews in

wage or condition disputes, turned up the information that Antares Maritima was paying the sailors far below the international wage scales ITF set and the company had agreed to honor. The crew eventually received \$4,600 per man in back pay from the company.

The mistreatment of the *Sachsenhausen's* crew points up, once again, the problems caused by flag-of-convenience ships.

Incident after incident proves the vessels of the runaway fleet are unsafe to sail, inadequately manned and a threat to the safety of the men who crew them as well as to the world environment.

Ships flying a flag-of-convenience have caused the worst oil spills in history. When the Liberian flag *Argo Merchant* dumped 7.6 million gallons of crude into the Atlantic Ocean in 1976 it

marked the worst oil spill ever in American waters.

The 68 million gallons of oil spilled by the American-owned, Liberian-registered *Amoco Cadiz* last March, which despoiled 70 miles of French coastline and destroyed the fishing industry in northern France, was the worst spill in world history.

Crewing standards on flag-of-convenience vessels are also notoriously poor. Two of the largest ship collisions in maritime history involved officers on flag-of-convenience ships who were either sailing without a license or later had their licenses suspended or revoked.

The main reason a company registers a vessel under Liberian, Panamanian or other convenience flags, is profits. Cutting corners wherever possible keeps down costs and shoots up profits.

Testifying before Senate Commerce Committee hearings in 1977, SIU President Paul Hall said a company registers a vessel under a foreign flag, "to avoid something—taxes, decent wages, environmental standards and requirements."

The SIU, along with government agencies and other maritime organizations, has been fighting for years to curb the use of flag-of-convenience vessels.

The member nations of the Intergovernmental Maritime Consultative Organization, a U.N. agency, have been meeting to set minimum training and safety standards for all merchant vessels.

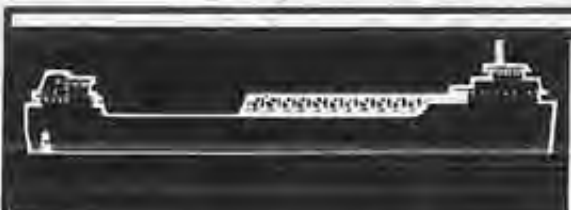
An effective way to limit the use of the flag-of-convenience fleet is through Congressional legislation requiring a sizeable percentage of U.S. oil imports be carried on American-flag ships.

The recently defeated oil cargo preference bill would have assured the U.S. fleet carriage of 9.5 percent of oil imports.

But the powerful, multinational oil companies, who own and operate many flag-of-convenience ships, lobbied heavily against the bill, just as they work to defeat all measures designed to check the runaway fleet.

As disasters involving flag-of-convenience vessels continue to occur, they fuel the arguments of the SIU, IMCO, the ITF and others who have been trying to cut back that fleet. These accidents also fire the outcry from the press and the general public.

But it should be a surprise to no one that unsafe vessels carrying ill-trained, unpaid crews have major accidents. And as long as flag-of-convenience ships are allowed to engage in trade without adhering to any training, manning and safety standards, these disasters will continue.



Dispatchers Report for Great Lakes

AUGUST 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
DECK DEPARTMENT									
Algonac (HdQRS.)	42	14	8	60	63	6	26	3	8
ENGINE DEPARTMENT									
Algonac (HdQRS.)	32	10	3	32	30	4	21	8	2
STEWARD DEPARTMENT									
Algonac (HdQRS.)	8	3	0	25	8	1	6	2	3
ENTRY DEPARTMENT									
Algonac (HdQRS.)	57	80	44	0	0	0	30	55	73
Totals All Departments	139	107	55	117	101	11	83	68	86

**"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.

Mount Explorer Committee



Coming out of the Seatrain Shipyard, Brooklyn, N.Y., after repairs last month was the *ST Mount Explorer* (Cove Tankers). Here's her Ship's Committee of (standing l. to r.) Recertified Bosun Durrell L. McCorvey, ship's chairman; Engine Delegate R. W. Nurmi; Educational Director H.G. Sanford and Steward Delegate P.R. Rogers. Seated is Deck Delegate F.R. Schwarz.

Notice to Members On Job Call Procedure

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

- membership certificate
- registration card

- clinic card
- seaman's papers



That Cargo Has Gotta Move!

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

Responsibility. Respect. And more money, too.

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

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

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

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

Course Starts October 30



Labor Takes Big Step to Bolster Job Safety Laws

Washington, D.C.—The AFL-CIO's new Department of Occupational Safety and Health, concerned with a mounting legislative campaign to weaken the nation's primary job safety law, sponsored a National Conference on Occupational Safety and Health here earlier this month.

Many issues relating to job safety were discussed during the three-day conference attended by over 1,200 delegates from around the country. But the central issue on most delegates' minds was the current attempt by anti-labor elements to undermine the Occupational Safety and Health Act of 1970.

The Act, through its enforcement agency the Occupational Safety and Health Administration (OSHA), is charged with the responsibility of setting up, and enforcing, safety and health standards in work environments.

Speaking at the conference about the history of opposition to OSHA, AFL-CIO President George Meany said, "From the day that OSHA was signed into law, the alliance of convenience between the far right and the supposedly respectable business organizations has sought to weaken it, undermine it and, ultimately, destroy it."

A serious threat to OSHA is an amendment to the Small Business Investment Act, introduced by Sen. Dewey F. Bartlett (R.-Okla.). Also known as the "Bartlett Amendment", it would exempt workplaces with fewer than 10 employees from having to comply with OSHA safety regulations. This is a typical anti-labor move showing more concern for profits than for employee well-being.

Meany blasted the Bartlett Amendment saying that it, "condemns nearly 3 million Americans to unsafe and unhealthy working conditions... it will turn several million work places into death traps." He went on to say that, "most of all, the Bartlett amendment is designed to kill OSHA—slowly, but surely, like cotton dust or asbestos or lead kills workers."

OSHA itself has been the subject of considerable criticism in recent years. This stems largely from the fact that its effectiveness is limited by the dollars the government chooses to pump into it. Unfortunately, it has not received the funding it deserves to do an adequate job.

It was noted at the conference by

Meany, however, that while the Carter Administration could do more along these lines to bolster OSHA, it is doing a better job than either the Nixon or Ford administrations did. It should be noted, as well, that the present administration is opposed to the Bartlett amendment and has campaigned against it.

OSHA's effectiveness was further hampered earlier this year by a Supreme Court decision which ruled that OSHA inspectors would no longer be allowed to make unannounced spot checks of workplaces.

This ruling, requiring that inspectors must first obtain search warrants has, of course, played into the hands of owners. It makes OSHA's job more difficult while, at the same time, it slows down the whole process of upgrading work environments.

Maritime Safety

The maritime trades were well represented at the conference, and a round-table discussion of marine health and safety rules was held on September 12. In attendance were reps from the SIU, the ILA, Boilermakers, United Marine and Shipbuilders, and the Carpenters

(representing marine divers). The consensus of opinion arrived at was that OSHA falls far short in affecting improvements in various areas of the maritime industry.

The ILA noted a decline in safety enforcement on the docks, and pointed out that OSHA has refused to act on certain hazards uncovered by that union. Similar complaints were registered by other union reps attending the discussion.

The SIU pointed out that neither OSHA nor the Coast Guard have seen fit to enforce OSHA-type standards on American ships. There seems to be more concern, the SIU noted, for the navigation of the ships—and the upkeep of machinery—than for the working conditions of seafarers. Even the designs of some of the most modern ships show a lack of concern for the occupational safety and health of the crews that man them.

The National Conference on Occupational Safety and Health has revealed that, despite the gains that have been made in improving work conditions, occupational safety and health will continue to be a major issue in the future.

Russian Rate Slashing Eyed By U.S. Senate

Washington, D.C.—A much needed bill aimed at curbing the growing dominance of the Russian merchant fleet in the U.S. liner trades is picking up steam in the Senate.

Ever since American ports were reopened to the Russians in 1971, they have been capturing ever increasing shares of the U.S. liner trade through anti-competitive rate slashing.

The Senate bill, known as the Ocean Shipping Act of 1978, authorizes the Federal Maritime Commission to suspend or alter shipping rates found to be too far below conference or accepted rate levels of a trade.

The House of Representatives has already passed its own version of this bill by an overwhelming 329 to 6 majority. The House measure is known as the Controlled Carrier bill.

Both the House and Senate versions of this legislation, though, mark Congress' awareness of the extent to which the Russians have penetrated U.S. liner trade routes.

Over the last 15 years, the relatively small liner fleet of the USSR has grown to the largest in the world, and the American fleet, once far superior to the Russian's, is now ranked number seven.

Herb Brand, president of the Transportation Institute, testified at hearings on the bill this month. He said that, "between 1971 and 1976 Soviet participation in U.S. liner ocean borne foreign trade jumped from 160,000 tons valued at some \$38 million to 1,434,000 tons valued at \$1.7 billion."

The Russians have been able to

achieve such great success in U.S. trade routes by selective rate slashing. The Soviets substantially undercut going conference rates on the traffic they want and leave less desirable commodities to other operators by raising rates on those goods.

Charles L. Hiltzheimer, chairman of the Board of Sea-Land, presented the Senate hearings with an analysis of rates on key Atlantic and Pacific trade routes for more than 100 commodities. "Soviet rates," Hiltzheimer said, "ranged from 10 percent to 40 percent lower than existing conference rates."

One reason the Russian fleet has been able to offer commodity transport at such cut-rate levels is because the Soviet economy is not a free-market economy based on profit, like the U.S. and other Western economies.

"The very nature of our free enterprise system," Hiltzheimer said, "requires that we return an adequate profit in order to remain in business over the long term."

U.S. carriers need to make profits in order to replace and expand their fleets. State-controlled fleets are subsidized by their governments to an unlimited extent. Complete government subsidies have made it possible for the Russians to develop a fleet that is five to six times larger than necessary to transport all of the USSR's own liner trade.

So, if the Russians aren't in it for profit, why are they after U.S. cargoes?

One reason is the need to earn foreign currency. The Russians have huge debt obligations and they need hard currency

just to meet the interest payments on those debts.

As T.I. President Brand pointed out, "certain export industries are encouraged because they have the potential to earn hard currency. Clearly, Soviet maritime activity in the cross trades of the U.S. is one of these industries."

Another reason is military leverage. The Soviet merchant marine serves as an adjunct to their Navy. Brand explained that "the Soviet Union's maritime fleet is prepared to operate with the Soviet Navy in time of war because it operates with the Navy in times of peace. Many of its cargo ships can be adapted to carry any type of shipment."

The Russians have been allowed to operate unrestricted in the U.S. trades for so long that the situation is now critical. They are already moving more U.S. cargo than the American merchant fleet. And they have more liner vessels on order than any other fleet in the world.

For the U.S., Soviet maritime dominance in our own trades means a loss of jobs for American seamen, and a threat to U.S. national security and to the

stability of our merchant fleet.

Though some have argued that both the House and Senate rate regulatory bills limit competition, the legislation will, in fact, do just the opposite by making free-market carriers competitive with state-controlled fleets.

The Senate bill authorizes the FMC to regulate rates based on several factors, including: whether the asking rate of a state-owned carrier is based upon that carrier's actual costs; the relationship of the state-owned carrier's rates to those of other carriers in the trade and; whether the asking rate is necessary to assume movement of a given cargo.

In his concluding remarks, Brand tried to put the bill into perspective. He said: "When we talk about the Russians, we are not talking about an allied nation which looks down the long road of history as a working partner with us. We are talking about somebody who is working everyday on a variety of fronts to destroy the effectiveness of our nation, and to take away from us the position of leadership, both politically and economically. I think that anything we do to encourage that is a step in the direction of suicide or self-destruction."

W.C. Officials, Members Tour HLS



Officials and rank-and-file members of the Marine Cooks and Stewards Union, which recently merged into the A&G district, made their first visit to the Lundberg School earlier this month. Their purpose was to take a first hand look at the School's facilities which are available to the West Coast steward department people as members of the A&G district. Also on hand as interested observers were several officials and members of the Sailors Union of the Pacific and the Marine Firemen's Union. In above photo, SIU President Paul Hall talks with part of the visiting group.

Tug Elizabeth Smith To Work New Orleans

A new engine, a new paint job and a top to bottom refurbishing has changed an old railroad tug into a shipdoeking tug that looks like she belongs in New Orleans harbor.

The *Elizabeth Smith* recently made her debut in this busy port, bringing new jobs for SIU Boatmen with Crescent Towing and Salvage.

Her original high wheelhouse, once necessary for the pilot to see over railroad barges, was lowered at the Main Iron Works in Houma, La. for more streamlined maneuverability in shipdoeking. She measures 106 ft. by 26 ft. and now has 1,800 hp. She will work

between New Orleans and Baton Rouge.

The *Elizabeth Smith* is the latest in a long line of tugs named after members of the family which runs Crescent Towing. And just as the Smiths have a full supply of children as a source of new names, their company has plenty of new tugs to keep up with them. But for the moment the tugs seem to be ahead of the Smiths.

In addition to the *Elizabeth Smith*, three more remodeled vessels are expected out of the shipyard this month, the *Sandra Smith*, the *Jason Smith* and a third, as yet unnamed.



Boatman Alan Rudd practices using the radar aboard the *Collins*.



Individual instruction teaches every Boatman what he needs to know to work in his area. Here, Instructor Chuck Dwyer (right) explains a charting problem to Alan Hitt.



Upon completing their training program, the scholarship class expressed their gratitude by presenting plaques to the Transportation Institute and the Harry Lundeberg School. Shown during the presentation are (left to right) Abe Easter, William Guerrin, Angelo Tirelli, David Hendrix, Raymond McDonald, Hazel Brown, Roland Benz, Chuck Dwyer, Jack Miller and Alan Rudd.



Michael Caldwell learns crew management skills by supervising trainees aboard the HLS Barges as he works under the direction of instructor Captain Jack Miller.

"This Program is One of the Most Fantastic Courses..."
 Boatman James Pope

In the past few months, over 40 newly-licensed towboat operators have entered the towing industry. All of these men have completed the best training course in the country for towboat operators—the Transportation Institute Towboat Operator Scholarship Program at the Harry Lundeberg School.

In August, 24 more boatmen completed this program. They are the second talented group of scholarship graduates.

For all of these boatmen, the Scholarship Program was a great opportunity. The curriculum was the best available anywhere, and the money they received from the scholarship made it possible for them to attend the three-month course.

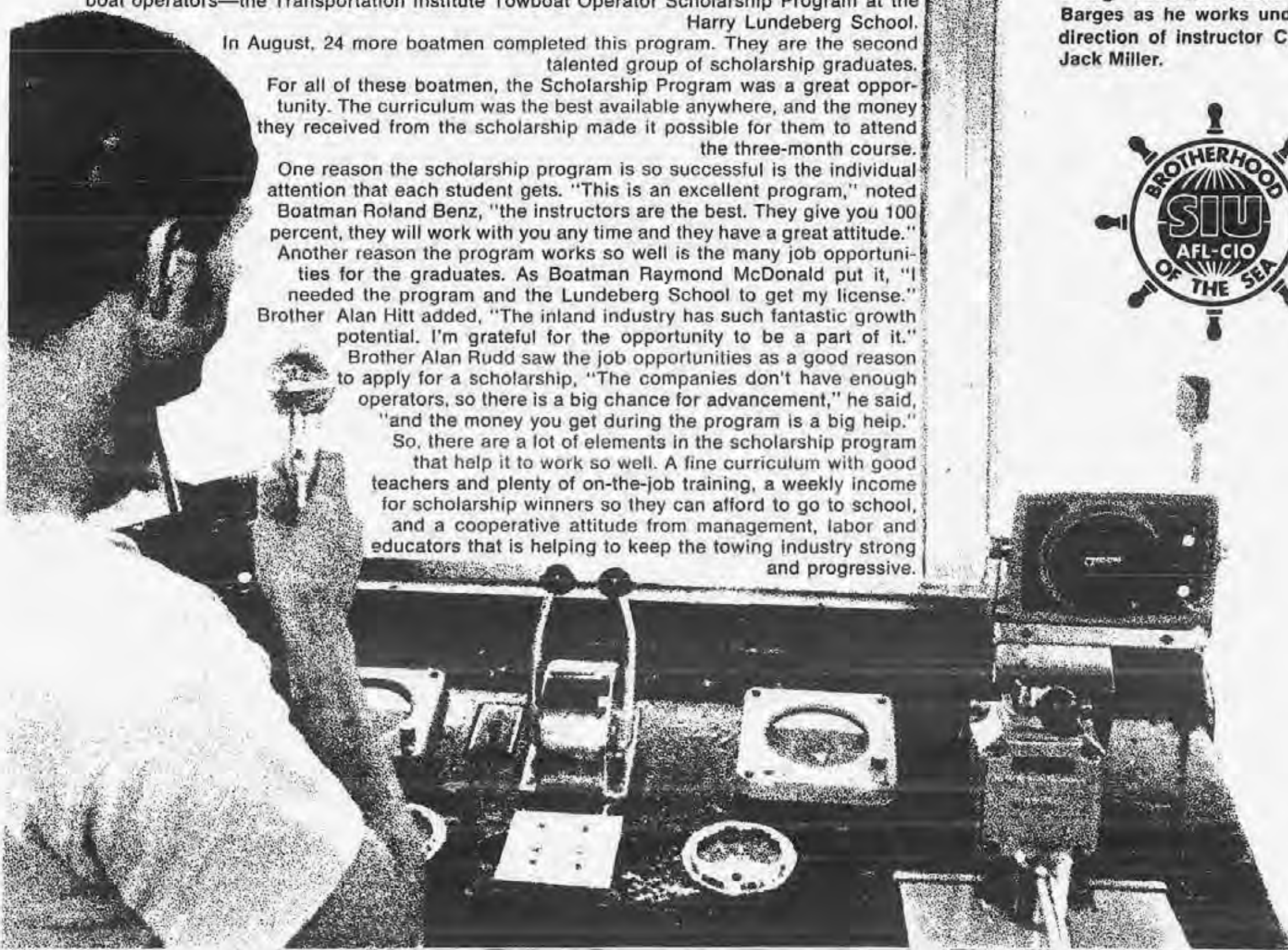
One reason the scholarship program is so successful is the individual attention that each student gets. "This is an excellent program," noted Boatman Roland Benz, "the instructors are the best. They give you 100 percent, they will work with you any time and they have a great attitude."

Another reason the program works so well is the many job opportunities for the graduates. As Boatman Raymond McDonald put it, "I needed the program and the Lundeberg School to get my license."

Brother Alan Hitt added, "The inland industry has such fantastic growth potential. I'm grateful for the opportunity to be a part of it."

Brother Alan Rudd saw the job opportunities as a good reason to apply for a scholarship, "The companies don't have enough operators, so there is a big chance for advancement," he said, "and the money you get during the program is a big help."

So, there are a lot of elements in the scholarship program that help it to work so well. A fine curriculum with good teachers and plenty of on-the-job training, a weekly income for scholarship winners so they can afford to go to school, and a cooperative attitude from management, labor and educators that is helping to keep the towing industry strong and progressive.





