

# LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO VOL. 41 NO. 4 APRIL 1979

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# New Bill Would Halt Scheme to Export Alaska Oil

## Consumer, Citizen Groups Leading Fight to Save North Slope Oil for U.S. Use.

A broad cross-section of U.S. labor, consumer and public interest groups, instrumental in pressuring the Carter Administration into last month's announcement that they were temporarily tabling plans to export Alaskan oil, are continuing efforts to get the issue settled once and for all.

Many of these organizations have rallied behind a bill Rep. Stewart B. McKinney (R-Conn.) recently introduced in Congress. The bill would extend and strengthen restrictions on the export of Alaska North Slope crude as spelled out in an amendment to the Export Administration Act, sponsored by the Connecticut congressman in 1977.

"When offering this measure," Rep. McKinney said, referring to the 1977 amendment, "I agreed to limit the export restriction to a period of two years because, despite a history of noncooperation by the North Slope producers... opponents of my amendment assured me that a domestic distribution system for Alaskan oil would be well on the

way to completion at the end of that period.

"This has not happened," McKinney said when introducing the more stringent H.R. 3301 in the House. "At a time when this country is faced with shortages of heating and aviation fuels, is attempting the expansion of a strategic petroleum reserve and is considering the cancellation of weekend gasoline sales, the export of Alaskan oil goes beyond reason..."

The new bill is designed to fulfill the intent of the Trans-Alaska Pipeline Authorization Act which targeted Alaskan oil for domestic use. It states that the President can authorize the export or exchange of Alaskan North Slope oil only if:

- such export will not diminish the quantity or quality of crude in the U.S.;
- within three months of such exports the cost of imported oil to U.S. refiners is reduced and the price of oil to U.S. consumers, decreased. The measure stipulates these cost items must be verified by a semi-annual government audit.
- the exports are made under a terminable contract, and;
- the exports are necessary to protect national security.

The President must present his reasons for authorizing an Alaskan oil exchange or export to both Houses of Congress. Both must approve the plan within 60 days for it to be enacted.

The comprehensive measure also sets conditions under which Alaskan crude can be exported to Mexico or Canada and provisions guiding the circumstances of a possible emergency sale of Alaskan oil "to a friendly state."

A long list of labor and consumer organizations support the bill. Included are the Consumer Federation of America; the Citizen/Labor Energy Coalition; the Consumer Energy Council of America and the Environmental Policy Center. The AFL-CIO Executive Council and the Federation's Maritime Trades Department have also voiced strong support of the bill.

The bill, said MTD Executive Secretary-Treasurer Jean Ingraio, "is in the best interests of the American people." It will protect vital domestic oil supplies; keep the U.S. from becoming increasingly dependent on unstable foreign countries for oil, and safeguard tanker and shoreside employment opportunities for American workers.

Major opponents of the measure are the Administration's Energy Secretary James Schlesinger, and the oil companies involved in production of crude on Alaska's North Slope. The oil companies want "to save a few pennies per barrel in transportation costs," exporting the oil, Rep. McKinney said.

Sohio, Phillips Petroleum, Arco and Exxon all recorded "record-breaking" earnings ranging between 30 and 134 percent last year. Those profit increases were attributed to North Slope production, McKinney told fellow congressmen.

Clearly, the oil companies have been concerned, all along, with lining their own pockets, not with the energy needs of the American people or U.S. national security.

"Are you willing," Rep. McKinney demanded of his colleagues in Congress, "to inform your constituents that this Congress is allowing the export of domestically produced crude oil, increasing its reliance on imported crude and forsaking the intent of the Trans-Alaska Pipeline Authorization Act in order to allow the North Slope producers to further increase their earnings by reducing oil transportation costs?"



Paul Hall

## The PRESIDENT'S Report

### The Future Is Never Secure

The toughest kind of guy to beat is the guy who keeps coming at his opponent no matter how much he gets hit. He won't win all his fights. But he'll win most of them and learn from all of them. And one thing for sure, win lose or draw, his opponents will respect him because they know that they have been in a fight.

We should all be proud of the fact that this is the kind of reputation the SIU has built in the labor movement and throughout our industry.

We have gained this reputation not so much out of desire, but out of necessity. Because in our industry, survival, much less prosperity, is a day-to-day struggle.

In other words, we can never be sure that what we have today will be there for us tomorrow. It doesn't work that way in maritime.

The plain and simple fact is that we have to fight hard and work hard in many areas both to protect what we already have achieved as well as to improve ourselves across-the-board.

But as the saying goes, it's easier said than done. And a look at some of the issues we are involved in this month—as outlined in detail in this issue of the *Log*—is as good an example as any of what I am talking about.

For instance, SIU members crewed another new LNG ship this month, the *LNG Libra*. She is the eighth American-flag liquid natural gas carrier. It is much to our credit that SIU members man all eight of them.

We also crewed up another new tug this month, the *Terence Smith*, in the port of New Orleans.

The manning of these two vessels is extremely important to us. It represents progress for the Union. It means more jobs for SIU members.

But at the same time as SIU crews were going aboard these new additions to our deep sea and inland fleets, the Union became embroiled in a struggle to maintain the jobs of SIU members on nine Military Sealift Command tankers.

The tankers involved are five T-5's and four Columbia class vessels. In all they represent more than 160 jobs for this membership.

We are in danger of losing them because, in competitive bidding, a non-SIU company came in as the low bidder to operate the ships for MSC.

We feel that there were many improprieties in the bids. And we are doing everything possible, within the law, to have the bids set aside.

We will fight to maintain our jurisdiction on these ships. But the fact

that we have to fight to do so is a prime indication that we can take nothing for granted in our business. The future is never completely secure.

Another issue of grave importance that we are involved in this month is the brewing battle over the Maritime Authorizations bill.

This bill is crucial to our industry because it mandates the amount of government subsidy money the industry will receive for the next fiscal year.

There was a time when the Authorizations bill—which must be voted on every year—would move through Congress with hardly a dissenting vote.

But times have changed. Anything and everything concerning maritime meets with stiff resistance in Congress today. And the Maritime Authorizations bill is no exception.

We are hopeful that we will be successful in getting a strong Authorizations bill through Congress this year. But again, we have to fight to make it so. No one is going to present us with the pork chops. We have to take care of our own business our own way.