(1)

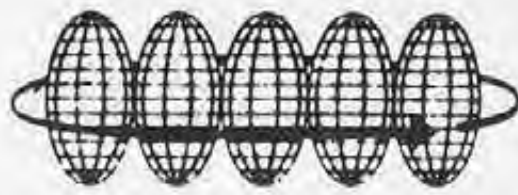


(2)

Industry needs qualified towboat operators. The best way for a boatman to learn the job is to do it. So, on the job training is an important part of the scholarship program.

(1) Roland Benz polishes his steering skills during on-the-job training.

(2) Don Rodgers enters his hours in the wheelhouse into the Collins' log book. All of this time counts the same as wheelhouse experience on the waterways.



"The Scholarship Program is a Golden Opportunity for Advancement..."

Boatman Kenneth Kirwin

Boatman Angelo Tirelli, from Dorado, Puerto Rico, graduated from HLS as a trainee in Class #184. Today, thanks to the scholarship program, Brother Tirelli is a licensed towboat operator.

"I heard about the scholarship program from my SIU representative," Boatman Tirelli said. "I decided to apply because I really wanted to advance. I'm very grateful for the money I received during the course—it was a big help."

For Brother Tirelli, and 6 of his classmates in the Second Scholarship Class, there was an additional benefit. Since these men graduated from HLS, every day they spent in the program counted as a day of work time.

So, the Transportation Institute Towboat Operator Scholarship Program has something to offer every talented Boatman who wants to get ahead.

Here's what the scholarship program provides:

- Special three-month curriculum offered only at the Harry Lundeberg School
- Room, board and books free
- Tuition free
- Weekly stipend of \$125
- Time spent in on-the-job training is Coast Guard approved as the equivalent of wheelhouse time
- Day-for-day work time credit for HLS entry graduates

For qualified Boatmen who want to move into the wheelhouse, the scholarship program is the best way to go. So contact your SIU Representative or HLS and ask for an application.

As Boatman Raymond McDonald said, "Towing is one of the few industries that works closely with labor and this makes opportunities for all of us."



Boatmen Michael Caldwell and Heley Mareno work together during class to solve a navigation problem.



The Second Transportation Institute Towboat Operator Scholarship Class



Brian Nole



Don Rodgers



Robert Hoffman



James Pope



Pat O'Neal



Michael Caldwell



David Hendrix



Ronald Meinke



Christopher Schlegel



Alan Rudd



Heley Mareno



Robert Watkins



William Guerrin



Gary Crolighton



Raymond McDonald



Murray Hughes



Angelo Tirelli



Roy Helmstetter



Michael Bradshaw



Kenneth Glaser



Roland Benz



Alan Hill



Kenneth Kirwin



John Verner

LETTERS



TO THE EDITOR

Pensioner Is SIU Top to Bottom

Two years ago I received a letter which I believe was to be the most important letter I have ever received in all my life. Had I been told 40 years ago that someday I would get a letter like this, I surely would have believed that someone was trying to play a cruel joke on me. It just didn't seem possible back in those days that someday a seaman would be able to retire with a pension.

This very important letter was from the Board of Trustees of the Seafarers Pension Plan informing me that my application for a Pension had been approved.

During the past two years of my retirement many of my evenings have been occupied with memories of my sea-going days. And what fond memories these are. Believe me, it wasn't very easy trying to live ashore in one place day in and day out after having spent more than 40 years of my life knocking around this world. But what I found to be even more difficult, was having to admit to myself that I shall never again be able to go back to any one of these places that I had been to and seen. Therefore, I must find contentment in my memories.

What better place is there to sort of celebrate my first two years of retirement than at this beautiful and peaceful setting on the shores of the Potomac River in Maryland which all of us Seafarers know as Piney Point. Seven years ago I made a promise to myself that before I die I must come back to this place and stay a few days in these peaceful surroundings.

I am a most fortunate man indeed, as that promise has now been fulfilled. Seven years ago I came here as a Delegate from the Port of New Orleans to attend an Educational Conference.

I was very highly impressed with all that I saw and learned here. But what impressed me most of all was listening to those speeches of our President Paul Hall. I had no idea that this man was such a great speaker as this was my first opportunity to listen to him speak before an audience. So every morning I would look forward to listening to him speak to us at our afternoon sessions. I also learned that this man has many other fine qualities about him besides being a great speaker.

Of all the men in the history of organized labor in these United States, Paul Hall certainly stands out as one of the most dedicated to that which he represents, the maritime industry. This man, for many years, has given so much of his time, so much of himself in the fight to make a better way of life for those of us who go to sea. And he has succeeded. For today his record speaks for itself.

The speeches that this man has made in our behalf in Congress, at labor conventions and before many other gatherings of people would fill volumes of books. We pensioners, active Seafarers and especially those young men who are now coming up are very fortunate indeed in having Paul Hall at the helm of our organization always steering on a course to higher achievements and towards a more secure future. Unfortunately there have always been and still are those (and too many of them) in Washington who always make it quite difficult for him, but that has never discouraged him. On the contrary, he comes back fighting even harder for us.

I believe that the Harry Lundeberg School of Seamanship must be the greatest of his many achievements and I feel certain that there must be countless others who must feel as I do. This place shall always remain a legacy to those young men in the future who will come here to begin their seagoing careers, and to those who sail on the Great Lakes and Inland Waterways.

The many courses for advancement to better paying jobs, which are available in all three departments along with the most up-to-date equipment, and most important of all, a staff of instructors and all of the other personnel here who are completely dedicated to their professions and students have no equal in any other school anywhere.

This school can very well be compared to an institution of higher learning due to the advanced and specialized training it offers for the highly skilled jobs aboard these new automated ships today. In this Union, any member is welcome, and encouraged, to come here, at no cost to him, learn what he came here to learn, and leave here with the assurance that his training has qualified him for a better paying job thereby assuring him of a better way of life for himself and his family. I ask you. Where else can a man get a better shake than this?

So in conclusion let me just say this: that most men's greatness is not acknowledged in their lifetime, but only after they are gone. Paul Hall is fortunate, and deservedly so, that he is today a living part of his many achievements and dreams which have become a reality. And his greatest accomplishment is right here in Piney Point. This place shall be a living monument to him always, not only as that of a man whose life was dedicated to the betterment of those men who go down to the sea in ships. But also to a truly great fighter in the long and turbulent history of the maritime unions in their long struggle for survival and for a better way of life for their members, the American seamen. Therefore, I should like to title this effort of mine: Some Words of Tribute to a Great Labor Leader. Written on this 23rd day of August 1978 in Piney Point, Maryland.

Fraternally,
Charles Lee Mazur

'Couldn't Have Made It Without SIU'

This letter is to express my thanks to the SIU for benefits given me many times in past years when I was in the hospital, and for the benefits I received upon the death of my husband, Seafarer William Swilley.

My husband was very proud of this Union. I am also very proud. Without the help of the SIU, we couldn't have made it. Many thanks again.

Sincerely,
Mrs. Dorothy Swilley
Pearl River, La.

Anchored Inger Hit by Greek Freighter

While anchored, awaiting transit at the Panama Canal we had a surprising incident happen. At approximately 5:20 P.M. on 7/21/78, a Greek freighter apparently lost its plant and maneuverability and rammed into our port side by #1 hatch. Although she had lost most of her way, we all felt the jolt. We had only minor hull damage at the deck line, but the other ship was holed in the stem, and ballast water was pouring from her forepeak tanks. I think everyone aboard was reminded how easily an accident can happen, even while laying in a safe anchorage.

Fraternally,
Jack W. Edwards, E-296
Ships Chairman
S/S Inger

C.G. Praises 2 SIU Tankermen

During the Coast Guard investigation of an oil spill involving the tank barge *Shamrock* at the Conoco Pier on 15 June 1978, information concerning the actions of the tankermen has been brought to my attention.

Tankermen MICHAEL ROSENTHAL and STEVE FINCH, once having observed oil coming to the surface in the vicinity of cargo tank 4 starboard, secured the transfer of #2 fuel oil to the barge and notified the proper authorities. A sausage boom was put in place to contain any oil coming up. The tankermen took it upon themselves to pump #4 starboard cargo tank empty to stop any further discharge. Upon the arrival of the Coast Guard investigators only a slight sheen was observed in the water as well as the sausage boom. Cargo tank 4 starboard was empty.

All too many times are tankermen satisfied to secure the valve and wait for the Coast Guard to arrive without taking further action. Therefore, it is with pleasure that I commend tankermen MICHAEL ROSENTHAL and STEVE FINCH for their quick actions in mitigating the spill. This is the cooperation that the Coast Guard seeks to have with industry to assist in maintaining a clean environment in which everyone must live.

Sincerely,
K. B. SCHUMACHER
Captain, U.S. Coast Guard
Captain of the Port
Baltimore, Maryland



LOG

September, 1978

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Ocean Mining Bill in Hands of Senate

The stage is now set for the final act in Congressional approval of ocean mining legislation.

Senate action, expected soon, could get the show on the road for this promising new industry. But it could also draw the curtain on American job opportunity within it.

The bill soon to be voted on by the Senate is the Deep Seabed Mineral Resources Act, S. 2053. The basic question behind its success or failure is whether or not the Senate will insist on American benefits from ocean mining or allow it to turn into another runaway industry.

The House of Representatives has already answered this question. In July the House overwhelmingly passed a bill, H. R. 3350, which guarantees that ocean mining ventures permitted by the U.S. contribute to the economic health of the nation.

The guarantee was spelled out in three SIU supported amendments to the bill. Basically, these amendments require the use of U.S. registered and U.S. manned vessels in ocean mining.

Similar provisions have been included in ocean mining legislation favorably reported by three Senate Committees. The Committees on Energy and Natural Resources; the Committee on Commerce, Science and Transportation, and the Committee on Foreign Relations have all endorsed U.S. flag requirements in their versions of the bill.

Moreover, all three Committees have agreed to submit the strongest version of the bill for full Senate action. This is S. 2053, prepared by the Foreign Relations Committee.

The SIU has taken a strong stand on protecting U.S. job rights, leading up to and throughout the House and Senate proceedings on ocean mining. We have explained our position before in terms of the overall benefits this protection would insure for American workers and the American economy.

But now that Congressional



action is in its final stages, we would like to add what some of the lead players—members of the Senate Foreign Relations Committee themselves—had to say recently about the reasons for supporting U.S.-flag

Launching It!

requirements in ocean mining:
Sen. Howard Cannon (D-Nev.):

"Such a provision is important in order to provide that the economic benefits arising from ocean mining ventures operating under U.S. legislation accrue to the U.S."

Sen. Clifford Case (R-N.J.):

"Ocean mining is something new, something we are creating. It is an extension of the U.S., and requiring the use of American ships will not result in an international relations problem."

Sen. Frank Church (D-Idaho):

"American technology should be utilized to assure that economic benefits accrue to the U.S. If we keep giving everything away, we will lose our stature in the world. Our trading partners are cutting us off at the knees."

Sen. Henry Jackson (D-Wash.):

"Ocean mining promises to be a stimulus for significant new private investment, and for the creation of many new employment opportunities in the U.S."

These are only some of the statements made during the Foreign Relations Committee session on

ocean mining. But they cover the major issues at stake in the future of this important legislation, which in short, mean economic security for the U.S.

Without statutory requirements for the use of U.S. flag vessels and manpower in ocean mining, the industry will be put up for grabs by multinational corporations. Like the House passed version of the bill, the Senate bill will prevent a wholesale giveaway of American jobs, taxes and technology. It will protect the thousands of jobs expected for American workers in ocean mining, the millions of tax dollars which U.S. registered operations will produce and the millions already spent by U.S. companies in mining technology.

These are the economic benefits this country needs as much as we need the valuable mineral resources lying on the ocean floor. We can't afford to give them away, and certainly not when it means setting up another runaway industry to benefit at our expense.

For these reasons, the SIU urges the Senate to pass S.2053. And we urge the joint House-Senate conference to soon afterward agree on a final bill which will preserve the essential U.S.-flag provisions of both legislative versions.

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Recertified Bosun Charles Boyle, left, and Chief Steward Frank Costango pose for posterity in front of ship's name plate.



The LNG Gemini has a tight squeeze going through draw bridge near Quincy Shipyard as she departs with her SIU crew on her maiden voyage.



Seven of the LNG Gemini's SIU crew gather in galley for pix. They are, standing from the left: John Zero, QMED; Larry Dockwiler, cook and baker; Frank Costango, steward, and Bill Christmas, general steward utility. Seated from the left are: Tom Curtis, QMED; Tom Fleming, able seaman and Charles Boyle, recertified bosun.

★ LNG Gemini Sails on Maiden Voyage: Seafarers Now Manning 5 Gas Carriers ★



QMED's Tom Curtis, left, and Wilburt Hyder will be seeing plenty of the LNG Gemini's automated engine room.

Quincy, Mass.—The LNG Gemini departed on her maiden voyage this month bringing the total number of SIU-crewed LNG carriers to five.

The Gemini is the fourth LNG ship built by General Dynamics for the Energy Transportation Corp. Another SIU-crewed LNG tanker, the El Paso Southern, crewed for the first time in July.

Like her three sisterships, the Aquarius, Aries and Capricorn, the Gemini measures 936 feet and has a cargo capacity of 125,000 cubic meters of liquified natural gas. And like the other three tankers, she'll be transporting her cargo of LNG on a regular run between Indonesia and Osaka, Japan.

Five massive cargo storage tanks, which are becoming a more and more familiar sight to SIU members, tower over the deck of the Gemini, holding the LNG at a temperature of minus 265 degrees Fahrenheit. The tanks were constructed separately in South Carolina, moved to the Quincy shipyard, and fitted on the vessel.

A volatile cargo like LNG requires special safety gear aboard ship—and special training for her crew. The carrier is equipped with the most modern, technological equipment including sensing devices, alarms and a collision avoidance system. In addition, automatic sprinklers and dry powder stations along with conventional fire-fighting equipment maximize safety on the tanker.

The Gemini was named after the third sign of the Zodiac. And like the other astrologically christened LNG ships, runs on a dual fuel system.

When loaded, the vessel is powered

by the natural boiloff of the LNG from the cargo tanks. When she's in port, the ship will run on bunkers.

Another LNG tanker, the Leo, is scheduled to come out of the General Dynamics shipyard before the end of this year. Energy Transportation Corp. plans a fleet of ten LNG carriers, and they'll all be crewed by SIU members.

The El Paso Co. will build and operate a total of six liquid natural gas vessels which will travel between Arzew, Algeria and the regasification plant in Cove Point, Md.

If a separate, greatly expanded LNG importation program El Paso has been negotiating with the Algerian government goes through, the El Paso LNG fleet will be larger still.

Pending U.S. government approval, both El Paso and another American company, Teneco Inc., have preliminary contracts with the government of Algeria to import 700 million cubic feet of natural gas per year for 20 years.

If the U.S. okay's these contracts, the number of jobs they will create number in the thousands. American shipyards will be busy building the tankers. And American crews will be needed to sail them.

The SIU recognized years ago that LNG ships would be part of the future of the U.S. maritime industry. Union members have been crewing the first of these vessels because they have the special skills and training to handle the high technology equipment aboard LNG ships.

The Harry Lundeberg School in Piney Point, Md., offers a month-long course that's a necessary pre-requisite for sailing on an LNG carrier. The course covers the properties and handling of LNG; automated engine and cargo control rooms and the dual fuel system. Also included is instruction in handling the special firefighting equipment the ships carry.

Important career opportunities, and the salary increases that go with them, are waiting for SIU members who have the training called for on today's newest vessels.

As an SIU crewmember from the first American-built LNG carrier, the Aquarius, pointed out: "These ships are the future for us, and it is up to us to accept the challenge to upgrade ourselves and man these ships properly."



Job security is a job on a brand new LNG carrier for young Seafarers Steve Wagner and Gary Snodgrass, shown here loading stores.

At Sea & Ashore

TT Stuyvesant

The biggest vessel ever to enter San Francisco Bay, the 225,000 dwt supertanker *TT Stuyvesant* (Cove Shipping) came out of the huge Hunters Point Shipyard drydock late last month to reenter the North Slope Alaskan oil trade for Standard Oil of Ohio (SOHIO). She can carry 1.6 million barrels of oil, or "enough to fill a tanker train 39 miles long!"

The 1,094 foot, 144 foot wide SIU-manned tanker had her bottom scraped and painted and her sea valves and main engine turbine reconditioned in two weeks at the yard.

New Orleans

More than \$450 million of the Louisiana Offshore Oil Port (LOOP), a U.S. first-bond issue to build the facility, was sold late last month.

Five oil companies will build the superport 19 miles off the Louisiana coast set to be operating by late 1980 to handle 1.4 million barrels of imported crude oil daily. The oil companies are Ashland Oil, Marathon Pipeline Co., Murphy Oil, Shell Oil and Texaco.

Offshore pipelines will connect with LOOP's onshore, underground salt domes where the oil will be stored for distribution to Louisiana refineries, petrochemical plants and to the St. James terminus of the north-south Capline.

SS Ponce

Recent crewmembers of the *SS Ponce* (P.R. Marine Mgt.) will be glad to learn that early last month the Rev. E. J. B. Matchett, senior chaplain of the Mariners' Club, Kowloon, Hong Kong sent the *Log* a thank you note for their generosity. It reads:

"I would like to acknowledge the sum of \$68.00 which was donated to the Mariners' Club, Hong Kong by the crew of the *SS Ponce* on August 4, 1978.

"We are very grateful for this generous donation and also for a special lens for a film projector which they also donated to the club.

"I would be grateful if the *Log* would convey our thanks to the crewmembers."

SS Alex Stephens

Word comes from the Ship's Committee of the *SS Alex Stephens* (Waterman) recently in the Gulf of Suez that, "Crewmember Al Betancourt was injured when he fell into No. 5 hold."

The Committee expressed thanks to 3rd Mate Michael Chiolo Jr. and the crew on *Gulf Fleet No. 4*, an offshore oil rig tender, as they "removed Al from the ship in 1 hour, 36 minutes after his fall."

The *Alex Stephens* Committee, lead by Recertified Bosun Carl Francum, said that 3rd Mate Chiolo had previous crewboat experience and knew that oil rigs were in the V.H.F. range on Channel 16 and he raised them. Capt. Odom telegraphed Suez City but couldn't get an answer.

The rest of the Committee of Chief Steward Joe Pitetta and Chief Electrician Bill Brock added, "Special thanks to Jeff Page for the first aid he learned at the Harry Lundeberg School as he continued to talk to Al to get him relaxed. And 3rd Engineer Bill Isebel, Gary Cowper and other members of the *Alex Stephens* crew who pitched in to help."

Anytime from Oct. 30 to Nov. 18, the *Alex Stephens* will sail from Baton Rouge, La. to Chittagong or Chalna, Bangladesh with a cargo of 10,000 metric tons of bagged urea.

Washington, D.C.

As of July 1, 1978 a total of 53 merchant ships of nearly 4.2 million dwt were under construction or on order in U.S. shipyards, according to MARAD. Under order were 14 LNG vessels, 10 intermodal carriers, nine dry bulk carriers, three cargo breakbulk ships and three special type vessels.

From June 1 to July 1, one 63,000 dwt LNG carrier and one 62,600 dwt ore carrier were delivered by American shipyards. Since Oct. 1, 15 merchant ships of 1.6 million dwt have been delivered from U.S. shipyards.

* * *

Waterman Steamship Co.'s bid to transport 71 military tanks from Jordan to Iran on a Mariner-type vessel has been okayed by the U.S. Maritime Subsidy Board.

The ship will load the tanks at Aqaba, Jordan in the Red Sea for delivery 3,173 miles away in the Persian Gulf at Bandar Shapur, Iran. After a possible return trip to Aqaba for more tanks, the ship is to return to the U.S.

Freeport, Tex.

The Texas Deepwater Port Authority late last month applied to the U.S. Department of Transportation (DOT) for a license to start the long delayed super mono-buoyed port for crude oil 27 miles out in the Gulf. It is planned to handle 2 million barrels of crude daily.

The authority expects DOT approval in seven months. The project's opening is scheduled for the early 1980s. A \$1.2 billion bond issue will be floated to finance the superport.

SS Adventurer

Early this month, Sea-Land accepted delivery of a new containership, the *SS Adventurer*. She's the last built in a series of four in the D-6 class.

Assigned to the Far East-Mideast run, the *Adventurer* can carry 595 containers. Like her sisters—the *Leader*, *Pioneer* and *Pacer*, she has refurbished midbody sections and carries two container cranes.

SS Delta Caribe, Colombia

Delta Line started a new run early this month with the LASH *SS Delta Caribe* and the *SS Delta Colombia* between U.S. North Atlantic ports and Central America every two weeks.

The *Caribe* will carry barges and containers to Maracaibo, Venezuela in six days where the *Colombia* will carry them to Puerto Contes, Honduras and Santo Tomas, Nicaragua. The run from the port of New York should take 11 to 12 days.

It will also include Costa Rica, Guatemala and El Salvador with a port of call in Jacksonville, Fla.

Former Scholarship Winner Doing His Thing in Business World

In the McDonald clan, the call of the sea skipped a generation. When he won the SIU four-year college scholarship in 1974, William Scott McDonald wanted to be a doctor like his grandfather, not a

Seafarer, like his dad.

During his first semester at Baylor University in Waco, Texas, Scott was a biology major, heading for medical school. But after taking an elective in

accounting, he found out that "I enjoyed business and working with numbers a lot more than I liked science."

Scott graduated last May with a major in accounting, a minor in economics and a job in Palestine, Texas. He works for the accounting firm of Harrell & Rader, doing auditing and income tax work. And he's studying to take the Certified Public Accountant's exam in November.

McDonald said he's doing the same kind of work now he'd do as a CPA, but he's "lower on the totem pole." Taking the CPA exam, which is a two-day test covering accounting, auditing and business law, is insurance for the future. "You have to pass that test to become a CPA," Scott said, "and you need a CPA's certificate to get anywhere in the future."

Short-term plans for Scott center on passing the exam and then deciding whether to stay on at the company in Palestine, maybe as a partner in the firm, or to move to a larger company in a bigger city.

Goals over the long-term might include politics, either on a volunteer basis with civic organizations or as an elected city official. McDonald said he might be interested in a shot at a city council seat. He got a taste of politics at Baylor, campaigning on campus for various state representatives.

In his free time, Scott plays as much golf and tennis as he can and has plans to coach a Little League baseball team.

"One thing I've always loved," he said, "is working with kids." For three summers while he was in school, Scott had a job with West Texas Utilities in Abilene. He traveled around to different 4-H camps in Texas, coaching kids in swimming, baseball and other sports. "Once a week we'd work with retarded kids," Scott explained. "I got a lot out of doing that."

The \$10,000 SIU scholarship played a big part in enabling McDonald to do a lot of things he couldn't have done without financial assistance. "I couldn't have taken that summer job without the SIU scholarship," Scott said. "It paid O.K., but I would have had to get a higher paying job if I had to pay for school on my own."

The McDonald family was very happy when Scott won the scholarship and they're very proud of his success. His father, Seafarer William Jackson McDonald has been sailing on SIU ships for 32 years. He ships as a Cook and Baker from the port of Houston.

Scott said he wanted to go to sea when he was very young. But the family moved from Louisiana to Houston to Abilene by the time he was ten. "We've been inland for so long," Scott explained, "that the urge to ship out faded."

MEMBERSHIP MEETINGS' SCHEDULE

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



The SS *Walter Rice* (Reynolds-Amstar) carries sugar from Hawaii to Longview, Wash., Corpus Christi, Tex. and New Orleans where she's tied up



Paying his dues to Patrolman Peth (seated r.) during the payoff is FOWT Michael Rarick (seated l.). Standing by (l to r) to pay their dues are Wiper Todd Johnson, BR Michael Cameron, Oiler Marvin Green and Crew Messman Mike Gillespie

Walter Rice Pays Off After a Sweet Run

Satisfying the sweettooth of the nation's coffee drinkers and candy and pastry lovers is one of the unique roles the *SS Walter Rice* (Reynolds-Amstar

Sugar) filled last month as she completed a "sweet" run hauling a cargo of Hawaiian sugar to refineries on the West Coast and the Gulf.

The bulk sugar ship is one of the two SIU-contracted vessels (the other is the *SS Sugar Islander*) which carry the sweetener from Honolulu via the Panama Canal to the U.S. With pineapples, it's a leading Hawaiian crop.

The *LOG* rendezvoused with the *Walter Rice* in the port of New Orleans

in time to record on film a payoff aboard ship as bucket cranes scooped out the sugar from her holds. On board, SIU Patrolman Carl Peth gave an explanation to the crew of the new wage rates and benefits in the current freight-ship contract which went into effect on June 16.



Reading the *LOG* is OS Robert Wilkens



Crew Messman Frank "Chief" Conforto puts down a tablecloth



New Orleans Patrolman Carl Peth (standing r.) advises crewmembers during the shipboard meeting on Aug. 18 that they must now sail 125 days to be eligible for Union benefits.



Holding their SPAD receipts are (l. to r.) AB Greg Taylor and OS John Lo Conte.

Dixie Progress Crew Finds That Ain't Hay

It started out as a routine trip from Houston to Tampa. But when the *Dixie Progress* (Dixie Carriers) arrived in the Florida port, she had some extra cargo on board, dropped off by some unknown shipper.

It seems that the crew of the *Progress* did some fishing along the way. They made quite a catch, but as far as U.S. Customs is concerned, it was just another fish story about the one that got away.

The *Progress* was in the middle of the Gulf on August 15 when the crew spotted something floating up ahead.

Riding high on the waves were 11 bales of marijuana, apparently dumped by someone who didn't care to stick around and get pulled in along with the catch.

The crew fished the pot out of the water and then turned it over to U.S. Customs in Tampa. Capt. W. Williams of the *Progress* quipped, "If I can't chew it or dip it, it ain't no good to me."

The other crewmembers on the *Progress* were: Mates F. Benedict and B. Pierce, Tankerman D. Smart, ABs G. Allan and J. Leal, Cook D. Daniels and Engineers J. Byrd and D. Smith.



Crewmembers on the *Dixie Progress* turned over some extra "cargo" to U.S. Customs when they arrived in Tampa last month. Three of them (l to r) are Mate F. Benedict, Capt. W. Williams and Mate D. Pierce.

Don't Give Up Right to Vote Submit Absentee Ballots

On next Election Day you may be on board a tanker docked off the coast of Indonesia, or on an ore carrier headed for Duluth. But you can still vote by using an absentee ballot if you are a citizen and if you are registered to vote.

If you are not registered to vote and are shipped out far from home, most states will send you an absentee registration form as well.

According to the League of Women Voters, a non-partisan organization which has years of experience dealing with voter registration, the requirements for absentee voting and registration vary from state to state, although there are some common procedures.

To request an absentee ballot, write or go in person to your local board of elections (or county clerk—depending on the state) in the city or county where you are registered to vote, and explain that you are in the merchant marine and will be away on Election Day. You will receive an official form to fill out. After this is done, the ballot will be sent to you hopefully in time to vote.

Deadlines for applying for and returning the ballot vary, but to be sure, apply at least 30 days before Election Day and send the ballot back in the mail so that it arrives by the Friday before elections take place.

If you need to register to vote and cannot go to your board of elections in person, write them explaining that you are in the merchant marine, but that your official residence is in their area and they will send you the proper forms. When you write, tell them if you will be needing an absentee ballot as well. Reg-

istration should be done as soon as possible.

If you have any difficulties, you can call or write your local League of Women Voters or City Hall for help.

Eligibility Rules For Benefits Changed to 125 Days

All Seafarers and Boatmen should be aware that as part of the changes in the Seafarers Vacation, Welfare and Pension Plans made to improve benefits resulting from our recent contract negotiations, the Trustees have changed the eligibility rules.

Now, to be eligible for benefits under the Seafarers Welfare Plan, a Seafarer or Boatman must accumulate at least 125 days seatime or boat-time in the previous calendar year and one day seatime or boat-time in the six month period immediately pre-

ceding the date of claim.

Under the Vacation Plan, a Seafarer or Boatman must now accumulate 125 days seatime or boat-time before filing for vacation benefits.

In addition, to be eligible for the Early Normal Pension (20 years seatime at 55 years of age, Seafarers only), or the Disability Pension (12 years service at any age), an eligible employee must accumulate 125 days seatime or boat-time in the calendar year immediately preceding his pension application.

Delta Colombia Committee



The newly acquired SS *Delta Colombia* (Delta Line) had a payoff on Sept. 5 at the 39th St. Pier in Brooklyn, N.Y. Here are three crewmembers and the Ship's Committee of (sitting l. to r.) Crewmesman Augustine Andino; Recertified Bosun Frank Teti, ship's chairman; Chief Steward G. T. Aquino, secretary-reporter; Deck Delegate Rick Daly and Steward Delegate Tony Petrillo. Standing (l. to r.) are Steward Utility Norman Verran and Chief Cook Ray Leonard.

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Chief Cook November 13, 27
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or
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Poetry Corner

My Husband

Now you are gone my darling,
It seems more than I can stand.
But yet I know you're happy
In God's great, wonderous land.

We lived our lives for God each day
Then you were suddenly called away.
God had a better place for you.
So I'll go on 'till he calls me, too.

The tears so often fall like rain,
For in my heart there's so much pain.
I loved you darling and always will
One day I'll join you never more to part
And walk hand in hand forever more.

Mrs. Ardella P. Everhart
Widow of the late Seafarer Richard
Garland Everhart, Died Nov. 30, 1976

"The Wild Woods"

Someone is building with new
Foliage in the trees.
Someone is sending the birds
And busy honey bees.

Someone is causing the fresh
Fruit to grow.
Someone is dressing anew the
Springtime show.

The Great Spirit's angels are
Now passing by.
They are decorating our world
Where the buds did die.

Quietly angels are passing as
If of the melting snow.
The new kind grass is growing
Where the waters flow.

The Spirit is dressing up old
Things along the river.
Wildwood spirits live, because
Wildwood lives forever.

They cause new life to return
To things which have died.
Accept the Spirit of the Wild
Wood. Obey and abide.

Seafarer Roy Lee Hinson

Crime Of Passion

With cunning stare
Her bosom free
Eve grins at me
To my despair.

My child and wife
I can't deceive
And so I grieve
For Eve, my life.

To stem my lust
I cannot hope
But weave a rope
Hang her I must.

In crime I whirl
With no reprieve
I hanged my Eve
The calendar girl.

Henri Percikow

"Work!"

I've hated it with a passion
Ever since it went out of fashion.
Because even when you're through
There's always more to do.

Work can be a tonic
Or it can be a curse.
But when you've had your fill,
There is nothing worse.

Some work out of desperation,
Others to collect their compensation.
Just work and don't ever shirk,
Or nice folks will think you're a jerk.

Work through coffee-time and lunch.
You'll never beat the crunch.
While the earth spins on its axis,
For enough to pay your taxes.

Work and your money spend,
Will there never be an end?
Work and your money save,
Until you're in the grave.

Work all the O.T. you can get,
It's enough to break your heart.
Work yourself deeper into debt,
And that's only the start.

Work like a common drudge,
What's the driving force behind it?
Work because you're feeling guilty?
I dunno—But, I must find it.

Work and, maybe, if you're still alive,
You may get Social Security at sixty-five.
Not to put down honorable mention
When you get your Seafarers pension.

I would forget my beets—all of 'em,
If I could make the Pensioner's column.
Because even before you've made a start your
Picture's in the "Final Departures."

Clarence L. Cousins
ST Overseas Ohio



Mount Washington Committee



Looking up from his work, Headquarters Patrolman Teddy Babkowski (seated center) makes out a dues receipt for Bosun J. Ruiz (seated left) ship's chairman of the *ST Mount Washington* (Victory Carriers) at a payroll on Aug. 30 at Stapleton Anchorage, S.I., N.Y. With them are the rest of the Ship's Committee of (standing l. to r.) Deck Maintenance D. Ellett; deck delegate and Chief Cook John Cherry; steward delegate. Seated (right) is 2nd Pumpman John Caldwell, engine delegate.

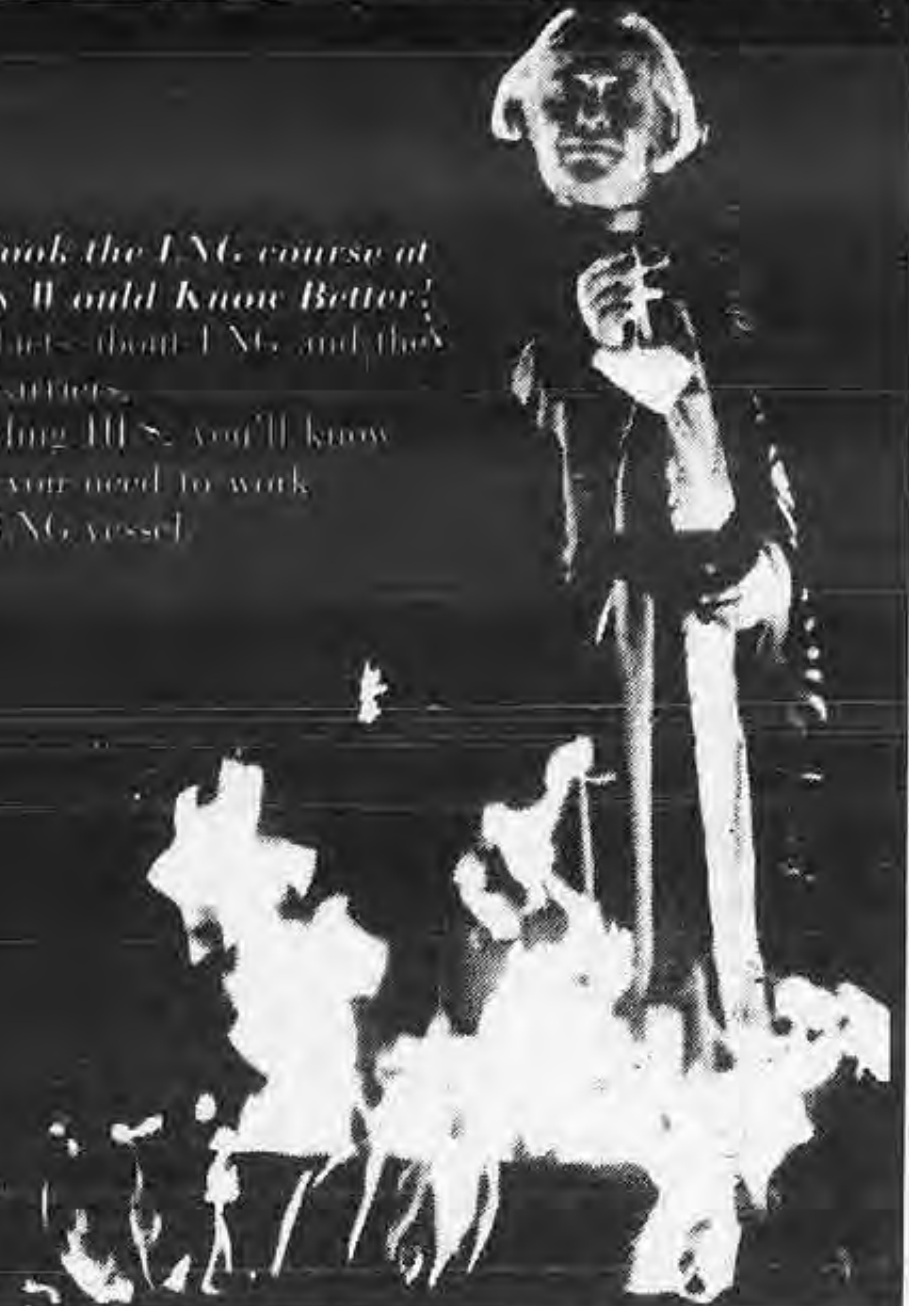
Joseph Hewes Committee



On Sept. 1, after a payroll at Hoboken (N.J.) Pier B, the Ship's Committee of the *SS Joseph Hewes* (Waterman) got together for a group photo. They are (sitting l. to r.) Engine Delegate Bill Statzer, Bosun W. J. Taylor, ship's chairman; Steward Delegate Ralph McDartens and Deck Delegate Bob Trainer. Standing (l. to r.) are Chief Electrician Robert Caldwell, educational director, and Chief Steward Jack Long, secretary-reporter.

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A MESSAGE FROM YOUR UNION



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ARE FOR
LOSERS**

□
IF CAUGHT
YOU **LOSE**
YOUR PAPERS
FOR LIFE!

□
**THINK
ABOUT IT!**

PONCE (Puerto Rico Marine Mgt.), July 16—Chairman, Recertified Bosun B. Maldonado; Secretary W. Mihem; Educational Director J. Quintelia; Deck Delegate Herminio Serrano. No disputed OT. Chairman read and posted the communications received about the new agreement. Advised that applications for Piney Point upgrading school are available. A vote of thanks was extended to the steward department for cleanliness and excellent food and service. Also a vote of thanks to the deck department for helping to keep messroom and pantry clean at night. Next port Baltimore.

ROBERT E. LEE (Waterman Steamship), July 30—Chairman, Recertified Bosun Alfred Hanstvedt; Secretary R. Boy; Educational Director Stanley Hawkins; Deck Delegate Richard O. Spincer; Engine Delegate Donald Leight; Steward Delegate William Gonzalaz. The chairman reported that the company is now furnishing free movies. Discussed the importance of donating to SPAD. No disputed OT. A vote of thanks was extended to the steward department for a job well done and to all other departments for their cooperation. Next port Aqaba.

BORINQUEN (Puerto Rico Marine Mgt.), July 9—Chairman, Recertified Bosun C. L. Gonzalez; Secretary H. Galicki; Educational Director V. E. Keene; Deck Delegate A. O. Maldonado; Engine Delegate F. Sandy; Steward Delegate F. R. Cordero. \$7 in ship's fund. No disputed OT. Chairman discussed the merger of the SIU and the MCS. Also advised that C-Cards should see patrolman for a new shipping card if they intend to stay on. Ship was supposed to lay up after the last trip but it was changed. A vote of thanks to the steward department and to the watches for keeping the crew recreation room clean. Next port San Juan.

SEA-LAND FINANCE (Sea-Land Service), July 9—Chairman, Recertified Bosun J. Pulliam; Secretary A. Reasko. No disputed OT. The chairman discussed with all the members the problem about leaving the ship before being relieved. Everybody was happy to see Brother Harvey Mesford up and around on the job at a very smooth payoff in Seattle. Chairman discussed the importance of donating to SPAD. The new Logs were received and passed around for all to read. It was noted that jitney service in all ports is needed and that mooring winches are needed for the ships.