There is no question that our industry—and the SIU as a part of it—is faced with many difficult problems. But it's nothing really new to us. Throughout our history, we have had to fight for everything we have ever achieved. It's just that we can't stop fighting if we expect to continue progressing.

Overall, the SIU has done well in the face of adversity. Despite the fact that the maritime industry as a whole is shrinking, we have grown as an organization and we have expanded the scope of our representation.

Years ago, the SIU represented only deep sea sailors on cargo ships. But today, we represent deep sea people of all types, Lakes seamen, dredge boatmen, and tug and towboatmen from all areas of the nation.

In addition to this, our merger with the Marine Cooks and Stewards Union last year has worked out extremely well for both unions. The success of this merger has proven once again that American seamen are all brothers. And that in the long run, unlicensed seamen in this country would be better off under the banner of one strong, united union.

As we look to the future, brothers, the road toward continued progress will not be an easy one to travel. And if we expect to be successful, there must be a total effort on the parts of everyone concerned in our Union.

We have the tools to get the job done. We have a good legislative staff in Washington. We have the finest educational opportunities for seamen anywhere in the country at the Lundeberg School in Piney Point. We have a strong leadership and a good solid hard working membership.

The most important thing though is participation. We have the programs to build on for the future. But to be successful in the long run, it is up to us to make these programs work. This means supporting SPAD. It means upgrading in Piney Point. And it means helping the Union out in our efforts to organize non-union seamen and boatmen.

It is not going to be an easy job. But the efforts we put forth today will pay off for us all in the years ahead.

# SIU Set for Battle Over Maritime Authorizations Bill

## Expected McCloskey Amendments Would Cut Heart Out of CDS Program

In an instant replay of last year, Rep. Paul McCloskey (R-Calif) is expected to introduce at least three damaging amendments to the crucial Maritime Appropriations Authorization Act for Fiscal Year 1980 when floor debate on the bill begins in May.

The proposed budget for the U.S. maritime industry, as formulated by the Maritime Administration, totals \$398.8 million for Fiscal 1980.

That sum breaks down into: \$101 million for the construction differential subsidy (CDS) program; \$256 million for the operating differential subsidy (ODS) program; \$16 million for maritime research and development activities and; \$25.8 million for maritime education and training expenses.

The primary target of McCloskey's planned attack is the construction differential subsidy program. This indispensable program

provides funding for the cost difference between building a new vessel in a U.S. shipyard and building one abroad.

McCloskey, the ranking minority member of the House Merchant Marine and Fisheries Committee, wants to eliminate the entire \$101 million CDS appropriation. He also wants to cut 30 percent of the Maritime Administration's operating expenses in connection with the CDS program.

In addition, McCloskey is attempting to get Congress to allow subsidized U.S. operators to purchase vessels constructed in a foreign shipyard, a practice that is now prohibited by law.

"CDS is a burden," McCloskey said in a "Dear Colleague" letter seeking support for the subsidy cutbacks from fellow Congressmen. It weighs heavily, he continued, "not only on the taxpayers who must subsidize U.S. shipyards in com-

petition with an oversupply of low cost foreign yards, but also to the U.S.-flag ship operators who are now required to purchase their ships in U.S. yards."

During mark-up sessions on the bill, McCloskey was successful in getting a provision attached which would prohibit the award of CDS funds for any vessel unless it is offered for enrollment in the Sealift Readiness program.

The Congressman's attempts to devastate the CDS funding program have already been turned back by the House Subcommittee on Merchant Marine and Fisheries. So were two other McCloskey-sponsored amendments. One would have barred operational subsidies unless manning levels were no more than 50 percent above the Coast Guard level. The other would have prevented any funds from subsidized operators from going to the maritime research organizations which McCloskey claims engage in lobbying for the merchant marine.

McCloskey won't be deterred by this setback. His amendments will be closely scrutinized by the entire House as were similar McCloskey amendments in last year's fight for the Authorizations bill.

Sponsors of the maritime appropriations legislation, including the House sponsor, Subcommittee chairman John Murphy and Senators Howard Cannon (D-Nevada) and Daniel Inouye (D-Hawaii) on the Senate side, have plenty of ammunition for the fight ahead.

### Witnesses in Favor

Scores of witnesses before both the House and Senate Subcommittees have already testified in favor of the bill.

Many, including subcommittee chairman Murphy, said the legislation does not go far enough. Murphy said the CDS appropriation was a "marginal, slim hand-out to an industry that desperately needs to replace ships," and scored McCloskey for his efforts to cut the already "minimal, emasculated program."

SIU Washington Representative Chuck Mollard, appearing before the House Subcommittee, extended the Union's support for the Authorizations bill. Even though Mollard agreed that the funds tapped were "minimal," he said, "they are, however, necessary to continue the programs set out in the 1970 Merchant Marine Act."

"The SIU is particularly pleased," Mollard continued, "that the U.S. may begin to develop a new genera-

tion of bulk vessels through the funds requested for FY 1980 ship construction."

The need to revitalize the U.S.-flag dry bulk fleet was cited as crucial by witnesses before both Congressional subcommittees.

Herb Brand, president of the Transportation Institute, said the \$101 million CDS authorization, "together with \$23 million of carry-over funds will be used to construct four ships: one LASH and three bulk carriers. The construction of these ships will provide the benefit of maintaining the shipyard mobilization base necessary to ensure the nation's defense and security."

Virtually every representative of maritime labor and industry who spoke before the two Congressional subcommittees supported the Maritime Authorizations bill. Many testified that the ailing U.S. merchant marine needed more than the legislation would provide.

But no one agreed with Rep. McCloskey who sees the current maritime authorization legislation as a "golden opportunity" for the U.S. to take advantage of the "bargain" prices offered for new vessel construction in foreign shipyards and thereby "acquire a large merchant fleet at a fraction of the cost it would take to build it in U.S. yards."

Edwin M. Hood of the Shipbuilders Council of America shot back at McCloskey for dismissing not only the plight of the U.S. maritime industry but the employment needs of thousands of American shipyard workers.

"No other activity," Hood said, "creates such a wide diversity of employment in such a variety of other industries...as does ship construction and repair."