SEA-LAND PORTLAND (Sea-Land Service), July 23—Chairman, Recertified Bosun A. L. Waters; Educational Director A. Broadus; Steward Delegate J. O'Hare. Some disputed OT in deck department. The new contract was read and discussed. Chairman discussed the latest Log. Report to Log: "HONESTY—We have it in one man. Harold McVay found some money in a book in the recreation room. No one claimed it in six days and he checked and found out that the man had gotten off and returned the money to him. We need more men of this caliber. A vote of thanks has to go to this man."

SEA-LAND BOSTON (Sea-Land Service), July 16—Chairman, Recertified Bosun L. E. Joseph; Secretary D. Keno; Steward Delegate Pedro J. Perez. Some disputed OT in deck department. Chairman extended congratulations to the Negotiating Committee for a job well done on the new contract. Also noted that some letters were received from Frank Drozak, executive vice president, pertaining to some questions we wanted answered and they will be read to this meeting and then posted. A vote of thanks to the steward department for a job well done.

GOLDEN DOLPHIN (Apex Marine), July 2—Chairman, Recertified Bosun Robert O'Rourke; Secretary D. Bronstein; Educational Director A. DiFabrizio; Deck Delegate A. Janacek; Steward Delegate E. Pippins. No disputed OT. Chairman commented on the excellent voyage they have had. The crew has been a real credit to high standards and traditions and will be remembered for a long time. Advised all members to upgrade at Piney Point. All communications received were read and posted. An outstanding vote of thanks to the steward department. It was one of the best. Steward Department delegate Earl Pippins noted that the entire crew was to be commended for keeping the galley and utensils clean and up to high SIU standards. Next port Texas.



Digest of SIU Ships' Meetings

DELTA SUD (Delta Steamship), July 23—Chairman, Recertified Bosun R. Lambert; Secretary E. Vieira; Educational Director P. Painter; Engine Delegate C. Welch; Steward Delegate Lionel Antoine. \$71 in ship's fund. No disputed OT. Chairman gave a vote of thanks to New Orleans Patrolman Carl Peth for taking the time to explain in detail all about the new contract and answering everyone's questions. It was suggested that when you are finished reading the Log you bring it back to the crew lounge so that others will be able to look at it. Also when getting into port it will have to be up to each one to check on the movie machine and lens to see that they are locked up. After showing a movie be sure to bring the film back to the ships office where they are kept.

TRANSINDIANA (Hudson Waterways) July 9—Chairman, Recertified Bosun J. Delgado; Secretary W. J. Fitch; Engine Delegate E. Morales. Chairman reported with regret the passing of Chief Electrician Paul Smith—Book No. S-739 who died at the Gitmo Base Hospital on July 7, 1978 from a heart attack suffered on board the *Transindiana* on June 27, 1978. Although Paul Smith had a heart attack a couple of years ago, he had refused to let it stop him and continued to work hard at his job. He was indeed a credit to this Union. No disputed OT. A vote of thanks was extended to all at Headquarters for the well done job on our new contract. Another first in all seafaring unions. Report to Log: "A vote of thanks to the staff of the Log in keeping us well informed of the new contract and all seafaring news." Observed one minute of silence in memory of our departed brothers.

MARY (Marlin Steamship), July 29—Chairman, J. J. Bermudez; Secretary N. Johnson; Educational Director F. Holland; Deck Delegate Michael Hurley; Engine Delegate Henry McDaniel. Some disputed OT in deck department. Chairman reported on the upcoming elections in November and the importance of donating to SPAD. A vote of thanks was given to the steward department, especially for the pizza parties. A vote of thanks to the deck department for painting the passageways where we live and keeping outside decks clean.

SEA-LAND PIONEER (Sea-Land Service), July 23—Chairman, Recertified Bosun C. Feil; Secretary D. Velandra; Educational Director Mullett; Engine Delegate Charles Jones; Steward Delegate T. McCormick. No disputed OT. \$9 in ship's fund. Chairman reported at the last safety meeting aboard ship that all extrusions at deck level will be painted white. The crane will have all new safety chains and connections and anti-skid paint and stripes will be put down. Also in the galley they will put non-skid strips in the needed spots. The chairman suggested that a meeting be held every week so a class can be held on safety, union activities etc. Blackboards were requested for the lounges and messhalls so notices could be posted. Next port Dubai.

DEL RIO (Delta Steamship), July 30—Chairman, Gerald Corelli; Secretary E. Bowers; Educational Director J. Martello; Steward Delegate Albert Hendricks. Chief Mate and Chairman commended Brother D. Campos on his first trip. Both agree that he will make a good sailor. Captain D. Bari extended a vote of thanks to the crew for a job well done and for the full cooperation of all hands. Also a vote of thanks to the electrician for time and work on the movie projector.

SEA-LAND CHARLESTON (Sea-Land Service), July 16—Chairman, Recertified Bosun Irwin Moen; Secretary C. Carter; Educational Director Jerry Dellinger. No disputed OT. Chairman read the communications from headquarters and discussed them. Also read the highlights of the new contract. The ship will pay off in Port Elizabeth and then go into layup. Observed one minute of silence in memory of our departed brothers.

PUERTO RICO (Puerto Rico Marine Mgt.), July 9—Chairman, Recertified Bosun Barney E. Swearingen; Secretary T. Jackson; Educational Director H. P. Calloe; Deck Delegate G. Crocco. Some disputed OT in engine department. Chairman discussed the importance of donating to SPAD. Also requested all crewmembers to turn in a repair list. A vote of thanks to the steward department for a job well done.

OVERSEAS NEW YORK (Maritime Overseas), July 2—Chairman, Recertified Bosun Hubert Cain; Secretary Peter Gebbia; Educational Director W. L. Pritchett; Deck Delegate James J. McLinden. No disputed OT. Chairman discussed the new contract. It was also noted that the members would like to have launch service in the Canal Zone. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

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

SUGAR ISLANDER
PORTLAND
OVERSEAS VALDEZ
CONNECTICUT
COASTAL KANSAS
DELTA PARAGUAY
MONTPELIER VICTORY
TRANSCOLUMBIA
ARECIBO
ALLEGIANCE
SEA-LAND COMMERCE
SEA-LAND ECONOMY
SEA-LAND CONSUMER
TRANSCOLORADO
COLUMBIA
TAMPA
MOUNT VERNON VICTORY
DELTA COLUMBIA
BALTIMORE
SEA-LAND GALLOWAY
SEA-LAND ANCHORAGE
JOHN B. WATERMAN
MANHATTAN
WILLIAMSBURGH
OVERSEAS ULLA
AFOUNDRIA
SAMUEL CHASE
GOLDEN MONARCH
AMERICAN HERITAGE
WESTWARD VENTURE
SAN PEDRO
NEW YORK
SEA-LAND MC LEAN
OVERSEAS HARRIETTE
STUYVESANT
SEA-LAND TRADE
WALTER RICE
DELTA MAR
POINT MARGO
NECHES
SEATTLE

GUAYAMA (Puerto Rico Marine Mgt.), July 10—Chairman, Recertified Bosun William Velazquez; Secretary J. Prats; Educational Director John A. Speer; Engine Delegate H. Welch. No disputed OT. Chairman reported to all crewmembers the good contract the Union got for them and the raises they are going to get in the following years. Advised all members to go to upgrade at the Lundeberg School so they can get better jobs in the future. Also discussed the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers.

ZAPATA PATRIOT (Zapata Bulk Transport), July 3—Chairman, J. A. Castillo; Secretary D. E. Edwards; Educational Director J. Rodriguez; Deck Delegate N. D. MacBean III, Engine Delegate J. B. Davis; Steward Delegate W. Carpenter. No disputed OT. Chairman urged all members to stay on as long as possible. Noted that in the next two months there will be 20 new ships to crew and manpower is needed. Also discussed the good increases that were won in wages and overtime. A vote of thanks to the steward department for a job well done.

ERNA ELIZABETH (Hudson Waterways), July 9—Chairman, Recertified Bosun W. L. Reeves; Secretary B. Fletcher; Educational Director J. Quiete; Deck Delegate John J. Kane. No disputed OT. \$180 in ship's fund. Chairman held a discussion on the increases in vacation and welfare wages, pensions, death benefits and on payable port time while in Panama Canal and Parita Bay. The steward held a nice cook out and barbecue on the stern. Observed one minute of silence in memory of our departed brothers.

POTOMAC (Ogden Marine) July 2—Chairman, H. Bouganin; Secretary J. Bennett; Deck Delegate Frank Kon; Engine Delegate Amada Diaz; Steward Delegate James Gonzalez. \$5.23 in ship's fund. No disputed OT. Brother Roy L. Cuthrell passed away aboard ship on July 2, at sea. His remains were taken ashore in Freeport, Bahamas and a message was sent to Headquarters and to the family of the deceased. Observed one minute of silence in memory of our departed brother.

Tighter Gov't Controls Needed To Boost U.S. Liner Fleet

WASHINGTON, D.C.—The U.S. Maritime Administration has released a study which reveals that more "cooperation" or trade controls practiced by liner shipping companies would benefit the U.S. merchant marine.

The study, prepared for Marad by an outside consulting firm, shows that U.S. companies would prosper under increased controls, such as stronger shipping conferences. But it predicts "substantial losses" for U.S. operators if present U.S. shipping practices of open competition continue or increase in the liner trades.

The results of the study are especially significant at this time because Congress and an Administration task force are now considering major changes in shipping policy.

Assistant Secretary of Commerce Robert Blackwell, the head of Marad, did not advocate any specific policy changes when he released the study on August 21. But he said that it should be "extremely useful in exploring the various policy alternatives which the Government is considering to end the chaos and restore stability to our liner trades."

The arguments for and against stronger shipping controls have become louder over the years in reaction to the economic problems faced by the U.S. liner fleet. Although some gains have been made recently, by and large, the rate of return for liner companies is not equal to investment risks, Blackwell said.

Those against controls claim that conferences and other forms of shipping regulation destroy competition, which is the basis of U.S. shipping policy.

A conference is basically a cooperative agreement between shipping lines engaged in the same trade. It allows the companies to set common rates and have a fair share of cargo. But U.S. shipping policy has kept these conferences from being really effective.

The SIU has attacked U.S. shipping policy because it has failed to preserve fair competition and because it has weakened the position of the U.S. merchant fleet. Other countries engaged in our trade have instituted controls in the best interests of their own fleets. But American shipping lines have been seriously hurt by rate-cutting and other abuses which the Government allows to go on in the name of "free trade."

The SIU strongly supports the Controlled Carrier bill, recently marked up

Seafarer Starts N.J. AA Meetings

Responding to the needs of Seafarers and other workers who have drinking problems, a New Jersey chapter of Alcoholics Anonymous will begin weekly meetings in Port Newark on Oct. 19.

The regular Thursday meetings will be led by SIU member Frank Buhl, who spent several months as a counselor at the Union's Alcoholic Rehabilitation Center in Valley Lee, Md., and Father Charlie McTague. The sessions will begin with a closed discussion group at 5:30 PM, followed by open speakers at 8:30.

The meetings will take place at the Mariners International Center, Export and Calcutta Streets, Port Newark, N.J.

For further information on the New Jersey A.A. meetings, contact Frank Buhl or Father McTague at (201) 589-5828 from 3 PM to 10 PM and (201) 589-5969 at other times. They can also be reached by mail at 250 Lafayette St., Newark, N.J. 07105.

by the House Merchant Marine and Fisheries Committee. It is the only current piece of legislation which promises to provide much needed regulation in U.S. trade. Aimed at rate-cutting practices of the Russian fleet, the bill would allow the Federal Maritime Commission to ban a shipping line from a U.S. trade route if it was offering rates far below accepted conference levels.

While more comprehensive shipping regulatory reform is still under review, the Marad study provides some hard facts for Government consideration. The purpose of the study was to test the impact of cooperative vs. competitive shipping practices on U.S. flag companies.

A computer model was used to simulate liner operations and calculate profitability over a ten year period. Three U.S. trade routes were selected for detailed study: the North Atlantic, Mediterranean and Latin American trade.

The results of more than 30 simulations demonstrated that the statutory objectives of a strong U.S. merchant marine "are more nearly achieved over

the long run with increased cooperation. With increased competition, increased penetration of U.S. trades by non-U.S.-

flag operators is more likely, causing a reduction in the U.S.-flag market share."

Walter Rice Committee



New Orleans Patrolman Carl Peth (standing 2nd r.) is at a payoff with the Ship's Committee of the SS Walter Rice (Reynolds Metals) in the Crescent City port late last month. They are (standing l. to r.) Recertified Bosun Robert Broadus, ship's chairman, who was getting on and (extreme r.) Educational Director Jose H. Rodriguez. Seated (l. to r.) are Engine Delegate B. Hiren, Steward Delegate Juan Melendez, Recertified Bosun Ewing Rihn; Deck Delegate Greg Taylor and Chief Steward George Vorise, secretary-reporter.

Dispatchers Report for Inland Waters

AUGUST 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
	DECK DEPARTMENT								
Boston	0	0	0	0	0	0	0	0	1
New York	0	0	4	0	0	0	0	0	4
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	6	5	3	10	6	4	3	5	3
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	5	2	2	2	1	1	4	3	3
Mobile	7	1	0	1	0	0	12	2	0
New Orleans	3	5	18	2	0	6	3	8	32
Jacksonville	1	5	2	1	4	2	1	4	4
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	11	4	9	7	1	5	23	9	42
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	1	0	6	1	0	0	1	0	11
Houston	9	7	9	7	6	6	17	13	11
Port Arthur	2	5	68	2	4	20	3	1	132
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	9	13	13	3	11	6	12	15	21
Piney Point	0	34	0	0	34	0	0	4	0
Paducah	0	3	52	0	6	27	4	1	75
Totals	54	84	186	36	73	77	83	65	339
	ENGINE DEPARTMENT								
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	1	0	0
Mobile	0	0	0	0	0	0	1	0	0
New Orleans	0	0	0	0	0	0	0	0	1
Jacksonville	0	1	0	0	1	0	0	1	0
San Francisco	0	0	0	0	0	0	0	0	1
Wilmington	2	0	6	2	0	2	0	0	8
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	2	0	0	2	0	0	3
Houston	1	0	0	1	1	0	4	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	0	0	1	1
Piney Point	0	0	0	0	1	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
Totals	4	1	8	3	3	4	6	2	14
	STEWARD DEPARTMENT								
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	1	0	0	0	1	0	3
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	1	0	0	1	1	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	2	0	0	1	0	0	5
Jacksonville	1	0	0	1	0	0	1	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	1	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	3	0	0	0	0	0	5
Houston	0	2	1	0	0	0	0	2	1
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	0	2	0	0	2	1	0	3
Piney Point	0	1	0	0	1	0	0	0	0
Paducah	0	1	7	0	0	5	1	3	11
Totals	4	4	17	2	1	9	5	5	28
Totals All Departments	62	89	203	41	77	90	94	72	381

*"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.

Not Too Many Chief Cooks



Chief Out to Stew

Happily showing his chief steward diploma achieved at HLS is Mike Romalho.



Displaying their diplomas are new Chief Cooks (l. to r.) Joseph Speller and Chris Haggerty.



Taylor a Cook

HLS Steward Department upgrader Sheldon Taylor's ready for cookin' 'n' bakin'.

13 Are for Automation



Automation Course Instructor Charlie Nalen (standing l.) poses with the 13 graduates in his class. Standing (l. to r.) are Sonto Mondone, Don Busby, Leroy Tanner, Bob Hedrick, Freddie Horn and Bill Hyder. In the front row (l. to r.) are Eugene Oldakowski, Tom Burke, Charlie Callahan and David Terry. In the middle row (l. to r.) are Jean Morris, Doug Greiner and John Chivars.

Three Men in a Lifeboat



Completing the Lifeboat Course are (l. to r.) Danny Riddle, Jose Camelo and Robert Frazier.

The Harry Lundeborg School of Seamanship

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

21 Black Gangers Get QMED



Twenty-one more QMEDs are now ready to man the SIU fleet's engine departments. They are (front row l. to r.) Robert Meador, Robert Rush, Thomas McMahon, Pete Linkewitz, Robert Cannon, Glenn Bumpas, Gene Koss and John Day. In the middle row (l. to r.) are Dennis Convey, Mark Stewart, Ronnie Adkins, Bob Martin, Rusty Stewart, John Newhouse and Kevin Gannon. In the rear row (l. to r.) are Allison Hebert, Robert Ivanauskas, Joe Oliveri, Bruce Swisher, Don Shine and Victor Palombo.

FOWTs Four Rows Deep



Here's 29 new firemen-watertenders-graduating from the HLS. They are (front row l. to r.) John Bucko, Nick Celona, Paul Johnson, Brian Bluit and Allan Todd. In the second row (l. to r.) are Jim Derbach, Leonard Viles, Vernon Green, Louie Cervantes, Miller Lowery, Stanley Williams and Jose H. Rodriguez. Third row (l. to r.) has Dennis Lemily, Thomas Gordon, Jim Flynn, Tom Stark, Tom Quattrochi, C. L. Mitchell, Ken Couture and Rick Sayers. Finally, the back row (l. to r.) has Robert A. Meacher, John Haight, Herbie Benzenberg, Glenn Kessel, Eric Plaskin, Gabe Horneff, Robert C. McCoy, Donald Gusis and Mark Lawrence.

Final Departures



Roy L. Cuthrell, 54, died on the SS Potomac on July 2. Brother Cuthrell joined the SIU in the port of New York sailing as a fireman-watertender. He was born in Hickory, Va. and was a resident of Chesapeake, Va. Surviving is his mother, Fannie of Chesapeake.



Paul D. Erter, 55, succumbed to heart and lung failure in the Galveston USPHS Hospital on July 9. Brother Erter joined the SIU in the port of Houston in 1972 sailing as a QMED. He upgraded at Piney Point in 1974. Seafarer Erter was a veteran of the post-World War II U.S. Army. A native of Tulsa, Okla., he was a resident of Mabank, Tex. Cremation took place in the Brookside (Tex.) Crematory. Surviving are two sons, Michael of Watauga, Tex. and Mark Allan of Mansfield, Tex.



Pensioner Frank J. Farmer, 48, died of a liver ailment in the Seattle USPHS Hospital on June 24. Brother Farmer joined the SIU in 1948 in the port of New York sailing as an AB. He sailed for 32 years. Seafarer Farmer was born in Seattle and was a resident of Copalis Beach, Wash. Cremation took place in the Butterworths Crematory, Seattle. Surviving is his mother, Helena of Copalis Beach.



Javinal E. Fernandez, 57, died on Aug. 21. Brother Fernandez joined the SIU in the port of Wilmington, Calif. in 1963 sailing as a cook and baker. He sailed 26 years. And he upgraded at the HLS in 1975. Seafarer Fernandez was a wounded veteran of the U.S. Army in World War II. Born in Taunton, Mass., he was a resident of San Pedro, Calif. Surviving are his mother, Mary of San Pedro and a sister, Mrs. Laura Ingram of Palos Verdes Peninsula, Calif.



Pensioner William E. Oliver, 67, died on Aug. 18. Brother Oliver joined the SIU in 1939 in the port of Savannah sailing as a chief steward. He sailed 48 years. Seafarer Oliver was born in Savannah and was a resident of Prichard, Ala. Surviving are his widow, Bessie; a daughter, Tracy; a stepson, John Munsanto and a stepdaughter, Patricia Munsanto.



Pensioner Benito Gordoza, 77, passed away from heart disease at home in Brooklyn, N.Y. on July 31. Brother Gordoza joined the SIU in the port of New York in 1955 sailing as a chief steward. He sailed 51 years. Seafarer Gordoza was on the picketline in the 1961 N.Y. Harbor beef. He was a native of Mindanao, P.I. Burial was in Rosedale Cemetery, Linden, N.J. Surviving is his widow, Kam Fong Lam of Pasadena, Calif.



Pensioner Harry D. Hammond, 54, died in New Orleans on July 8. Brother Hammond joined the SIU in 1946 in the port of New Orleans sailing as a cook. He sailed for 31 years. Seafarer Hammond was a veteran of the U.S. Army in World War II. Born in New Orleans, he was a resident there. Surviving are his widow, Estella; two sons, Harry and Barry of New Orleans, who is a 1967 graduate of HLS, and two daughters, Evelyn and Shirley.



Pensioner Joseph L. Sheahan, 72, died of heart failure in the Central Michigan Community Hospital, Mt. Pleasant on June 9. Brother Sheahan joined the SIU in the port of Lake Charles, La. in 1956 sailing as a pumpman, deck engineer and fireman-watertender for 26 years. He was on the picketline in the 1962 Robin Line beef. Seafarer Sheahan was a veteran of the U.S. Navy in World War II. Born in Michigan, he was a resident of Rosebush, Mich. Burial was in St. Henry Cemetery, Rosebush. Surviving are a brother, Eugene of Rosebush; a sister, Mrs. Rose B. Beuttler also of Rosebush; two nephews, Jerry and Richard Sheahan of Mt. Pleasant and a niece, Mrs. Mary Ann Verevey of Rosebush.



Pensioner Gerald B. Smith, 71, succumbed to coronary disease in North Arundel Hospital, Glen Burnie, Md. on June 23. Brother Smith joined the SIU in 1939 in the port of Baltimore sailing as an AB. He sailed 40 years and was also a rigger. Seafarer Smith was born in West Virginia and was a resident of Millersville, Md. Burial was in Glen Haven Memorial Park Cemetery, Glen Burnie. Surviving is his widow, Esther.



Paul R. Smith, 50, died in the Guantanamo Bay (Cuba) U.S. Naval Hospital on July 7. Brother Smith joined the SIU in 1946 in the port of New York sailing as a chief electrician and QMED. He received a Union Personal Safety Award in 1961 for sailing aboard an accident-free ship, the SS Louisiana (Seatrail). He was a veteran of the post-World War II U.S. Army. Seafarer Smith was born in Illinois and was a resident of Augusta, Ga. Surviving is his widow, Mary.



Pensioner Clinton Mason, 72, died of cancer at home in Day, Fla. on June 28. Brother Mason joined the SIU in 1941 in the port of Norfolk sailing as a fireman-watertender. He sailed 34 years. Seafarer Mason walked the picketline in the 1961 N.Y. Harbor strike. He was born in Atlantic, N.C. Burial was in the Day Cemetery. Surviving is his widow, Lola.



Louis W. Moore, 53, died of heart disease in the University of South Alabama Medical Center on July 26. He joined the SIU in the port of Mobile in 1955 sailing as an AB and cook. Seafarer Moore sailed 30 years. He was a veteran of the U.S. Navy in World War II. Born in Illinois, he was a resident of Mobile. Interment was in Pine Crest Cemetery, Mobile. Surviving are his widow, Roberta and an uncle, Arthur Brant of Attica, Ind.



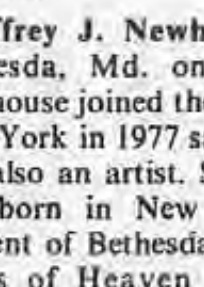
Pensioner Recertified Bosun John L. Ohannasian, 55, died at home in Miami on July 22. Brother Ohannasian joined the SIU in 1949 in the port of New York. He sailed 30 years. Seafarer Ohannasian graduated from the Recertified Bosuns Program in November 1975. He was a veteran of the U.S. Navy in World War II. He was born in Detroit. Cremation took place in the Lithgow Crematory, Miami and his ashes were scattered at sea. Surviving are his widow, Marsha and his uncle, Casper Ohannasian of Melvindale, Mich.



Pensioner John S. Seiferth, 68, died of a heart attack on July 15. Brother Seiferth joined the SIU in 1949 in the port of New York sailing as a bosun. He sailed 43 years. Seafarer Seiferth was a veteran of the U.S. Army in World War II. Born in Pittsburgh, Pa., he was a resident of Houston. Surviving is a sister, Mildred of Pittsburgh.



William R. Lockamy, 53, died on June 5. Brother Lockamy joined the SIU in the port of Baltimore in 1965 sailing as a wiper and OS. He sailed 23 years, and during the Vietnam War. He attended the Andrew Furuseth Training School, Baltimore in 1957. Seafarer Lockamy was a veteran of the U.S. Navy in World War II and was also a plumber. A native of Norfolk, he was a resident there. Surviving are a daughter, Carrie and a brother, Joseph, both of Norfolk.



Jeffrey J. Newhouse, 27, died in Bethesda, Md. on June 2. Brother Newhouse joined the SIU in the port of New York in 1977 sailing as an OS. He was also an artist. Seafarer Newhouse was born in New York and was a resident of Bethesda. Interment was in Gates of Heaven Cemetery, Silver Spring, Md. Surviving is his father, Edgar L. Newhouse, III, of Bethesda.



Melito Maldonado, 41, died on the ST Overseas Aleutian (Maritime Overseas) on Aug. 17. Brother Maldonado joined the SIU in the port of Houston in 1961 sailing as a chief steward. He sailed 22 years. Born in Boling, Tex., he was a resident of Houston. Surviving are his widow, Virginia; a son, Melito of Houston; two daughters, Nancy and Sandra; his mother, Carlota of Galveston and his father, Gilberto of Bay City, Tex.



Pensioner Theodore Roosevelt Maples, 74, succumbed to pneumonia in the Springhill Memorial Hospital, Mobile on Aug. 9. Brother Maples joined the SIU in 1945 in the port of Mobile sailing as a fireman-watertender. He sailed 25 years. Seafarer Maples was born in Wilmer, Ala. and was a resident there. Interment was in Joyner Cemetery, Tannner Williams, Ala. Surviving are a sister, Mrs. Edna M. Dunn of Butler, Ala. and a brother, Julius of Crichton, Ala.



Pensioner Walter Marcus, 76, passed away on Aug. 11. Brother Marcus joined the SIU in 1947 in the port of New York sailing as a chief steward. He sailed 50 years and was a member of the old SIU. Seafarer Marcus sailed also on German, Dutch and Japanese ships. He rode Robin Line, Suwannee Steamship and American Coal Shipping Co. vessels, too. In 1961, he was on the picketline in the N.Y. Harbor beef. Born in Germany, he was a naturalized U.S. citizen and was a resident of Lahaina, Maui, Hawaii. Surviving are his widow, Josephine; three sons, Francis, David and Walter of Hawaii and three daughters, Ingrid, Enid and Ury.



Pensioner Ebbie Markin, 69, succumbed to pneumonia in the St. Joseph's Hospital, Houston on July 18. Brother Markin joined the SIU in 1945 in the port of Baltimore sailing as a fireman-watertender. He was born in Georgia and was a resident of Conroe, Tex. Interment was in the Wallace Memorial Cemetery, Clintonville, W. Va. Surviving are his widow, Zala and a daughter, Deborah.



Peter S. Anderson, 28, died at Doctors Hospital, Seattle on June 22. Brother Anderson joined the SIU in the port of New York in 1972 following his graduation from the Harry Lundeberg School of Seamanship in Piney Point, Md. He sailed as an OS and was chief bosun during his training at HLS. Seafarer Anderson was a veteran of the U.S. Marine Corps in Vietnam from 1968 to 1969. Born in Seattle, he was a resident there. Burial was in Washelli Cemetery, Seattle. Surviving are his parents, Mr. and Mrs. Roy J. and Joan Anderson of Seattle.



Pensioner John Kallaste, 66, died of natural causes in the Lutheran Medical Center, Brooklyn, N.Y. on June 23. Brother Kallaste joined the SIU in 1943 in the port of New York sailing as a pumpman. He sailed 41 years. Seafarer Kallaste walked the picketline in the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. Born in Estonia, U.S.S.R., he was a resident of Brooklyn. Cremation took place in the Ferncliff Crematory, Hartsdale, N.Y. Surviving is a daughter, Juanita of Lima, Peru.



Pensioner John Karpinsky Jr., 69, died of cancer in the Brownsville (Tex.) Medical Center on May 20. Brother Karpinsky joined the SIU in 1949 in the port of New York sailing as a cook and ship's delegate. He sailed 24 years and during the Korean War. Seafarer Karpinsky was born in Philadelphia and was a resident of Brownsville. Interment was in Buena Vista Cemetery, Brownsville. Surviving are his widow, Maria and two daughters, Catalina and Linda.



Carter Lane, 36, died on June 13 on the sunken *ST Yellowstone* (Ogden Marine) which was rammed by an Algerian freighter off Gibraltar on June 12. Brother Lane joined the SIU in the port of Houston in 1966 sailing as a wiper. He was born in Rison, Ark. and was a resident of Hot Springs, Ark. Surviving are his mother, Mrs. Kathleen Di Nino; his grandmother, Mrs. Vivian Cameron and a sister, Mrs. Betty Di Nino, all of Pine Bluff, Ark.

12. Brother Lane joined the SIU in the port of Houston in 1966 sailing as a wiper. He was born in Rison, Ark. and was a resident of Hot Springs, Ark. Surviving are his mother, Mrs. Kathleen Di Nino; his grandmother, Mrs. Vivian Cameron and a sister, Mrs. Betty Di Nino, all of Pine Bluff, Ark.



Pensioner Adolph B. Lange, 68, died of kidney failure in the Martin Place East Hospital, Madison Heights, Mich. on June 19. Brother Lange joined the SIU in 1939 in the port of Detroit sailing as an AB. Seafarer Lange sailed 34 years and worked for the T.J. McCarthy Steamship Co. in 1961. He was a veteran of the U.S. Army in World War II. Born in Michigan, he was a resident of Roseville, Mich. Burial was in the Forest Lawn Cemetery, Detroit. Surviving are a brother, Anton of Detroit and a nephew, David A. Lange of Roseville.



Recertified Bosun Juan Burgos, 62, died of natural causes in the Staten Island (N.Y.) USPHS Hospital on July 11. Brother Burgos joined the SIU in 1942 in the port of Tampa. He sailed 37 years and hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1965 District Council 37 strike. He graduated from the Recertified Bosun Program in January 1976. Seafarer Burgos was born in Fajardo, P.R. and was a resident of Brooklyn, N.Y. Burial was in Rosedale Cemetery, Linden, N.J. Surviving are his widow, Carmen and four sons, Augustin, Anthony, Luis and John of Brooklyn.



Pensioner Pablo Latorre, 61, died on Aug. 11. Brother Latorre joined the SIU in 1944 in the port of New York sailing as a chief cook. He sailed 36 years. Seafarer Latorre was on the picketline in the 1965 District Council 37 beef and rode the *SS Edith* (Bull Line) in Hurricane Carla in 1962. A native of Puerto Rico, he was a resident of the Bronx, N.Y. He was also a typist-bookkeeper. Surviving are his widow, Rose of Staten Island, N.Y.; three sons Pablo, Paul and Richard, and two brothers, Antonio and Raymond of the Bronx.



Pensioner Oskar Kaelep, 76, passed away on Aug. 24. Brother Kaelep joined the SIU in 1943 in the port of Norfolk sailing as a bosun. He sailed for 33 years. Seafarer Kaelep hit the bricks in the 1965 District Council 37 beef, the 1962 and 1959 Robin Line strikes and the 1961 N.Y. Harbor beef. He was born in Estonia, U.S.S.R., was a naturalized U.S. citizen and was a resident of Miami, Fla. Cremation took place in Linden, N.J. Surviving are his brother, Alec of St. Albans, L.I., N.Y. and a nephew, Walter Casper Jr. of Reading, Pa.



William Harris Jr., 36, died on Aug. 17. Brother Harris joined the SIU in the port of New York in 1972 sailing as an AB. He was a veteran of the U.S. Coast Guard. Seafarer Harris was born in Palmetto, La. and was a resident there. Surviving are his widow, Takako of Naha City, Okinawa, Japan and his mother, Mrs. Octavio Brown.

Brian D. Boyle, 19, died in the Wilmington (Del.) Medical Center on May 13 as a result of injuries sustained in a highway mishap in Chadds Ford, Pa. Brother Boyle joined the Union in the port of Philadelphia in 1977 sailing as a cook for the Delaware River Barge Co., Curtis Bay Towing Co. and for McAllister Brothers. He was born in Williamsport, Pa. and was a resident of Chadds Ford. Interment was in St. Patrick's Cemetery, Wilmington. Surviving are his parents, Mr. and Mrs. Joseph and Sheila Boyle.

Paul L. Evans, 67, died of heart failure in Bayside Hospital, Virginia Beach, Va. on Mar. 26. Brother Evans joined the Union in the port of Norfolk in 1965 sailing as a chief mate on the *Pilot Boat Virginia* (Virginia Pilot Assn.) from 1965 to 1977. He also sailed for the Sadler Sand Co. and the P.R. Marine Co. A native of York County, Va., he was a resident of Yorktown, Va. Burial was in Peninsula Memorial Park Cemetery, Newport News, Va. Surviving is his widow, Mary.

Pensioner Walter J. Valentine, 70, died of heart failure in the Baltimore U.S. Veterans Administration Hospital on May 7. Brother Valentine joined the Union in the port of Baltimore in 1956 sailing as a captain and bargeman for the Western Maryland Railway Co. from 1967 to 1977. He was born in Maryland and was a resident of Baltimore. Burial was in the Baltimore National Cemetery. Surviving is a daughter, Mrs. Mary Jo Vadorsky of Somerdale, N.J.



Pensioner Franklin P. Grant, 51, died of a heart attack in Doctors Hospital, Mobile on Jan. 29. Brother Grant joined the SIU in the port of Mobile in 1951 and sailed as an AB. He was a veteran of the U.S. Army. Interment was in Pine Crest Cemetery, Mobile. Surviving is his widow, Elizabeth.



Cecil F. Stock, 81, passed away on Feb. 27. Brother Stock joined the Union in the port of Mobile in 1956 sailing as a fireman-water tender on the *Tug Sombrero* from 1956 to 1961. He sailed 43 years. Boatman Stock was also a machinist. He was a World War I veteran of the U.S. Navy. Born in Martinsville, Va., he was a resident of Mobile. Surviving is his widow, Rosalie.



Pensioner Andrew J. Ewing, 62, died on May 30. Brother Ewing joined the Union in 1948 in the port of Mobile sailing as an engineer for the Bay Towing and Dredging Co. from 1950 to 1957 and Radcliff Materials. He was born in Gasque, Ala. and was a resident of Foley, Ala. Surviving is his widow, Evelyn.



Pensioner Walter O. Hoven, 64, died on June 9. Brother Hoven joined the Union in the port of Mobile in 1956. He sailed as an AB for 24 years. Boatman Hoven was born in Grove Hill, Ala. and was a resident of Lucedale, Miss. Surviving is his widow, Joyce.



Pensioner Paul L. Berthiaume, 61, died in La Combe, La. on Apr. 30. Brother Berthiaume joined the SIU in 1941 in the port of New Orleans sailing as a bosun. He sailed 37 years. Seafarer Berthiaume was born in New Orleans and was a resident of La Combe. Interment was in Forest Lawn Cemetery, Slidell, La. Surviving is his widow, Thelma Ann, of Slidell.

Pensioner James L. Sullivan, 66, died of Hodgkins disease in the Wilmington (Del.) Medical Center on Oct. 20, 1977. Brother Sullivan joined the Union in the port of Philadelphia in 1961 sailing as a mate for the Curtis Bay Towing Co. from 1944 to 1976 and as a rigger foreman for the Dravo Corp. from 1942 to 1944. He sailed 46 years. Boatman Sullivan was born in Fall River, Mass. and was a resident of Boothwyn, Pa. Burial was in Cathedral Cemetery, Wilmington. Surviving is his widow, Marie.

Burnett A. Carter, 56, died in Cairo, Ill. on May 21. Brother Carter joined the Union in the port of Paducah, Ky. in 1974 sailing as a tankerman and lead deckhand for the American Commercial Barge Line and Inland Tugs Co. from 1973 to 1975. He was born in Kentucky and was a resident of Paris, Tenn. Interment was in the Barlow (Ky.) Cemetery. Surviving is a niece, Dorothy P. McCaig of Paris.



Steven A. Lynch, 21, died of multiple injuries on Mar. 20 sustained in a barge blast at the Getty Oil Dock, Delaware City, Del. Brother Lynch joined the Union in 1977, the year he graduated from the Harry Lundeberg School of Seamanship, Piney Point, Md. He sailed as a deckhand for the Inter Ocean Transport Co. from 1971 to 1976 and for the Gellethin Barge Line from 1977 to 1978. Boatman Lynch was born in Allentown, Pa. and was a resident of Wilmington, Del. Burial was in All Saints Cemetery, Wilmington. Surviving are his parents, Mr. and Mrs. Howard and Anna Lynch of Wilmington.

Pensioner Milton L. Vickers, 67, died on Apr. 16. Brother Vickers joined the Union in the port of Norfolk in 1961 sailing as an oiler for the Wood Towing Co. in 1945 and as an engineer for the Curtis Bay Towing Co. from 1945 to 1976. He was a union member since 1934. A native of Marco, Fla., he was a resident of Moyock, N.C. Surviving is a daughter, Mrs. Rita C. Kershaw of Chesapeake, Va.

Pensioner Norman P. Schwab, 67, died of lung and heart failure in the New Orleans USPHS Hospital on Feb. 2. Brother Schwab joined the Union in the port of New Orleans in 1957 sailing as a deckhand and captain for the MAG Towing Co. from 1956 to 1976. He was born in Labadieville, La. and was a resident of Thibodaux, La. Burial was in St. Joseph Cemetery, Thibodaux. Surviving is his widow, Vivian.

Raymond R. Prehm, Jr., 46, died of a brain tumor in the Jefferson Barracks (Mo.) Hospital on Feb. 24. Brother Prehm joined the Union in the port of St. Louis in 1973 sailing as a deckhand and cook for Inland Tugs and American Barge Lines. He was a veteran of the U.S. Air Force. Born in Maplewood, Mo., he was a resident of St. Louis. Interment was in the National Cemetery, Jefferson Barracks. Surviving are three sons, Charles, William and Raymond, and a daughter, Susan.

Curtis D. O'Neal, 45, died of heart failure on arrival at the Craner County (N.C.) Hospital on Apr. 29. Brother O'Neal joined the Union in the port of Philadelphia in 1957. He sailed as deckhand, mate, tug operator and captain for the C.G. Willis Barge and Towing Co. from 1954 to 1965 and for the Express Marine Co. from 1965 to 1978. Boatman O'Neal was a veteran of the U.S. Army during the Korean War. Burial was in the Watson Cemetery, Lowland, N.C. Surviving are his widow, Mavis; a son, Christopher and three daughters, Tammy, Kimberley and Nancy.