"Mr. McCloskey's avowed purpose," he continued, "is to export this widespread activity through a deliberate diversion of merchant ship construction contracts to shipbuilders in other countries. Jobs for many thousands of skilled shipyard workers who now face unemployment would likewise be exported."

The Congressman from California has built his reputation on being the most consistent and caustic critic of a strong, U.S.-flag merchant marine. Those who strongly support the Maritime Appropriation Authorization Act, including the SIU and many other maritime labor and industry groups, have no intention of letting McCloskey draw and quarter this crucial bill.

## Carter Sets May 22, 1979 As National Maritime Day

By The President of The United States of America

"The influence and the importance of the American Merchant Marine extends well beyond our thriving ports. It affects all Americans. Our Merchant Marine carries the products of our farms and factories to consumers in our domestic trades, among our fifty States and possessions, and links the U.S. industrial and agricultural heartland with our overseas trading partners. Most of the gross tonnage carried in U.S. foreign trade is waterborne.

"In addition to their vital role in commerce and trade, America's shipping and shipbuilding industries have distinguished themselves in providing logistic and combat support to our armed forces in times of war.

"The men and women of our Merchant Marine can be justly proud of their contributions to our Nation's economy and national defense. In these dual roles, American seafarers have carried out their responsibilities with great dedication and ability.

"In recognition of the importance of the American Merchant Marine, the Congress, by joint resolution of May 20, 1933 (48 Stat. 73, 36 U.S.C. 145), designated May 22 of each year as National Maritime Day in commemoration of the departure from Savannah, Georgia, on that date in 1819 of the SS SAVANNAH on the first transatlantic voyage by any steamship and requested the President to issue annually a proclamation calling for its appropriate observance.

"NOW, THEREFORE, I, JIMMY CARTER, President of the United States of America, do hereby urge the people of the United States to honor our American Merchant Marine on May 22, 1979, by displaying the flag of the United States at their homes and other suitable places, and I request that all ships sailing under the American flag dress ship on that day."

JIMMY CARTER

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## Marad OK's 2nd Elect. For Six Delta C-4's

The U.S. Maritime Administration has approved the addition of a 2nd Electrician to the unlicensed engine department crews on Delta Lines six C-4 freighters. The ships involved include the Delta Columbia, Ecuador, Bolivia, Panama, Peru, and Delta Venezuela. The ships run from the U.S. East Coast to South America.

The SIU requested that the company put a 2nd Electrician on each of the

ships nearly 10 months ago because of the workload. However, all manning increases on subsidized vessels must be approved by the Maritime Administration. It took Marad until this month to finally give approval for the extra man.

Two months ago, Marad had approved the addition of a Passenger BR on these six vessels when they are carrying passengers. The ships have a capacity for 12 passengers.

# SIU Plans Paid Over \$8 Million in 3 Months of '79

During the first three months of this year, the Union's Welfare, Pension and Vacation Plans paid out over \$8 million in benefits to SIU members—deep sea, Great Lakes and inland waters—and their dependents. The total figure is \$8,368,057.16. These figures printed below demonstrate once again that job security is only one aspect of the overall security provided the SIU membership.

## Seafarers Welfare, Pension, and Vacation Plans Cash Benefits Paid January, February, March 1979

	Number of Benefits	Amount Paid
<b>SEAFARERS WELFARE PLAN</b>		
<b>ELIGIBLES</b>		
Death .....	26	\$100,971.00
In Hospital Daily @ \$1.00 .....	521	521.00
In Hospital Daily @ \$3.00 .....	218	654.00
Hospital & Hospital Extras .....	72	18,946.33
Surgical .....	17	8,675.50
Sickness & Accident @ \$8.00 .....	13,636	109,088.00
Special Equipment .....	3	713.00
Optical .....	383	14,510.92
Supplemental Medicare Premiums .....	89	5,564.16
<b>DEPENDENTS OF ELIGIBLES</b>		
Hospital & Hospital Extras .....	1,210	500,627.47
Doctors' Visits in Hospital .....	496	28,368.99
Surgical .....	472	84,201.74
Maternity .....	88	32,560.88
Blood Transfusions .....	5	758.00
Optical .....	286	10,698.26
Special Equipment .....	—	—
<b>PENSIONERS &amp; DEPENDENTS</b>		
Death .....	50	181,564.20
Hospital & Hospital Extras .....	366	141,169.35
Doctors' Visits & Other Medical Expenses .....	418	47,020.52
Surgical .....	42	14,989.31
Optical .....	67	2,301.50
Blood Transfusions .....	2	221.00
Special Equipment .....	9	2,253.42
Dental .....	5	1,265.00
Supplemental Medicare Premiums .....	4,702	51,415.78
MEDICAL EXAMINATION PROGRAM .....	—	207,410.28
SCHOLARSHIP PROGRAM .....	20	9,486.21
BLOOD BANK PROGRAM .....	—	3,801.21
SPECIAL SERVICES DEPARTMENT .....	—	8,095.23
<b>TOTAL SEAFARERS WELFARE PLAN .....</b>	<b>23,203</b>	<b>1,907,576.06</b>
<b>SEAFARERS PENSION PLAN</b>		
Pension .....	5,875	1,698,964.34
<b>TOTAL SEAFARERS PENSION PLAN .....</b>	<b>5,875</b>	<b>1,698,964.34</b>
<b>SEAFARERS VACATION PLAN</b>		
Deep Sea .....	2,135	3,359,126.07
Great Lakes .....	799	938,247.86
Inland .....	771	464,142.83
<b>TOTAL SEAFARERS VACATION PLAN .....</b>	<b>3,705</b>	<b>4,761,516.76</b>
<b>TOTAL WELFARE, PENSION &amp; VACATION</b>	<b>32,783</b>	<b>\$8,368,057.16</b>

## USCG Withdraws Bid to Scuttle 3-Watch System on 600-Mile Tows

Yielding to pressure from the SIU and other maritime unions, the Coast Guard announced last month that it was withdrawing its interpretive rule on the manning of uninspected towing vessels. The Coast Guard said the written comments and testimony they received were overwhelmingly opposed to the rule change.

The Coast Guard's interpretive rule would have replaced the current three-watch standard for crews of uninspected towing vessels on voyages in excess of 600 miles with a 12 hour, two-watch standard (6 hours on, 6 off).