NEW PENSIONERS



Warren Harding Cassidy, 56, joined the SIU in the port of New York in 1955 sailing as a cook. Brother Cassidy sailed 31 years and rode the Bull and Isthmian Lines. He hit the bricks in the 1961 Greater N.Y. Harbor beef, the Atlantic and Gulf strike and the 1965 District Council 37 beef. Seafarer Cassidy was the chairman of the Union's Quarterly Finance Committee many times and was also on the SIU Election Tallying Committee. He attended Piney Point Crew Conference No. 4 in 1970 and graduated from the Andrew Furuseth Training School, Brooklyn, N.Y. in 1959. A native of Somerville, Mass., he is a resident of Brooklyn.



John L. Cortez, 65, joined the SIU in the port of Seattle in 1960 sailing in the steward department for 37 years. Brother Cortez was born in the Philippines and is a resident of Seattle.



Juan Cruz, 52, joined the SIU in 1939 in the port of New York sailing as a chief steward. Brother Cruz rode the Isthmian Line. He was a delegate to the Union's 13th Biennial Convention in Washington, D.C. in 1967. And walked the picketlines in the 1961 N.Y. Harbor beef and the 1962 Robin Line beef. Seafarer Cruz is a veteran of the U.S. Army in World War II. Born in Puerto Rico, he is a resident of Brooklyn, N.Y.



Vincent Genco, 65, joined the SIU in 1945 in the port of New York sailing as a bosun and quartermaster. Brother Genco sailed 32 years and rode the Bull Line. He upgraded to quartermaster at the HLS in 1973. Seafarer Genco was born in Cleveland, Ohio and is a resident of Newton Falls, Ohio.



Recertified Bosun Woodrow Wilson Lawton, 63, joined the SIU in 1938 in the port of Savannah sailing for 45 years. Brother Lawton graduated from the Recertified Bosuns Program in February 1975. He was born in Georgia and is a resident of East Berlin, Pa.



Charles P. Lord, 65, joined the SIU in 1944 in the port of New York sailing as a 3rd assistant engineer and fireman-watertender. Brother Lord sailed 36 years. He also rode the Robin Line. In 1970, he graduated from the MEBA School of Marine Engineering and Navigation, Brooklyn, N.Y. with his engineer's license. Seafarer Lord was born in Chicago, Ill. and is a resident of Debary, Fla.



Gustaf A. Nordin, 60, joined the Union in the port of Detroit in 1960 sailing as an oiler for the Red Arrow Steamship Co. from 1961 to 1965. Brother Nordin sailed 22 years. He was born in Clearbrook, Minn. where he is a resident.



Recertified Bosun Francisco R. "Frank" Charneco, 49, joined the SIU in the port of Baltimore in 1956. Brother Charneco sailed 30 years. He graduated from the Recertified Bosuns Program in March 1976. Seafarer Charneco was on the picketline in the 1960 Bortier strike in Valencia, P.R. and the 1956 American Coal Co. beef in Baltimore. He also attended a crew conference in 1971 at HLSS in Piney Point, Md. Bosun Charneco is a veteran of the post-World War II U.S. Navy. Born in Puerto Rico, he is a resident of New York City.



John J. Cuff, 57, joined the Union in the port of Philadelphia in 1960 sailing as a captain and pilot for McAllister Brothers from 1937 to 1978 and the P.F. Martin Co. in 1937. Brother Cuff is a veteran of the U.S. Navy in World War II. He was born in Philadelphia and is a resident of Blue Bell, Pa.



Lawson F. Hudgins, 61, joined the Union in the port of Norfolk in 1959 sailing as a deckhand for the Chesapeake and Ohio Railroad from 1954 to 1978 and working as a ship rigger for the Horne Brothers Co. from 1952 to 1954. Brother Hudgins was also a member of the NMU from 1936 to 1945. He was born in New Point, Va. and is a resident of Mathews, Va.



Louis J. Loupe, 48, joined the Union in the port of Houston in 1960 sailing as a relief captain for National Marine Service, which he helped to organize, in St. Louis from 1958 to 1978 and for Mecca Marine from 1957 to 1958. He is a graduate of the IBU Vessel Management and Safety Program. Boatman Loupe is a veteran of the post-World War II U.S. Army. Born in Cutoff, La., he is a resident of Raceland, La.



Frederick W. Hoffman, 65, joined the SIU in the port of Baltimore in 1955 sailing as a wiper. Brother Hoffman sailed 29 years. He was born in Tylertown, Md. and is a resident of Baltimore.



Sven J. Hommen, 56, joined the SIU in the port of New York in 1959 sailing as a QMED. Brother Hommen sailed 39 years. He walked the picketline in the 1962 Robin Line strike and upgraded to QMED at the HLS in 1972. Seafarer Hommen was a former member of the SUP. A native of Evje, Norway, he is a naturalized U.S. citizen. He is a resident of Brooklyn, N.Y.



Hiram A. Payne, 49, joined the SIU in the port of Savannah in 1951 sailing as a cook for Delta Steamship Co. in 1965 and for Maritime Overseas in 1972. Brother Payne was born in Winder, Ga. where he resides.



Henry E. Williamson, 55, joined the SIU in the port of Mobile in 1957 sailing as a fireman-watertender. Brother Williamson sailed 27 years. He is a veteran of the U.S. Navy in World War II. Born in Mobile, he is a resident there.



Stephen Krapsha, 65, joined the Union in the port of Buffalo in 1951 sailing as an OS on the SS *Joe A. Scobell* from 1958 to 1966. Brother Krapsha was born in Pennsylvania and is a resident of Laffin, Pa.



Jessie Ray Bolling, 49, joined the SIU in the port of New York in 1961 sailing as an AB and deck maintenance. Brother Bolling sailed 33 years. He is a post-World War II veteran of the U.S. Navy. Seafarer Bolling was born in Florala, Fla. and is a resident of Mobile.



Richard Savior, 58, joined the SIU in 1944 in the port of Baltimore sailing as a chief steward. Brother Savior sailed 34 years and rode the Bull Line. He attended Piney Point Crew Conference No. 12 in 1970. Seafarer Savior is also a photographer. Born in Pennsylvania, he is a resident of Philadelphia.



Champ Clark Smith, 65, joined the SIU in the port of San Francisco in 1961 sailing as an AB and fireman-watertender. Brother Smith sailed 32 years and was a deck delegate. He was a member of the SIU from 1949 to 1961. Seafarer Smith is a wounded veteran of the U.S. Army in World War II. A native of Midkiff, W. Va., he is a resident of Sonora, Calif.



Robert M. Roberts, 64, joined the Union in the port of Detroit in 1960 sailing as a wheelsman for the Reiss Steamship Co. from 1963 to 1974. Brother Roberts sailed 35 years. He helped to organize the Boland and Cornelius Steamship Co. and the Interlake Steamship Co. Laker Roberts was born in Shinnston, W. Va. and is a resident of Sturgeon Bay, Wis.



Joseph E. LaBlanc, Jr., 54, joined the Union in the port of Detroit in 1953 sailing as an OS and wiper for 23 years. Brother LaBlanc was born in Royal Oak, Mich. and is a resident of Roseville, Mich.



Francis Tokarchuk, 64, joined the SIU in 1945 in the port of New York sailing as an AB. Brother Tokarchuk sailed 36 years. He also rode the Alcoa Steamship Co. Seafarer Tokarchuk was on the picketline in the 1965 District Council 37 beef. Born in Brooklyn, N.Y., he is a resident of New York City.

Charter Member Retires



Juan Cruz, a charter member of the SIU, retired this month after 44 years of seafaring. Brother Cruz, giving a farewell address at the September membership meeting in N.Y., told his fellow SIU members, "Fight for this Union because we all have something here worth fighting for."

The Trail Up From Bondage: The Story of Andrew Furuseth

This is one of a continuing series of articles about life in the "old" merchant marine and the early years of the seamen's labor movement. These articles are compiled by the Seafarers Historical Research Department, which is accumulating a history of American maritime labor from newspaper files and other sources all over the country.

This article is from "The Coming Ashore of Andrew Furuseth," by John L. Matthews, and was originally published in "Everybody's Magazine" from the early 1920's.

In the old French Quarter of New Orleans, on a side street that runs out from the market, in a big, dark room with a broad gallery, are the local headquarters of the Seamen's Union. One reaches it by a flight of stone steps from an inner court of an Italian grocery, passing through the intimate life of the family, and falling over children in the ascent. Into these headquarters, one day in last November, entered a weatherbeaten, old seaman.

"Hello, George," he said, saluting George Bodine, the secretary in charge. "I've signed again. I'm going down to Southwest Pass."

"I'm glad of it," said Bodine. "By the way, I've got you on the books. You owe the Union a dollar and a half." He scrutinized the seaman's record. "Oh, yes; and here are three strike assessments for one dollar each, for the Lake Seamen's Union."

The old salt went through his pockets deliberately and collected a handful of small silver, which he counted up slowly. His total capital was \$3.25. He calculated mentally, abstracted a quarter, put it back in his pocket, and piled the remaining change upon the desk.

"Send it to them poor chaps on the Lakes," he said. "They're all fighting for Andy. Hold up my Union dues till I get paid."

When I had walked across the street with the old fellow and drunk a glass of beer with him, he shouldered a bundle of magazines for use in the forecabin, and was off, perfectly sober, to the ship.

The incident was interesting to me, first, because it indicated, better than anything else I had found in the collection of the material for this story, the breadth of the sympathy and the strength of the interrelation maintained among seamen by Andrew Furuseth, their organizer, and president of the International Seamen's Union. Here on the Gulf of Mexico he was able to obtain support for a three years' strike against a blacklist on the Great Lakes—a struggle, still going on, to which his Pacific Coast seamen have contributed more than \$75,000.

It was interesting, too, because of the manner of the announcement; for in the days before the Coming Ashore of Andrew Furuseth no American seaman signing for a voyage would have said, "I have signed again." Had he been sober enough for utterance, he would have said, "I have sold my carcass," for by that phrase they then truly described the process of sea enlistment.

But the subtler significance of the incident lies in the fact that a seaman signing on for a voyage in an American port was going abroad in the manner of an efficient, self-respecting mechanic. That, in his own phrase, was "fighting for Andy," by using to the full the opportunity made possible for seamen in our ports by the devotion, the hard work, the



untiring patience and self-denial of Andrew Furuseth. For every sailor who goes abroad willingly, soberly, with money in his pocket, with reading matter in his sea-chest, and with his actions directed by reason and intelligence, is helping to win his fundamental rights as a man. He is driving one more nail in the coffin of the Supreme Court decision that a seaman is not a responsible being before the law. He is following the trail that Furuseth himself has blazed—the trail up from bondage.

For the seamen of the world the most important event of the nineteenth century was the Coming Ashore of Andrew Furuseth.

Sent to sea as a young boy in a Norwegian deep-sea square-rigger, Furuseth learned with a brave generation the whole story of seamanship. From apprentice to ordinary, from ordinary to able-bodied seaman, he advanced in the capacity for work, the ability to obey orders, to fight for the life of his ship far out on the topsail yards in a heavy sea, to think and act for himself quickly in a crisis. He was able-bodied in every sense—stalwart, square-shouldered, powerful, quick-witted, and, above all, intelligent. He was a tower of strength in a crew, a man to be desired by any captain. Another so equipped would have advanced rapidly to be second mate, mate, and then master, as other Norwegian seamen have done; and, as captain, Furuseth might have been like other masters, a man-driver of the deep-sea trade. But he was too big for command. He was too alive with instinctive democracy to assume a master's position. His mind was as active with the life of the seamen as his hands were with the life of the ship. From his earliest days aboard he learned, one by one, the hard lessons of the law.

He learned that a seaman was a slave, signing, before he could go aboard, an unalterable contract for involuntary servitude; that thereafter he was the property of his ship, to be bought and sold with it until his contract expired; that he was not responsible before the law nor a valid witness even in his own defense, but was classed with idiots, minors, and imbeciles as a ward of the court. Having signed, if he refused to go aboard he could be placed on the ship forcibly by the police and compelled to work. If brutal

treatment, rotten food, the unseaworthiness of the ship, and the certainty that no appeal to the law could secure him justice—if all these things made him desperate, and he left his ship—even safely moored in port—he could be pursued and thrown into jail under an act adopted with, and similar to, the Fugitive Slave Law of the eighteenth century. If the captain suspected that he intended to leave, he could call the police and have the seaman taken from the ship to jail and held there without even the right to a writ of habeas corpus.

When he signed articles for a voyage, the seaman was entitled by law to draw in advance three months' wages. A credulous government believed that he left this with his mythical family. Instead, the crimp collected it. The seaman was the crimp's defenseless prey, and the advance of his whole wage was the price of employment. In the early days, Furuseth saw in the crimp the worst enemy and the only friend of the seaman. When slavery became so abominable that the seaman could no longer endure it, he could flee to a sailor's boarding-house and the crimp would hide him. That was the crimp's business. Furuseth found later that the police shared in the arrangement. All he knew then was that the crimp hid the fugitive and sold another man to the captain for the three months' advance; then, later, sold the "absconding bondsman," whom he was hiding, to a second ship on the same terms. Thus the seaman was kept impoverished, passed along from ship to crimp and crimp to ship, fed on bad food and worse whisky, drugged, shanghaied, and beaten until he often became a brutal and worthless tramp of the sea trade.

This Furuseth learned by years of hard experience, during which his mind dwelt continually on the seaman's condition. Wherever he went in the ports of civilized nations, landsmen were free. They earned their wages where they would, married, had families, voted, and changed their employment at their own will. Every one of these things was impossible to the sailor. To be free, to live decently—those are the essentials; even the desire for them is crushed out of most seamen by the pressure of sea brutality. It could not crush his ideal out of this big Norwegian, Andrew Furuseth, though his very zeal

and intelligence made him a man whom captains feared, and subjected him to additional discipline.

But this sea brutality, while it embittered, yet inspired him. It built up within him a vision of the seaman free, equal with the landsman, living on the same terms. He studied the laws that bound him, the customs of various countries, whatever he could learn ashore and in the forecabin. A Lincoln of the sea—as tall, as uncouth, as rugged, as determined, as brave in the face of cruel and vindictive opposition, inspired by as clear ideals, but working in a far lowlier way—he set out deliberately to free the last great body of slaves remaining under the Stars and Stripes.

Truly it was a marvelous aspiration—an impossible task—for a man inexperienced on shore, with no voting citizenship anywhere, untrained in the processes of government, and, above all, absolutely lacking in civic knowledge and unacquainted with the intricate interrelation of interests in politics. He saw clearly before him to be fought only the captain and the owner, representing authority. The crimp he had not yet placed in the system with them. To stop bondage, to forbid the advance of wages, to abolish slave-catching—those were his ends; and he determined to create a leadership among seamen and attain these ends by such means as might develop.

How to begin—that was the question. Furuseth came ashore at the close of a great Chicago strike, at a time when unionism was growing up, when labor was filled with a significant unrest, when "organize" and "fight it out" were the slogans of the primitive groups from the Atlantic to the Pacific. Though he was fighting for seamen, he was imbued with a broader democracy, and the whole struggle of workingmen soon appealed to him. The fever of organization caught him with the others. He devised a method of adapting unionism to the transient seamen; he appealed to the men of the Pacific Coast, brought them together, organized them, and began his conflict.

The Union itself was entirely novel. It was absolutely a democracy. President and janitor fared alike, drawing a seaman's pay, eating a seaman's rations, using a seaman's sleeping space—everywhere there was equality in the meager insufficiency of the forecabin. All the seamen who joined the Union were given cards that could be presented wherever there was an officer to recognize them. No matter in what coast port they landed, they were members there—an idea that has become international and will soon be world-wide.

It chanced that a fortunate omission in the statutes freed coastwise seamen from arrest as fugitive bondsmen. In 1872 Congress had enacted a drastic Shipping Commissioner Act, and later, amending it to exclude coastwise sailors from its operation, had, incidentally and without intention, neglected to provide for their arrest. Therefore Furuseth was able at once to organize crews and draw them from their ships, to hold his men together and demand better wages and better treatment; and, seeing only captain and owner ahead of him, he went at this first campaign in that way—trying for better conditions rather than for better laws.

His awakening came soon, for the seaman's graft was too far-reaching in San Francisco to be thus rudely attacked with impunity. He was summoned to police

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headquarters, and one of those all-too-frequent plots in which a corrupt police force becomes adept was outlined to him in detail. Charges were ready to be preferred against him, witnesses were ready to testify, and they would not only blacken his character but consign him to jail for a long term.

"You shut up and stay shut," they said, "or we'll put you so deep in jail you will never come to light again."

Furuseth's compelling eyes never wavered. "Very well, gentlemen," he said, "put me then in jail. You can not give me narrower quarters than as a seaman I have always had by law; you can not give me coarser food than I have always eaten; you can not make me lonelier than I have always been."

Perhaps the police were convinced that he uttered only the naked truth and that they could not stop him by brutality. At any rate, the talk of imprisonment was ended, and the owners and the politicians who were back of it all developed a more subtle and more effectual attack. They went quietly to Congress, pulled the right wires, and had imprisonment for coastwise seamen reenacted. Then they cut wages in half—the most direct stroke they could deliver at Furuseth.

The fight was short and desperate. With a full treasury at the start, the Union was quickly demoralized. Two hundred men in jail, thirteen shot dead by masters or police for refusing to go aboard or stay aboard ship and work—that was the situation when the Union gave up and the men went to work at half pay. And Furuseth began to see that there was something beyond the captain, some power working in the dark that could not only direct the police force to corrupt acts, but alter the laws to suit itself. He could fight force with force, but he must learn a new way to fight this power. He began to suspect that before he could free seamen from physical bondage he must help free landmen from political bondage.

His eyes were opened still wider by a case at Port Townsend, Washington. The old trick of arresting innocent citizens, assessing a dollar fine and very large costs, and dividing the costs among the gang, was in full force there. A seaman discharged could not escape with his money unless he caught a boat the moment he was paid off. But when the Union arose, the Port Townsend gang tried another game. They arrested seven seamen on trumped-up charges and put them in jail. Then they sent for Furuseth to come and give cash bail for them. Their plan was to shanghai the seamen for a long voyage when they were released, and then to confiscate and divide the Union bail money.

Furuseth was too wise. "You will have to stay in jail, boys," he told the seven.

"That's all right, Andy," they replied. "Don't bother about us. Send us some tobacco and something to read, and come to see us once in a while, and we'll be very comfortable."

Seven months they stayed in jail. Then a disgruntled judge discharged them and assessed the heavy costs upon the county. That broke up the arresting of seamen in Port Townsend. The Seaman's Union gave each man \$100 for a reward; and Furuseth had learned something illuminating about political graft, something that pierced like a searchlight into the dark places of San Francisco. He saw that this game was the result of connivance by organized power, and, at least indirectly, by society at large.

What was the influence that kept landmen dormant while their politicians played such games? It was money, of course; but what money? Furuseth made an investigation and a computation. He found that in San Francisco alone the seaman graft, that is to say, the advanced

wages collected by the crimp, amounted to one million dollars every year—practically eighty per cent of the total wages of seamen signing on in the port. Soon he was able to trace this stolen advance from the crimp, on the one hand, to the captain and owner; and, on the other, to the police, through them to the politicians, and at last to the Big Business that was contending against him. And finally he located the seat of power of Big Business in the very capitol at Washington.

Furuseth was reaching out. He allied himself with the national labor leaders, and his Seamen's Union with the American Federation; and this enabled him to go well equipped to fight Big Business in its own headquarters. The big men in unionism found in him not only an equal but a leader of unusual power, of clear insight, and, thanks to his incessant study, of wide learning in their own field. With their support he carried his struggle into Congress; but he went unaided, except by his own seamen, into the Supreme Court in a brave attempt to destroy the laws that held them all in bondage.

Of all the victories he has won, probably none is more significant than his defeat in the highest court, in the case of Robert Robertson and others against Barry Baldwin and the United States. It was really Furuseth against Bondage—the case he had been fighting so long; but as he drove it up to the highest tribunal in the land, it was the case of a Union seaman suing out a writ of habeas corpus against the marshal of Northern California.

In the summer of 1895, Robert Robertson, John Bradley, Morris Hansen, and Peter Holden, four of Furuseth's men, signed aboard the American barkentine *Arago*. She was to go to a port in Washington, thence to Valparaiso, thence to whatever other foreign ports the master might elect, and eventually to return to a port of discharge in the United States. Until she so returned, the men were the property of the ship and could not leave it.

They were all unusually fine seamen, Robertson being a man of considerable education and refinement. They found the *Arago* entirely unfit for living, the food bad, and the master brutal. When she was safely moored to the dock at Astoria, they exercised a right that belongs to every American—they quit their jobs and walked ashore. They were immediately apprehended as fugitive bondsmen, put in jail; and on an ex parte hearing, the captain swearing they were fugitives, they were held in jail sixteen days and then escorted aboard forcibly by the police and compelled to sail with the ship. They refused to work on the captain's call, and were put in irons in the brig, and at San Francisco turned over to Marshal Barry Baldwin. The commissioner of the United States District Court held them for trial on the captain's complaint, for refusal to obey orders on board ship; and they were ordered to await the action of the court.

Furuseth had here a case made for him. He sued out a writ of habeas corpus, the principal ground of which was that the Thirteenth Amendment had prohibited involuntary servitude except as punishment for crime of which the subject has been previously convicted, and that therefore it was unconstitutional to take men aboard a ship by force and compel them to work.

The District Court denied the writ, and the case went to Washington, the men remaining in jail. It was not until late December that the Supreme Court heard the case. In January the opinion was handed down by Justice Brown, denying the writ.

I hesitate to say anything of Justice Brown's opinion, lest I be thought guilty

of animus. But the heart of it is easy to set forth. He recognizes that in 1861 there were four classes of bound servants in this country—negroes, Mexican peons, coolies, and seamen. Certainly three were included in the Thirteenth Amendment, he admits—the three inferior races. But how about seamen, the one white group? Well, go back to 900 B.C. Seamen were slaves. Go back to the time of Christ. The same result. Look at England in 1681—still bondsmen. Look at Massachusetts in 1728—still slaves. Look at the United States—law still on the books, passed in 1790, with the Fugitive Slave Law—seaman a slave, properly recognized.

Now, all that was also true of the negro, of the peon, of the coolie—it was true round the world. Brown ignored that. It was condemnatory of the seamen, and that was enough for him. "This law existed for sixty-seven years before the Amendment was passed," he says; "therefore the Amendment which makes it unconstitutional certainly was not meant to apply to it."

Justice Harlan dissented, and it is said he is still angry about the case. "The placing of a person by force upon a vessel about to sail is putting him in a condition of involuntary servitude," he declared. "The arrest of a seaman and his forcible return to the vessel can not be justified under the Constitution as it now is. To give any other construction is to say that one class may be so far subject to involuntary servitude as to be compelled by force to render personal service in a purely private business. This is involuntary servitude from the moment the seaman is compelled against his will to continue in such service. . . . I dissent from the opinion and judgment of the Court," he concluded.

Disappointed in the Supreme Court, to which he had looked as a tribunal that must uphold the freedom of his mates, Furuseth found his task looming large before him. Victory seemed farther away than ever; but he was growing as fast as his burden, and he faced at once the problem of getting from Congress a law that would free the seaman. He enlisted congressmen, and brought labor leaders to his aid; but, push and pull as he would, he could not start the legislative machinery. Something clogged the wheels and it did not take him long to find that it was Big Business again that wanted to keep the sailor a slave—to hold his wages down; to spare him little space in the forecabin; to have him returned by force if he fled. When Furuseth began to study this Big Business, he found that he would

have to undertake cleaning the Augean Stables.

He was plunged into this task in spite of himself. The Crimps' Million in San Francisco was so intimately bound up with the whole situation among the Higher-ups, which was destined to be exposed by Heney and Burns, that Furuseth could not remain outside the fight. On the contrary, he welcomed the opportunity it offered; and Fremont Older, Rudolph Spreckels, Hiram Johnson, and all those brave spirits who fought for California and her chief city welcomed the seaman eagerly as a wise counselor and an unfaltering worker. His association with them in the struggle, too, forced him rapidly into a broad and clear understanding of the civic problem into which he had plunged; and his power of accomplishing results in his own fight was doubled.

Furuseth had acquired philosophy and balance. He looked upon the rich and the poor with impartial eyes and found the same frailties in both. He became almost class-unconscious, if the term be permitted. He gained a deeper insight into the methods and manners of the men who are concerned with the control of the government and the wording of its laws; and learned that when victory for a principle was won, individual culprits and their punishment were of little account.

Thus at Washington, during a recent session of Congress, he was examining witnesses before the Merchant Marine Committee of the House. There came before him a rich old ship-owner of San Francisco whom Furuseth had once caught smuggling opium on the deck at two o'clock in the morning. At the committee hearing, Furuseth had in his pocket documents proving that this owner had, three weeks before, charged a crimp one hundred and twenty dollars for the privilege of shanghaiing a crew aboard one of his ships.

"The old scoundrel!" said Furuseth, relating the incident. "He knew what I had—that I could expose him. For the first time in his life he saw all that society had given him stripped away, his falsehood, his disguise torn from him, leaving him naked and ashamed. As he sat there in the witness-chair, expecting me to begin, his eyes were like the eyes of a dog, begging his master not to beat him—fixed upon me, pleading. . . . Poof!—I let him go. He was too pitiful. And we had made our case."

It was during another meeting of the same committee, while he was fighting for a specific clause extending the Thirteenth Amendment to his mates, that an opposing congressman undertook to



found his real temper in the matter.

"Suppose, Mr. Furuseth," he said, "you were yourself forcibly carried aboard ship as you have described, and compelled to work, what would you do?"

Furuseth's face grew stern with recollection. "It would not be safe, now, to do that to me," he said. "If it were done—I believe I would take the whole shipload to heaven and let the Almighty God decide between us."

He has become a familiar sight in that committee room in his long contest. And through its discussions he has won many encouraging amendments to the laws controlling seamen. He has had the imprisonment of seamen in the domestic service ended, probably forever; and the arrest of American foreign-going seamen stopped in our own ports—though we still pursue and return the seamen of other nations. He has had the advance wages entirely stopped on the coast, and cut to one month in the foreign trade, thus striking a crushing blow at the crimps and utterly ending shanghaiing in the coastwise service.

With these laws he has so firmly established his Union that he has advanced an able-bodied seaman's wages in the coastwise trade of the Pacific from eighteen to fifty dollars per month. Home and family life—impossible for seamen before the formation of the Seamen's Union—has made a beginning among his men. They vote. And year after year many of them sail upon the same ships, with increasing efficiency, and to the great improvement of the service. He has built up a corps of not less than fifteen thousand American seamen, a larger corps of efficient steamship men than the nation has ever before possessed, able to man twenty big battleships at a moment's notice without calling upon a landsman to volunteer—and as sober and skillful a class of mechanics as any union can show. These men are still compelled, however, to fight for an existence against terrible odds, in a struggle made tremendously difficult because they are forced to compete, for employment on American ships, with the riffraff of the world, even with coolie labor.

The progress made thus far has been indeed only a step, the beginning, and by no means the end, of Furuseth's effort. The important thing is the rights of seamen to ownership in their own bodies, in the foreign trade as well as the coastwise—their rights to a freedom that will command a better standard of wages and better conditions at sea. To bring this about he is fighting now for these additional five points in the law:

1. To stop catching seamen as fugitive slaves. To do this, we must denounce the treaties by which other nations catch ours.

2. To give our seamen and foreign seamen the same rights in court that other men have to sue for wages, and to cease regarding them as wards and imbeciles.

3. To require every ship entering our ports to have a crew that understands the language of the officers. This would take all the coolies off the fruit ships and put Americans on them; and would vastly improve the class of sailors and the conditions at sea.

4. To require a manning scale; by which, instead of sending to sea a "sufficient crew," so-called by the local inspector, we require an efficient crew, the number depending upon the tonnage of the ship, and including a certain percentage of able-bodied seamen of at least three years' experience.

5. To provide some form of industrial insurance or, better yet, insurance and pension combined, as other nations have, by which the vessel, the freight it carries, and the nation (through a share in the vessel dues) shall provide an insurance fund for seamen. Insurance has taken all



risks off the vessel owner, and he has no longer any worry for the safety of the crew. Traffic pays for the ship insurance; it should also pay for the crew insurance.

Not long ago, Furuseth, accompanied by Victor Olander, went to a dinner of the Artists' Guild of St. Louis. This is an organization of people devoted to all the arts, which meets in its club-house Saturday evenings for informal suppers. Guests are invited upon the sole condition that they shall speak; and it is the custom to badger the speakers and argue with them in an endeavor to turn each supper into a feast of reason and humor.

The chairman of the evening did not at all understand the caliber of his guests. St. Louis is far inland; and sea-stories, when they reach it, have the same flavor of merriment and hilarity as the roustabout tales from its own river. The chairman referred to Mr. Furuseth as a "sailor boy" and intimated to the audience that they would hear some adventurous tales from "before the mast."

There is very little humor in a seaman's life, as Furuseth sees it. When he rose slowly and faced them, the members of the Guild instinctively felt this. The simplicity of his eloquence as he began commanded their attention; but as he advanced he moved them with the underlying quality of intense, passionate sadness that is inherent in the character of men who fight, as he has fought, to liberate their fellow men.

"Only a landsman sees the humor in our life," he said. "He has much delight in accusing us of having a wife in every port. I assure you a deep-water seaman, whose wages are twenty dollars a month, can not support a wife in any port whatever. But we are asking for the right to have, as you have, a wife, a home, a vote." He held out his powerful right hand. "We are pleading with you, with all of you, we seamen, for the right to this hand, the right to own it, to use it for ourselves. We do not own it. The law sells it away from us."

He put his hand in his pocket and drew out a pamphlet—a document which in various languages has been presented to every nation in Europe, and which, in our own Congress last spring, by showing the true state of the forecastle, ended all efforts to bring out of committee the ship subsidy bill. We can present here only a

few pregnant paragraphs from this appeal of Furuseth's, which he read that night:

"To the Senate and House of Representatives of the United States, to humanitarians, democrats, Christians, and friends of human freedom everywhere, do we, the seamen, the yet remaining bondmen, humbly yet earnestly submit this our petition, that we be made free men, and that the blighting disgrace of bondage be removed from our labor, which once was considered honorable, which is yet needed in the world of commerce, and which has been held to be of great importance to nations with seacoasts to defend.

"Existing maritime law makes of us, excepting in the domestic trade of the United States, the property of the vessel on which we sail. We can not work as seamen without signing a contract which brings us under this law. This contract is fixed by law or authorized by governments. We have nothing to do with its terms. We either sign it and sail, or we sign it not and remain landsmen.

"When signing this contract, we surrender our working power to the will of another man at all times while the contract runs. We may not, on pain of penal punishment, fail to join the vessel. We may not leave the vessel, though she is in perfect safety. We may not, without our master's permission, go to a mother's sick bed or funeral, or attend to any other duties of a son, a brother, a Christian, or a citizen, excepting in the domestic trade of these United States.

"If the owner thinks he has reason to fear that we desire to escape, he may, without judicial investigation, cause us to be imprisoned for safekeeping until he shall think proper to take us out. If we have escaped, he may publish our personal appearance along with a reward for our apprehension and return. He may, through contracts between nations, cause the peace officers and police to aid him in recovering his property. The captain may change, the owner may change—we are sold with the vessel—but so long as the flag does not change there is nothing except serious illness or our master's pleasure that will release us from the vessel.

"We now raise our manacled hands in humble supplication and pray that the nations issue a decree of emancipation and restore to us our right as brother men; to our labor that honor which

belonged to it until your power, expressing itself through your law, set upon it the brand of bondage in the interest of cheap transportation by water."

When he had finished reading, silence brooded over the Guild. Every member of it was deeply stirred—except, apparently, the chairman. He addressed several sarcastic sallies to the speaker and then, calling upon a well-known artist, introduced again the humor-producing topic of the evening.

The artist rose slowly. "My mind does not run to humor after listening to Mr. Furuseth," he said. "I had always thought of the sea as a pleasant place, of the sailors as a happy lot. I can not get away from the picture he has given us. It is difficult to talk about even a thing that is so much my life to me as art."

That was the tone of the remaining speeches. One after another spoke under an unusual influence. Furuseth had set them all thinking. At the close of the evening a member asked the chairman:

"Why were you so sarcastic toward Furuseth?"

"Damn him!" said the chairman. "He moved me—and I don't like to be moved."

As he moved the Guild that night, so he has moved many thousands of others, in high places and low, through the country. It is that subtle power of carrying his hearers with him, stirring them profoundly, that has enabled him to accomplish since he came ashore in 1885 so many decisive forward steps toward the final emancipation of the only body of slaves now remaining under the American flag.

Yet with it all, he is a seaman still. He has never lost his response to the lure of the sea, to the clutch of the wheel in the gale, the sound of the wind in the high rigging, the strain of the deck beneath his feet. A seaman's pay, a seaman's ration, a seaman's dwelling-space satisfy him. Yet the Viking seaman fighting with force alone has broadened into a statesman battling for his fellows against the keenest minds of the nation. His philosophy, expressed in simple terms, is that of a man who has taken into his mind the experience of the whole race of seamen and has ordered and studied them and allied them with the democracy that lives ashore, and with the whole of humanity.



Dispatchers Report for Deep Sea

AUGUST 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
DECK DEPARTMENT									
Boston	3	4	3	7	4	1	3	3	1
New York	118	37	7	100	62	39	151	30	4
Philadelphia	11	2	1	10	1	2	16	3	0
Baltimore	33	12	2	28	12	2	49	15	3
Norfolk	19	6	3	17	9	5	22	4	3
Tampa	15	2	0	7	3	0	14	1	0
Mobile	18	3	1	18	6	1	25	5	0
New Orleans	80	20	4	85	29	3	141	26	7
Jacksonville	37	5	3	30	10	3	64	5	4
San Francisco	45	11	14	40	17	17	58	9	3
Wilmington	20	3	5	12	8	3	31	3	5
Seattle	29	9	6	33	8	9	60	9	7
Puerto Rico	10	3	0	27	13	0	22	1	0
Houston	107	17	6	107	28	14	141	20	4
Piney Point	2	6	0	1	35	0	0	0	0
Yokohama	7	2	1	0	0	1	5	2	0
Totals	554	142	56	522	245	100	802	136	41
ENGINE DEPARTMENT									
Boston	3	4	0	3	2	0	3	6	0
New York	92	53	8	69	69	15	149	72	6
Philadelphia	12	7	0	6	4	0	17	9	0
Baltimore	30	12	2	14	13	0	42	15	4
Norfolk	18	8	4	11	5	1	16	6	3
Tampa	9	7	0	3	4	0	10	6	0
Mobile	30	8	0	18	4	0	40	9	0
New Orleans	69	28	4	57	28	2	106	32	4
Jacksonville	17	12	1	22	10	0	44	16	0
San Francisco	43	15	6	37	18	3	56	9	1
Wilmington	17	3	3	8	5	1	21	4	4
Seattle	32	9	1	27	8	2	40	11	1
Puerto Rico	5	2	0	7	5	0	10	1	0
Houston	67	14	6	61	28	10	95	19	3
Piney Point	0	6	0	0	14	0	0	1	0
Yokohama	2	1	0	1	1	0	0	0	0
Totals	446	189	35	344	218	34	649	216	26
STEWARD DEPARTMENT									
Boston	1	4	0	2	1	0	2	2	1
New York	50	11	4	59	32	54	77	13	7
Philadelphia	6	1	0	2	1	0	9	1	0
Baltimore	14	8	0	11	4	1	17	9	0
Norfolk	11	1	1	12	3	3	12	2	1
Tampa	2	0	0	2	0	0	5	0	0
Mobile	10	1	0	3	1	1	19	2	0
New Orleans	37	2	1	36	16	0	75	8	1
Jacksonville	12	3	0	16	8	2	24	4	0
San Francisco	18	7	28	12	12	89	46	6	49
Wilmington	9	0	8	4	2	4	14	0	10
Seattle	17	1	3	20	9	2	28	1	8
Puerto Rico	3	0	0	8	10	1	7	0	0
Houston	39	4	4	45	19	3	64	4	3
Piney Point	2	4	0	3	41	0	0	0	0
Yokohama	1	0	0	0	1	1	1	0	0
Totals	232	47	49	235	160	161	400	52	80
ENTRY DEPARTMENT									
Boston	1	3	1				3	4	8
New York	26	99	199				48	141	260
Philadelphia	3	13	3				7	30	3
Baltimore	22	20	17				34	41	28
Norfolk	8	14	7				8	13	7
Tampa	4	2	3				6	5	5
Mobile	5	11	1				12	12	5
New Orleans	29	53	10				54	67	28
Jacksonville	11	24	8				16	30	16
San Francisco	18	28	62				30	23	76
Wilmington	2	19	17				3	25	42
Seattle	6	21	11				12	28	22
Puerto Rico	13	12	2				15	14	8
Houston	19	55	31				27	44	51
Piney Point	1	69	0				0	5	0
Yokohama	2	1	1				2	2	1
Totals	170	444	373				277	484	560
Totals All Departments	1,402	822	513	1,101	623	295	2,128	888	707

**Total Registered" means the number of men who actually registered for shipping at the port last month.

***Registered on the Beach" means the total number of men registered at the port at the end of last month.

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

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Seniority Upgraders

Nick Aguilera



Seafarer Nick Aguilera, 21, is a 1973 graduate of the Harry Lundeberg School in Piney Point. He upgraded to FOWT there in 1977.

Brother Aguilera holds firefighting, lifeboat and cardiopulmonary resuscitation tickets. He lives in Brooklyn, N.Y. and ships out of the port of New York.

Ron Huffman



Seafarer Ron Huffman, 22, graduated from the HLSS in 1972. He upgraded to QMED there in 1975 and to FOWT in 1974. Brother Huffman has firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He was born in Vallejo, Calif., lives in California and ships out of the port of Seattle.

Jim Rung



Seafarer Jim Rung, 22, graduated from the Harry Lundeberg School of Seamanship in 1977. He also upgraded to FOWT there. Brother Rung has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in Indiana, he lives in San Francisco and ships out of that port city.