When the proposal was first published and comments invited by the Coast Guard, the SIU sent a letter to the agency blasting the suggested change in watch standards.

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

Congress recognized in 1936 that the two-watch system, in use at that time, placed vessels and crews in what they called "a constant state of jeopardy." Congress enacted the standard which exists today. That is a three-watch system for crews on vessels over 100 gross tons operating on the Great Lakes and on coastal and offshore waters (voyages of less than 600 miles are exempt).

In addition to scrapping the latest in a run of attempts to amend the three-watch standard, which would have turned maritime safety back 50 years, the Coast Guard has pulled a proposal they had been considering defining "rest time" for licensed operators on uninspected towing vessels.

The Union had argued that the term was meant to protect the vessel and the crew by providing the operator with enough "rest time" so that he was best able to perform his duties. The Coast

Guard's proposal on rest time, the SIU said, would be a disservice to safety at sea because it is "unclear, inadequate, improper and totally meaningless."

The Coast Guard apparently agreed with that assessment. In withdrawing the proposal on rest time, Admiral J.B. Hayes, Coast Guard Commandant, said the agency had concluded "that publish-

ing a rule regarding what constitutes work time versus rest time would create more problems than it would solve," and "that no useful purpose would be served by issuance of this proposed rule."

While gratified by the Coast Guard's decision on both the three-watch standard and the rest time proposals,

the SIU hopes the agency will stop tinkering with operational work standards which are already in the best safety interests of both crew and vessel.

The Coast Guard could more profitably spend its time by working to revamp those maritime standards which are less than adequate to protect life and property at sea.

## AFL-CIO Launches 'Operation Price Watch' Program to Monitor Living Costs

A nationwide price monitoring effort was launched by the AFL-CIO earlier this month at a conference held in Washington which attracted more than 250 representatives from all sections of the nation's labor movement.

SIU President Paul Hall—who is also the senior vice president on the AFL-CIO Executive Council—was chairman of the opening session. The major speakers at the all-day conference included AFL-CIO President George Meany; Alfred E. Kahn, chairman of the President's Council on Wage & Price Stability; and Senator Howard M. Metzenbaum (D-Ohio), a leading critic of President Carter's failure to stem runaway living costs.

In outlining the scope of the Federation's "Operation Price Watch," Meany said the union's monitors will be checking prices weekly at "hundreds of thousands" of retail outlets to let President Carter and his Administration in on "the hard and unpleasant facts about price increases."

Both Meany and Hall reminded President Carter that the AFL-CIO has repeatedly told the Administration that its so-called "voluntary" wage-price guidelines are not only unfair, but they are also unworkable. Both Federation leaders stressed the point:

"Frankly, we believe that mandatory, across-the-board controls on the price of everything and the income of everybody—in this period of time—

would be more equitable and more enforceable. In fact, we believe that 'Operation Price Watch' will prove that point."



AFL-CIO Vice President Paul Hall chaired the opening session of the Federation-sponsored conference on Operation Price Watch. More than 250 Union representatives from virtually every labor organization in the United States attended. Seated next to Hall is AFL-CIO President George Meany and, at right, Alfred E. Kahn, chairman of President Carter's Council on Wage & Price Stability.

## Union Fighting to Save SIU Jobs on Nine Sealift Tankers

The SIU is fighting to prevent the loss of jobs currently held by Seafarers aboard nine Military Sealift Command tankers.

At stake are a total of 167 unlicensed jobs aboard five T-5 tankers, operated by the SIU-contracted Hudson Waterways Co., and four Columbia-class vessels, contracted out to Cove Tankers by the MSC.

Several months ago, the MSC sent out requests for bids from the private sector for the manning and operation of the nine ships.

Following the opening of the bids, the MSC announced on April 11 they planned to award the operating contracts to the Trinidad Corp. of Philadelphia which operates with National Maritime Union personnel.

The SIU feels Trinidad's bids were improper and, as a result, discriminatory to other companies which entered proposals on the contract.

The Union's initial action was to file a formal protest charging impropriety in the bidding procedure with the General Accounting Office and the MSC.

If the GAO doesn't set aside these bids, the Union is prepared to file an injunction halting the turnover of crews on the vessels from SIU to NMU. If necessary, the Union will take the fight for jobs and job security to court.

Until a formal ruling on the matter is handed down, the nine vessels will retain their SIU crews.

The five T-5 tankers, the *USNS Maumee*, *Shoshone*, *Yukon*, *American Explorer* and *USNS Potomac*, were

built in the 1950's and carry between 24,300 and 24,470 dwt of liquid cargo.

The Columbia-class vessels, all 672 feet long, are the *USNS Columbia*, *Neches*, *Hudson* and *Susquehanna*. These tankers date from the 1970's and all have a cargo capacity in excess of 37,000 dwt.

All of the Columbia-class ships, as well as the T-5 tanker *Potomac* are bareboat chartered to the MSC. The other T-5s are government-owned, and all nine tankers are the bread-and-butter of scores of Seafarers who have crewed the ships for many years.

The Union has no intention of

relinquishing the MSC contracts to Trinidad Corp. when the bidding procedure seemed strongly tainted with impropriety. We will see the fight through as many court battles as necessary to make sure the MSC contracts are awarded under proper and equitable circumstances.

## Crescent Adds Tug Terence Smith to Fleet

SIU-contracted Crescent Towing of New Orleans has added another new boat to its fleet providing new jobs for SIU Boatmen. This one, the former railroad tug *San Luis* is the largest and most powerful owned by Crescent.

The recently refurbished tug will go by the name *Terence Smith* which was the name of Crescent's founder and first president.

The boat was completely reconditioned by Crescent's own team of engineers at the company's docks on Patterson St. in New Orleans. Crescent often buys old railroad tugs and restores them in a metamorphic like process that leaves them looking and running better than when they were new.

Most importantly, though, each addition for the Crescent fleet means more jobs for SIU members.

The 1800 horsepower *Terence Smith* will be used in shipdocking and other general harbor work around the New Orleans area as are the other boats in the Crescent fleet.





### Norfolk

SIU Boatmen sailing with the Norfolk, Baltimore and Carolina Lines (NBC) and the Express Marine Towing Co. here late last month ratified their new contracts. Besides gains in wages and welfare benefits, both contracts now contain the SIU Inland Vacation Plan.

### Baltimore

Contract negotiations began this month with the Harbor Towing Co. for its 50 SIU Inland Boatmen. The company handles oil barges in the Baltimore Harbor. Their contract expires the end of next month.

### Great Lakes

On Apr. 16, the SIU-contracted Great Lakes Dredge and Dock Co. of Cleveland put 27 Lakes Boatmen on their dredging project of the Cleveland Harbor and the Cuyahoga River. The job going "full blast" should take three months. It had been started last fall.

Peter Kiewit & Sons put their first crews of the season on all their boats for the Cleveland Dike Disposal Project begun last year.

Luedtke Engineering Co. started several dredging projects, including the one in the port of Toledo, Ohio.

The Zenith Dredge Co. of Duluth, Minn. began the fitout of their dredges for several dredging projects in the Minnesota and Wisconsin area. The port of Duluth and navigation on the Upper Mississippi River's 100-mile

leg will probably open in early May, instead of the normal Apr. 15-25 says the U.S. Army Corps of Engineers in St. Paul, Minn.

The late opening is due to high water in the Mississippi and Lake Pepin, 40 miles below St. Paul, and the more than usual 100 percent thin ice coverage on Lake Superior.

The Great Lakes Towing Co. last month called out their towing vessels to begin another banner year.

### St. Louis

Word from here is that ACBL Engineer Terry Lingenfeyer of Hardy, Ark. is quite an artist.

Solid ice jams this winter choked off the Missouri River's heavy traffic especially at Sioux City, Iowa, where a new bridge is being built. The ice on most of the river's 2,315 miles halted traffic from November to mid-March. If the Ohio River had this much ice, Pittsburgh and Cincinnati would be in trouble.

### Port Arthur

Sabine Towing Co. here has started construction of two new harbor tugs. The first tug is set for delivery in September or October. Construction of the second tug has just started.

A new operation has begun in this port as the Crowley Towing Co. began moving oil barges from Texas to Florida ports.

The Port Arthur SIU Medical Clinic is now open seven days a week, 24 hours a day.

### Galveston

The former 16,000 cubic yard *Dredge Ezra Sensibar* (Construction Aggregates) now the *Dredge Long Island* will be used to dredge here. She recently completed her part of the \$17-million, 9-million cubic yard dredging of Tampa Harbor.

The 10,316 gross ton dredge was built in 1971 in Houston.

### Jacksonville

SIU Boatmen in this port are now using the facilities of the USPHS Clinic here.

## SIU Working With USPHS to Improve Seamen's Care

For many years the U.S. Public Health Service Hospitals have provided service to merchant seamen. But, as is well known, there have sometimes been breakdowns in this service along the way. Seamen have encountered various difficulties in their dealings with the USPHS hospitals, especially in trying to receive priority treatment.

To their credit, the USPHS hospitals are making a real effort to evaluate these problems, and to improve their overall service as it applies to seamen.

The Seamen's Health Initiative Plan (SHIP) is one such effort being made by the USPHS to upgrade its programs. Outside organizations who have a vital interest in the USPHS hospitals—including the SIU—have been invited and are participating in the SHIP Program.

At a recent meeting of SHIP's Access to Care Committee, attended by the SIU, a number of suggestions were made as to how the USPHS hospitals could improve access to care for seamen, their primary beneficiaries.

The suggestions, which would if implemented affect SIU seamen, include the following:

1. An improvement should be made in the notification system that requires seamen to report to the PHS when they use private hospitals on an emergency basis. The SIU urged that the present 48-hour notification rule be changed, allowing for a more realistic notification period.

2. The SIU urged that the PHS pay for emergency care where a reasonable effort is made to let PHS know that a private hospital is being used on an emergency basis.

3. It was suggested that a toll-free number be established for seamen who check into a private hospital in an emergency situation and wish to notify the PHS. Such a call would fulfill legal notification requirements.

4. A study will be made of ways the PHS could further improve its system for actually giving priority care to primary recipients, such as seamen (who in many cases need to catch ships and are pressed for time).

5. A review will be made of the masters certificate so that there is a clear idea of the duty status of the seamen. An attempt will also be made to list physical qualifications that may be needed as a general standard for seamen. The SIU indicated it is concerned about this area and we will be closely involved in whatever is produced.

6. An effort will be made to improve the utilization of the hospital's system by beneficiary groups such as offshore oil and gas industry workers and Inland boatmen. All of these groups are infrequent PHS hospital users. In regard to this, an effort will be made to provide publicity in trade publications and other magazines about the availability of PHS system to various classes of U.S. seamen.

In addition to the meeting of the

Access to Care Committee, three other groups within the Seamen's Health Improvement Plan are also meeting to discuss problems relating to seamen and the PHS. These are the "Physical Qualifications for Seamen," "Care at Sea," and

"Safety Aboard Ship" groups.

The SIU is taking an active role in these meetings to foster the best interests of the membership. The Access to Care Committee will meet again next month, and the SIU will there.

### Increased Tank Barge Safety Focus of New House Bill

A bill to remedy the problem of oil pollution from tank barges has been introduced in the House by Rep. Gerry E. Studds (D-Mass.).

Rep. Studds recently presented a pile of statistical information in Congress to hammer home the point that legislation to improve construction and tighten operating safety standards for tank barges is long overdue.

The legislation's aim is the eventual conversion of the U.S. tank barge fleet to double hull construction standards.

"All newly built barges," the bill reads, "must be equipped with double hulls and, as of Jan. 1, 1983, all existing barges 15 years of age or older must be equipped with double hulls."

The SIU supports Congressman Studds' effort to improve tank barge safety and to cut the number of oil spills and accidents from these vessels. But the Union feels the measure doesn't go far enough.

In a letter to Rep. Studds dated April 2, SIU Washington representative Chuck Mollard said that the Union "agrees that action must be taken to improve safety standards in this industry."

On top of the double hull construction standards spelled out in Rep. Studds' bill, Mollard outlined several

additional proposals which the Union feels "would greatly improve the operational safety record of the tug and barge industry."

The Union's proposals include:

- that all entry grade or new boatmen successfully complete a basic training program prior to securing employment.