Michael Clayton McNally



Seafarer Michael Clayton McNally, 24, graduated from Piney Point in 1974. He upgraded to FOWT there in 1977. Brother McNally has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in Mt. Kisco, N.Y., he resides in Stroudsburg, Pa. He ships from the port of New York.

Charles M. Hall



Seafarer Charles M. Hall, 35, has been shipping out with the SIU since he joined in 1964 in the port of New York. Brother Hall upgraded to cook and baker this year. He has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He lives and ships out of the port of Houston.

Dave Moscoffian



Seafarer Dave Moscoffian, 27, graduated from the very first HLS Entry Program in 1967. This year he upgraded to assistant cook there. Brother Moscoffian has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. A native of Norfolk, he resides there and ships out of that port and other East Coast ports.

Walter E. Kimbrough



Seafarer Walter E. Kimbrough, 34, joined the SIU in 1973. Brother Kimbrough upgraded to QMED at the HLS in 1975. He has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Kimbrough lives in Guthrie, Ky. and ships from the port of Houston.

Danny Johnson



Seafarer Danny Johnson, 20, graduated from the HLS Entry Program in 1976. He upgraded to FOWT there in 1977. Brother Johnson has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He was born and lives in Virginia and ships out of East Coast ports.

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."

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491 Have Donated \$100 or More To SPAD Since Beginning of 1978

The following SIU members and other concerned individuals, 491 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.) Seventeen who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, seven have contributed \$300, one has given \$400, one has given \$500, and one \$600. The Log runs the SPAD Honor Rolls because the Union feels that our political role must be maintained if the livelihoods of maritime workers are to be protected. (A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.)

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

SPAD Honor Roll

Acevedo, M.	Antone, F.	Bluitt, T.	Cafefato, W.	Conklin, K.	DeChamp, A.	Ducote, C.	Franco, P.
Adams, E.	Appleby, D.	Bobalek, W.	Caffey, J.	Connolly, W.	Deldaeh, T.	Dudan, M.	Francum, C.
Adams, P.	Apuzzo, W.	Boehm, B.	Cahill, J.	Conolly, R.	Delea, G.	Dudley, K.	Frank, S.
Adams, W.	Aquino, G.	Bonser, L.	Calogeros, D.	Cooper, J.	Dell, R.	Duffel, T.	Frazier, J.
Adamson, R.	Arampazis, T.	Bourgeois, J. L.	Campbell, A.	Corder, J.	Del Moral, A.	Dwyer, J.	Frounfelter, D.
Adcock, J.	Arias, F.	Bowker, A.	Carey, W.	Costa, F.	Demetrios, J.	Dyer, A.	Fuller, E.
Agugussa, A.	Aronica, A.	Boyne, D.	Carter, R.	Costango, F.	Dengate, H.	Eckert, B.	Fuller, G.
Aguiar, J.	Aruz, A.	Bradley, E.	Castel, B.	Costango, G.	Di Domenico, J.	Edwards, W.	Furukawa, H.
Air, R.	Atkinson, D.	Brady, J.	Caswell, J.	Costango, J.	Diaz, R.	Elzahri, A.	Gallagher, L.
Alcarin, G.	Aumiller, R.	Brand, H.	Carr, J.	Cousins, W.	Diercks, J.	Ervin, B.	Gallier, M.
Alexikis, A.	Avery, R.	Bronnlee, R.	Carroll, J.	Craig, J.	DiGiorgio, J.	Eschukor, W.	Gann, T.
Algina, J.	Babkowski, T.	Brown, G.	Cavalcanti, R.	Cross, M.	Dillings, L.	Evans, J.	Gard, C.
Ali, D.	Balaga, C.	Brown, I.	Cherup, N.	Curtis, T.	Doak, W.	Fagan, W.	Gavin, J.
Allen, E.	Barnes, D.	Brown, L.	Chilinski, T.	Czerwinski, J.	Dobbins, D.	Faitz, F.	Gentile, C.
Allen, J.	Bartlett, J.	Bruce, C.	Cinquemano, A.	Dallas, C.	Doherty, W.	Fanning, R.	George, J.
Alvarez, P.	Bauer, C.	Bryant, B.	Cirignano, L.	Dalman, G.	Dolan, J.	Fay, J.	Gibert, R.
Amat, K.	Baum, N.	Bryant, N.	Clark, J.	Darley, B.	Dolgan, D.	Fergus, S.	Givens, J.
Ammann, W.	Beeching, M.	Bucci, P.	Cline, L.	Davis, J.	Donnelly, M.	Flade, L.	Glenn, J.
Andersson, A.	Bellinger, W.	Bullock, R.	Cofone, W.	Davis, J.	Donovan, P.	Fletcher, B.	Glenn, J., Jr.
Anderson, D.	Berglund, B.	Buffinton, O.	Colier III, J.	Davis, J.	Doroves, R.	Flores, J.	Glidewell, T.
Anderson, E.	Bjornsson, A.	Butch, R.	Coler, E.	Davis, S.	Driggers, T.	Florous, C.	Goelz, S.
Anderson, R.	Blackwell, J.	Byrd, J.	Comstock, P.	Debarrios, M.	Drozak, F.	Foley, P.	Goeltz, W.
Antici, M.	Bluitt, J.						Golder, J.

Continued on next page

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 hostmen 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.

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|--------------|-----------------|---------------|----------------|----------------|-----------------|-----------------|-----------------|----------------|
| Gooding, H. | Hussain, T. | Leonard, W. | McKay, R. | Olson, F. | Reza, O. | Shopatt, H. | Sweeney, J. | Vukmir, G. |
| Gosse, F. | Iovino, L. | Lesnansky, A. | McKay, R. | Orn, L. | Richardson, J. | Sigler, M. | Szupp, B. | Walker, T. |
| Graham, E. | Ipsen, L. | Lewin, A. | McNeely, J. | Orsini, D. | Richoux, J. | Silva, M. | Tanner, C. | Wallace, S. |
| Grant, W. | Jacobs, R. | Lewis, J. | Meacham, H. | Ortiz, F. | Ries, J. | Sims, E. | Tanner, R. | Ward, M. |
| Grepo, P. | Japper | Libby, H. | Meeder, H. | Ortiz, F. | Ripoll, G. | Skala, T. | Taylor, F. | Weaver, A. |
| Guevara, D. | Johnson, R. | Lindsey, H. | Meffert, R. | Paczkowski, S. | Rivera, L. | Smith, B. | Terpe, K. | Webb, J. |
| Guillen, A. | Jolley, R. | Lively, H. | Mesford, H. | Pagano, J. | Roades, O. | Smith, J. | Terry, D. | Whitmer, A. |
| Hager, B. | Jones, C. | Logue, J. | Miller, D. | Papuchis, S. | Roberts, J. | Smith, L. | Thaxton, A. | Whitsitt, M. |
| Hall, C. | Jones, R. | Loleas, P. | Miller, R. | Paradise, L. | Rodriguez, R. | Smith, R. | Thayer, D., Jr. | Wierschem, D. |
| Hall, E. | Jordan, A. | Long, L. | Mintz, L. | Passapera, F. | Rondo, C. | Smith, W. | Theiss, R. | Wilhelmsen, B. |
| Hall, J. | Joseph, E. | Lorman, S. | Mobley, R. | Paulovich, J. | Royal, F. | Snellgrove, L. | Thomas, F. | Williams, A. |
| Hall, L. | Karlak, W. | Loveland, C. | Mollard, C. | Payne, H. | Rung, J. | Somerville, G. | Thomas, J. | Williams, L. |
| Hall, W. | Kastina, T. | Lunsford, J. | Mongelli, F. | Pecquex, F. | Ryan, T. | Soresi, T. | Thomas, T. | Williams, R. |
| Hamblet, A. | Kauffman, R. | Macmberg, D. | Moore, G. | Pelfrey, M. | Sacco, M. | South, R. | Thorbjorsen, S. | Wilson, B. |
| Hamilton, G. | Kelly, E. | Maineos, T. | Moore, J. | Perez, J. | Sacco, M. | Spady, J. | Tilley, J. | Wilson, C. |
| Hampton, D. | Kenny, L. | Malesskey, G. | Moore, J. | Petak, P. | Salazar, H. | Speller, J. | Tillman, W. | Wingfield, P. |
| Haney, L. | Kerr, R. | Mallory, A. | Morris, W. | Phillips, R. | Sanchez, M. | Spencer, G. | Todd, R. | Wipmer, R. |
| Hansen, H. | Kirby, M. | Manafe, D. | Morrison, J. | Pillworth, P. | Sanders, D. | Stalgy, R. | Trotman, R. | Wolf, P. |
| Hant, K. | Kitchens, B. | Mandene, S. | Mull, C. | Poer, G. | SanFillippo, J. | Stankiewicz, A. | Troy, S. | Wood, C. |
| Harris, N. | Kizzire, C. | Mann, C. | Murray, R. | Pollack, A. | Sapp, C. | Stearns, B. | Turner, B. | Worley, M. |
| Harris, W. | Knoff, J. | Mann, J. | Musciano, M. | Powell, B. | Schabland, J. | Stephens, C. | Ulrich, H. | Wright, A. |
| Hauf, M. | Kotlowich, W. | Marchaj, R. | Myers, H. | Powell, S. | Schatz, G. | Stevens, W. | Usciato, J. | Wright, F. |
| Haykes, F. | Kool, L. | Martin, T. | Myrex, L. | Prentice, R. | Scheard, H. | Stockman, B. | Vahay, R. | Wydra, R. |
| Heacox, E. | Kowalski, A. | Mason, R. | Nash, W. | Pretare, G. | Schwartz, A. | Stover, M. | Van Horn, D. | Yarmola, J. |
| Heniken, E. | Kramer, M. | Mathil, M. | Nelson, D. | Prevas, P. | Schwarz, R. | Stravers, L. | Vanvoorhees, C. | Yates, J. |
| Higgins, J. | Krittiansen, J. | McCarthy, J. | Newberry, H. | Prims, J. | Schwabland, J. | Sulentic, S. | Velandra, D. | Yelland, B. |
| Horne, H. | Lamb, J. | McCarthy, L. | Nihem, W. | Pulliam, J. | Scott, C. | Surrick, R. | Velasquez, W. | Zai, C. |
| Hotton, G. | Lambert, H. | McCartney, G. | Nobles, E. | Raines, R. | Scott, J., II | Swain, C. | Veletz, R. | Zeloy, J. |
| Houlihan, M. | Lance, W. | McCorvey, D. | Novak, A. | Ramage, R. | Seagord, E. | | | |
| Houston, H. | Lanczky, W. | McCoy, D. | Nuckols, B. | Randazza, L. | Selzer, R. | | | |
| Hunter, W. | Lankford, J. | McElroy, E. | O'Brien, E. | Ratcliffe, C. | Selzer, S. | | | |
| Hurley, M. | Lay, M. | McFarland, D. | O'Hara, M. | Reading, J. | Shappo, M. | | | |
| Huss, P. | Lee, K. | McFarland, J. | Oldakowski, E. | Reck, L. | Sharp, W. | | | |
| Hussain, A. | Legg, J. | McGinnis, A. | Olds, T. | Regan, F. | Shaw, L. | | | |
| | Lelonek, L. | McKay, M. | Olivera, W. | Reinosa, J. | Shelley, S. | | | |

\$600 Honor Roll

Pomerlane, R.

\$500 Honor Roll

Antich, J.

\$400 Honor Roll

Lilledahl, H.

\$300 Honor Roll

- | | | |
|--------------|-------------|------------|
| Andersen, R. | Forshee, R. | Larkin, J. |
| Chartier, W. | Hall, P. | Nasser, A. |
| Curtis, T. | Harcrow, C. | |

\$200 Honor Roll

- | | | |
|---------------|--------------|----------------|
| Ahmed, F. | Firth, R. | Kingsley, J. |
| Bernstein, A. | Gilbo, T. | Lombardo, J. |
| Cookmans, R. | Grima, V. | McCullough, L. |
| Crocco, G. | Hagerty, C. | Pow, J. |
| Dryden, J. | Kerngood, M. | Redgate, J. |
| Ellis, P. | | Turner, E. |

SEAFARERS POLITICAL ACTIVITY DONATION

(SPAD)

675 FOURTH AVENUE BROOKLYN, N.Y. 11222

Date _____ S.S. No. _____

Contributor's Name _____ Book No. _____

Address _____

City _____ State _____ Zip Code _____

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

Signature of Solicitor _____
Solicitor's No. _____

1978

Part

\$

A MESSAGE FROM YOUR UNION



**PLAY IT SAFE!
CHECK ALL OF YOUR GEAR !!!**

A Big Payoff For a Small Investment

Thirty cents today won't get you far on your own.

You can't buy a subway token for 30 cents. You can't take a bus or a cab or drive your car through a toll-booth unless you have the right fare—and no matter where you are today, that fare is more than 30 cents.

But 30 cents a day from SIU members can help move the Union in the direction we want to travel; towards increased job security and a more active role in political decision making.

Through a new voluntary program, Seafarers can now donate 30 cents daily to SPAD (Seafarers Political Activities Donation.) The donation will automatically be deducted from the Vacation benefit.

By signing a form like the one printed below, 30 cents a day can be channeled into the Union's separate political fund where it will be used for political activity on behalf of the whole membership.

The 30 cent deduction, like any money donated to SPAD, is a voluntary contribution. And if every member chooses to support this program, the 30 cents a day can be as much as double our ability to make the collective voice of the SIU heard in Washington.

The elections coming up in November make now an especially important time for the Union to let candidates know our position on major issues. We can work for those candidates who support maritime issues. And campaign against those who don't.

But our activity can't stop when the elections are over. Congressional legislation that impacts on maritime and on labor as a whole is debated throughout the year. And if the Union doesn't keep on letting elected representatives know what's important to the SIU, nobody else is going to tell them.

We want a bill, now in Committee, which would regulate the rate-slashing practices of the Soviet fleet, passed. So we let Congress know.

We want to make sure the jobs of

American workers in the new ocean mining industry are protected. So, again, we let Congress know.

The Union's ability to keep on fighting for legislation and programs that will create new jobs in the maritime industry and protect those we already have depends directly on the support of the membership.

When you think about it, your 30 cents a day can mean the difference between sending a pro or anti-maritime representative to Washington.

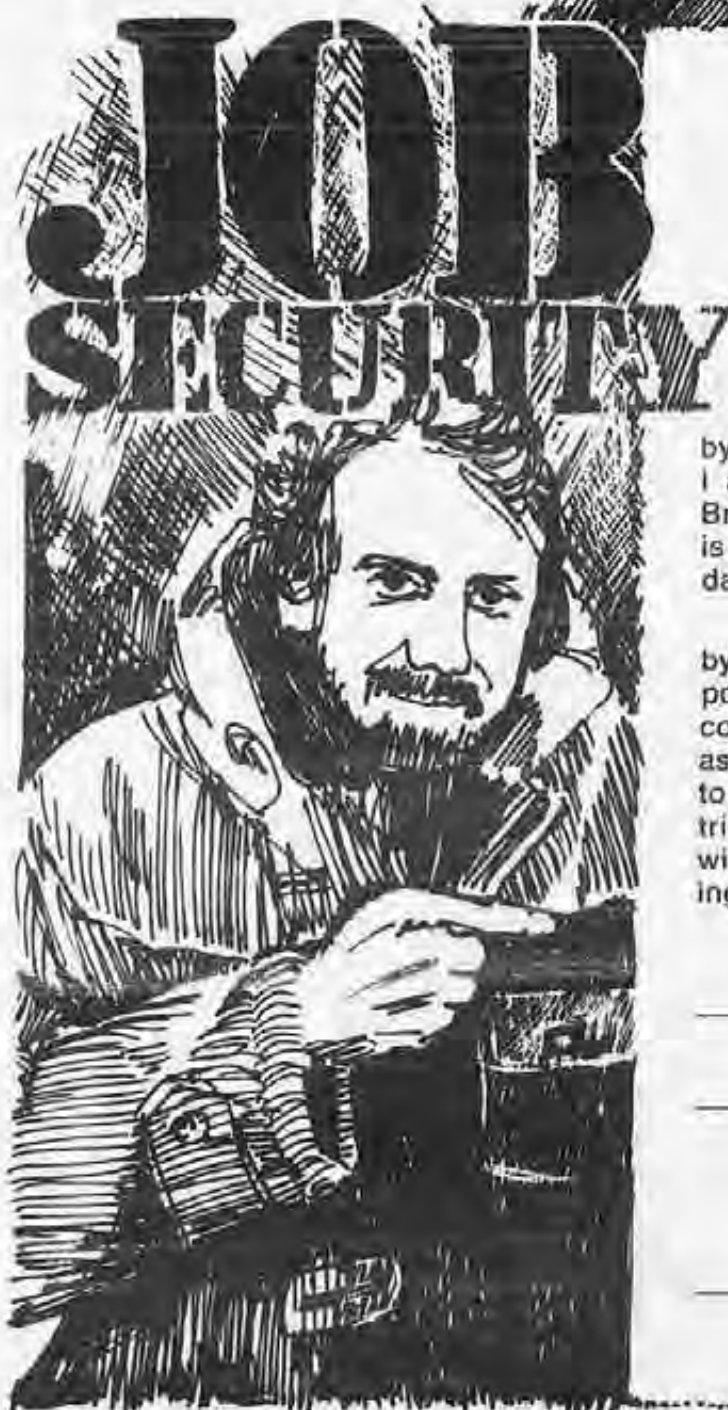
It can also mean the difference between a secure future for Seafarers and no future at all.

Letting our voices be heard in the battles fought in Congress that affect working people in the U.S. has been a priority of the SIU for many years. With the membership's continued support of SPAD and participation in the 30 cents a day deduction program, we'll be effective in those battles.

That's a pretty big payoff for a very small investment.



Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO SEPTEMBER 1978



ASSIGNMENT FOR SEAFARERS POLITICAL ACTIVITY DONATION (SPAD)

TO: _____ DATE: _____

Seafarers Vacation Plan
275 20th Street
Brooklyn, N.Y. 11215

Effective from this date, I hereby assign, direct and authorize you to deduct from payments required to be made by you to me for vacation benefits and at the time of such payments, a sum equal to thirty cents per day for which I am entitled to vacation benefit payments and to pay and transfer such amounts to SPAD, 675 Fourth Avenue, Brooklyn, N.Y. 11232. This authorization shall remain in full force and effect unless written notice by certified mail is given by me to you of revocation of this authorization, in which event the revocation shall be effective as of the date you receive it and applicable only to vacation benefits both earned and payable to me thereafter.

I acknowledge advice and understand that SPAD is a separate segregated fund established and administered by my union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions and I have the right to refuse to make any contributions, including this authorization without fear of reprisal. I may contribute directly to SPAD such amount as I may voluntarily determine in lieu of signing this authorization and that the specified amount herein provided is to minimize administrative responsibilities and costs consistent with the facilitation for the making of voluntary contributions. And this authorization for contributions, constitutes my voluntary act. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

This authorization has been executed in triplicate, the original for you, copy to SPAD and copy to me.

Member's name (Print) _____

Member's Signature _____

Social Security Number _____

Members Home Address _____

City _____

State _____

Zip _____

Book Number _____

Port _____

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