- that all inland boatmen possess proof of qualification and general health in order to be eligible for certification to serve on inland vessels;

- that all vessels towing tank barges have on board a certified tankerman whose duties are separate from those of the towboat operator; and

- that all vessels operating as part of our domestic shipping industry be subject to occupational safety and health regulations that recognize the uniqueness of this industry and the importance of such operations to the marine environment, and safety of life and property.

While the SIU feels that the construction standards contained in Rep. Studds' bill are a necessary part of improved tank barge safety, the Union's additional suggestions would round-out the legislation, providing both tank barges and the crewmen who operate them with a broader measure of protection.



## Headquarters Notes

by SIU Executive Vice President  
Frank Drozak

### Take Advantage of Your Benefits

It's difficult for some people to imagine what it was like in the days when seamen struggled to earn a living that provided little real security for their families.

Thanks in large part to the role of labor unions, those days are now looked upon as "ancient history," even though it really wasn't all that long ago.

Nowadays, a man can pour a solid foundation for his family to build upon. And it's not one that's going to get ripped up by an untimely illness or other unplanned for crisis.

Over the years, a lot more has come to deepsea and inland members of the SIU than improved wages.

Did you ever stop to think what kind of real security your family would have without all the various benefits Union members now enjoy?

Take the Seafarers' Welfare Plan, for example. We all know how difficult it can be to save up money, and how quickly it can go when it comes to pay the monthly bills. But unexpected hospital bills can wipe a man out, unless he's ready for them. The SIU Welfare Plan provides the kind of coverage that keeps this kind of economic setback from happening.

The Welfare Plan is wide ranging and provides coverage for hospitalization, surgical, maternity, and other types of treatment, as well

as out-patient treatment for dependents. This kind of coverage can amount to thousands of dollars saved over the long run.

Some of the most outstanding benefits available to Union members are the educational opportunities provided by the SIU. This is the kind of benefit members can take advantage of, and draw from, at any time for immediate gratification as well as long term rewards.

But a man has got to go after these educational benefits; you've got to sow before you can reap the harvest. The Harry Lundeberg School in Piney Point, MD, has got all the equipment you need to work with.

At the Lundeberg School, a wide variety of courses are available for deepsea and inland members who want to upgrade. And, unlike betting on the horses or buying stocks, there's no risk involved when you invest the time to take a course. And you can bet on the returns.

Aside from the programs available for those who want to upgrade, there are other educational benefits available to SIU members, such as the high school equivalency (GED) program offered at H.L.S. College scholarships are also available to Union members and their dependents, and a number are awarded each year.

But, again, only the ones who display some foresight and initiative are going to gain from the SIU's educational benefits.

The SIU has fought hard to establish another benefit for inland members—the Industry Wide Vacation Plan. At present some 90 percent of SIU-contracted inland operators pay into this Plan, and thousands of boatmen have already received vacation checks as a result of the Union's efforts. All deepsea members are already covered by a Vacation Plan.

No seaman likes to think of the day when he'll depart this world, but it's a fact of life—one that once resulted in undue hardship for a seaman's family. With today's death benefits, something the SIU has also worked hard to establish for its members, just that much more security has been added to the world of the Seafarer and his family.

The SIU has established many benefits for its members, as these few paragraphs have attempted to show. In some cases they lie dormant, ready to come to the aid of a seaman and his family in a time of emergency. Others are there, just waiting for the right person to come along and take advantage of it.

In any case, these benefits are one trademark of a strong Union that's tuned into the needs of its members. And those benefits are as good as gold.

## 600 Seamen Pack West Coast Maritime Conference

San Francisco—One of the largest gatherings of American merchant seamen in years turned out late last month to participate in an SIU-sponsored conference focusing on, "The Maritime Industry, Where Does It Stand Today?"

More than 600 members of the Sailors Union of the Pacific, the Marine Firemen's Union and the SIU-AGLIWD took an active role in the all day session.

SIU President Paul Hall chaired the Conference, which took special aim at the problems facing Pacific Coast shipping.

Among the Union officials who presented special reports were Paul Dempster, president of the SUP; Whitey Disley, president of the MFU; Frank Drozak, executive vice president of the SIU; Ed Turner, West Coast SIU representative and head of the former

Marine Cooks and Stewards union, and SIU representative Chuck Mollard.

Government and industry spokesmen also participated to give those in attendance a more complete picture of the problems facing American maritime today. They included: Thomas Patterson, Western Region Director of the U.S. Maritime Administration; Ed Flynn, president of the Pacific Maritime Association; Herb Brand, president of the Washington, D.C. based Transportation Institute and Capt. Dick Stone also of the Transportation Institute.

The Conference was timely and very necessary. It came at a time when shipping for Pacific Coast seamen employed by companies affiliated with the Pacific Maritime Association is seriously depressed.

As noted by SUP President Paul Dempster, Pacific Coast shipping has

steadily declined since 1959. At that time, PMA companies operated 134 ships. Today, 32 ships make up the PMA fleet.

Dempster expressed hope that there would be a turnaround for Pacific Coast shipping with "the opening of the China trade and extensive marine requirements of the offshore oil drilling industry, deep seabed mining and LNG transport."

Ed Turner of the former MCS blamed in part the decline of Pacific Coast shipping on "automation and mechanization."

However, he noted that the merger last year of his Union with the SIU-AGLIWD has helped former MCS members cope better with the decline in Pacific Coast jobs.

MFU President Whitey Disley also expressed his deep concern with the Pacific Coast situation. He noted

"inroads made by foreign fleets into the U.S. trades" as a major cause of the problem.

Although concerned with the problems facing the West Coast, all of the speakers expressed hope that the problems could be overcome.

SIU Executive Vice President Frank Drozak, trying to bring the problems into perspective said, "each day brings new challenges to the continued operation of a viable American merchant fleet."

He told the gathering of seamen that the SIU had advanced as an organization despite the problems of the industry in large part due to effective political action.

But he said that there are still many obstacles to be overcome. And only continued hard work, with the cooperation of the entire maritime labor movement, would insure the industry's future.

### SIU Intercedes With USPHS, Saving Member From \$926 Bill

In March, 1978 Seafarer Merrill Hummell checked into the St. Joseph's Hospital in Reading, PA. for emergency medical treatment.

Under such emergency circumstances, the U.S. Public Health Service will handle the bill if they are properly notified of the seaman's whereabouts within 48 hours.

But Seafarer Hummell almost got stuck with the \$926 bill because he failed to notify the PHS that he had checked into the St. Joseph's Hospital.

The SIU came to the aid of brother Hummell, and the PHS eventually agreed to pick up the tab. But the PHS made it clear that proper procedures had not been followed.

In a letter to the SIU, Dr. Leonard Backman of the PHS stated that, "It is

unfortunate that notification did not occur. However, it remains the responsibility of the seaman or someone on his behalf to notify the nearest PHS health care facility prior to being discharged from emergency care."

Seafarer Hummell made the mistake of thinking that the St. Joseph's Hospital would notify the PHS. It doesn't work that way; and it almost cost him a bundle as a result.

Until some other system can be worked out, seamen have no choice but to conform with the notification requirements of the PHS. A simple phone call, followed up by a telegram documenting the notification, fulfills a seaman's responsibility in this regard.



More than 600 members of the SUP, MFU and SIU-AGLIWD attended maritime conference last month in the port of San Francisco.



# The Lakes Picture

## Fit Out

With the first of April, just about all SIU-contracted Great Lakes vessels were fitting out and several had begun their first runs of the season. The *Nicolet* (American Steamship Co.) led off the 1979 shipping season for the Union-crewed Great Lakes fleet on Feb. 27. By mid-April all SIU-contracted lakers are expected to be running with the exception of the Bob Lo Co.'s two passenger ferries which begin operating on Memorial Day. Another possible exception is American Steamship's *John A. Kling* which ran into minor trouble during fit out and had to be taken to the shipyard for repairs. The engine and steward departments were already aboard the *Kling* but the deck department was cancelled until further notice.

Other SIU-contracted vessels are fitting out in the following ports: Toledo (14 ships fitting out); Detroit (4); Muskegon, Wisc. (2); Manitowoc, Wisc. (1); Superior (3); Sturgeon Bay (2); Sandusky (1); Chicago (1); Buffalo (2); Duluth (2); Green Bay (2), and Erie (6).

## Duluth

SIU-contracted Kinsman Lines recently purchased the ore carrier *McGonnagle* from U.S. Steel which will be run in place of the *Kinsman Enterprise*. The *Enterprise*, built in 1906, is the old-timer of Kinsman's fleet. The SIU crew formerly aboard the *Enterprise*, will man the *McGonnagle*.

The St. Paul District of the Army Corps of Engineers expects the Port of Duluth to open on schedule on April 19, despite their original prediction that the solid ice cover on Lake Superior would delay the port's opening until early May.

## Chicago

The *Sam Laud* (American Steamship) was the first ship to call at the port of Chicago this year. She was in to pick up a load of coal.

The *Medusa Challenger* (Cement Transit Co.) is expected to bring her first cargo of cement into Chicago during the first week in April. The *Challenger* was originally scheduled to arrive in Chicago several days earlier but the 30 inch solid ice, which tied up a number of Great Lakes ports, forced postponement of the vessel's first run.

The thick ice, which is usually a source of delays and frustrations on the Lakes, did provide at least one blessing for an SIU member.

Last month, as he was lowering radar equipment from the *Medusa Challenger* to the shore, Bosun Carl Shircel lost his balance and fell overboard. Shircel got away with relatively minor bruises from his 25-foot fall because he landed on thick ice blanketing Lake Michigan. If he had hit icy water, he would not have been so lucky.

## Algonac

Former SIU Vice President Fred Farnen was honored at a testimonial dinner on St. Patrick's Day for his role in "the struggle to bring respect and dignity to American seamen." Farnen an SIU V.P. since 1947, also served on the Executive Board of the Detroit Metropolitan AFL-CIO and the Michigan State AFL-CIO and was Secretary-Treasurer of the federation's Maritime Trades Dept. until his retirement last year. The testimonial dinner, held at the Retail Employees Union Hall, was co-sponsored by the Michigan State AFL-CIO and the Metropolitan Detroit AFL-CIO Council.

The unusually cold Great Lakes winter, which brought shipping to a near-standstill, took its toll on some Michigan island dwellers as well. The residents of Hansens Island depend on the SIU-contracted Champion Auto Ferries to shuttle them across the St. Clair river to the mainland. Champion, which runs four car ferries during the spring and summer, uses only one vessel during the winter months. Equipped with their own ice-breaking equipment the ferries don't usually encounter major difficulties. But last month an ice jam trapped the auto ferry at the dock in Algonac and the several hundred hardy souls who make their year-round home on Hansens Island were stranded for several days until the ferry could be freed.

The deep freeze conditions on all the Lakes made the winter of 1979 an ideal time for testing a new air bubbler icebreaking tug and the 140-foot *Katmai Bay* is passing every test with flying colors. The tug made it through snow-covered ice that ran 27 inches thick and Coast Guardsmen think the air bubbler design could prove a major boon to Great Lakes winter shipping.

## Clean Waters

An annual report on the water quality in the Great Lakes, issued by the International Joint Commission, said that pollution in the Lakes "remains a critical problem and serious and effective controls are needed promptly," to answer it. The Commission is made up of water quality experts from all the Great Lakes states and the Canadian government.

In addition to the warnings, the report included a little good news. The levels of certain toxic substances have been reduced, the Commission reported, citing lower levels of phosphorous, PCB, mercury, DDT and other contaminants. The levels of these carcinogens may soon be low enough, one Commission member said, "for us to remove the warning against eating salmon caught in Lake Michigan."

## St. Lawrence Seaway

The opening of the '79 shipping season marks step two in the three-year phase in of tolls on the St. Lawrence Seaway. Last year, when tolls were increased on the waterway for the first time since the Seaway opened in 1959, many maritime industry spokesmen were pessimistic about the effect the tolls would have on Seaway usage. But 1978 turned out to be a good year for the Seaway despite toll increases and despite the fact that a strike by Canadian iron ore workers caused a large decline in iron ore shipments throughout the waterways.

Traffic on the Welland Canal during 1978 was up to 65.7 million metric tons which is 9 percent higher than last year's totals. Traffic on the Montreal-Lake Ontario section of the Seaway was down by about the same percentage to 56.9 million tons.

The St. Lawrence Seaway Authority, which administers the network for the U.S., said the major factor contributing to last year's strong cargo movement was that grain traffic was at its highest level since the Seaway opened.

## Delta Bolivia Committee



SIU N.Y. Patrolman Ted Babkowski (seated left) checks the papers of Steward Delegate James Barclay (seated right) at a payoff early this month aboard the SS *Delta Bolivia* (Delta Lines) at the 39th St. Pier in Brooklyn, N.Y. The rest of the Ship's Committee (standing l. to r.) are Recertified Bosun Luther Pate, ship's chairman; Deck Delegate Charles Bortz and Engine Delegate Francis Wagner.

## The Professional Touch

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

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Course Starts April 30





# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

April 1979

Legislative, Administrative and Regulatory Happenings

## Congress Moves to Restrict Export of Alaska North Slope Oil

Congressman Stewart McKinney (R-Conn.) has introduced legislation which would extend and strengthen the restrictions on the export of Alaskan North Slope oil. A strong move has been under way—pushed by the giant oil interests—to export this American oil to Japan. The latest gimmick would be to swap the Alaska oil for Mexican petroleum.

The McKinney proposals would require the President to determine four factors

before the oil could be sold, exchanged or swapped in any deals—(1) that it will not diminish the quantity or quality of crude oil in the U.S.; (2) that any such exchange would, within three months of the export, reduce the costs of imported oil to U.S. refiners, and that this will result in lower prices to American consumers; (3) that any exchange will be made pursuant to a contract that can be terminated; and (4) that such an exchange or sale is necessary to

protect our own national interests.

The proposed amendment also would require that the President submit his finding to Congress within 60 days, and that Congress must—by concurrent resolution—approve the export or exchange of oil.

The McKinney amendment has the strong support of a number of consumer groups, environmental interests, business organizations, as well as the entire U.S. maritime community.

## On the Agenda In Congress...

### IN COMMITTEE

**Maritime Administration (MARAD) Authorizations—House.** The Subcommittee on Merchant Marine earlier this month agreed to three amendments to the 1980 authorizations for the Maritime Administration. They are:

- No construction or operation differential subsidies will be paid unless the vessels are offered for enrollment in a Sealift Readiness Program approved by the Secretary of Defense;

- The construction subsidy may be decreased by five percent where the vessel under construction is not part of an existing or future ship design series;

- Title XI (ship construction loan guarantees) for 1980 will be limited to \$1.5 billion.

**MARAD Authorizations—Senate.** Herb Brand, president of Transportation Institute, testified before the Senate Merchant Marine and Tourism subcommittee earlier this month to urge Congress to affirm its commitment to "the establishment of a strong national maritime policy." In his testimony, Brand noted the particular importance of a construction differential request of \$101 million which, together with \$23 million left over from last year, will be used for building four ships—one LASH and three bulk carriers. Brand said: "The construction of these ships will provide the incentive and means for maintaining a shipyard mobilization capability to insure our nation's defense and security."

**Liner Code of Conduct.** The House Merchant Marine subcommittee will hold a hearing on April 26 on the United Nations' Code of Conduct for the Liner Conference System. The international code—when adopted—will have a direct affect on conference rates for ocean carriers in the U.S. foreign trades.

**Port Safety.** The Coast Guard subcommittee of the House Merchant Marine and Fisheries Committee will hold a hearing later this month on a number of amendments to the Port Safety Act. Congressman Mario Biaggi (D-N.Y.) will be chairman of the hearing.

**Oil Spill Liability.** The House Coast Guard subcommittee will mark up the Oil Spill Liability Fund bill this month.

**Agricultural Trade Act.** The Foreign Agricultural Policy subcommittee of the Senate Agricultural Committee is holding a series of hearings this month on the Agricultural Trade Act. We will be watching these hearings to determine the attitude of this committee toward the use of U.S.-flag

ships in the shipment of U.S. agriculture products.

**Water Resources Projects.** The House Water Resources subcommittee is continuing hearings this month on the President's proposed changes in cost-sharing policies for water resources projects. Included in the study is a requirement for a state cash

contribution and the proposed 20 percent non-Federal cost sharing level for flood protection.

**LNG Sites and Facilities.** The House Oceanography subcommittee will hold a hearing April 26 on legislation concerning locations and facilities for gasification and storage of liquid natural gas (LNG).

## SIU Seniority Upgraders

### Visit Washington for A Look at Political Action



As an important part of their on-going educational activities, eight more Seafarers came to Washington late last month for a firsthand look at their Union's political action program.

The group included eight "A" Seniority Upgraders and two SIU officials. During their day-long visit to the nation's capital, the maritime trade unionists visited the AFL-CIO Maritime Trades Department where they met and talked with the MTD and SIU legislative staffs. They also visited the Transportation Institute where they were given an in-depth briefing on some of the many legislative and

political issues facing the maritime industry.

Later in the day, the Seafarers toured the Halls of Congress, which included a visit to the House and Senate chambers, and meetings with the staff members of Congresswoman Barbara Mikulski (D-Md.), and Congressman Bob Eckhardt (D-Texas).

Pictured here on the steps of the Capitol with SIU Legislative Representative Betty Rocker are Seafarers John Aelick, Larry Dockwiler, Robert Firth, William Gizzo, Charles Zulaut, Gordon Pearson, Jeffrey Kass, Kadir Amat, and SIU representatives Don Tillman and Pat Pillsworth.



## Committee Approves Alaska Lands Bill

The House Merchant Marine and Fisheries Committee has approved an expanded Alaska lands bill that would set aside 128 million acres for natural resource development.

This new legislative measure—which sets aside six million more acres than was

proposed by the House and Senate last year—now goes before the full House for a vote. The land which has been set aside in the proposed legislation contains a rich potential of oil and gas deposits for future development. Strong opposition to the development of these natural resources is expected again from environmental groups.

In pointing out the importance of setting aside certain areas for future exploration, Congressman John B. Breaux, whose subcommittee has been holding hearings on this bill in both Washington and Alaska, said: "The coastal plain is considered to have the highest onshore gas and oil potential in the state of Alaska."

## ILA's Scotto Calls for National Cargo Policy for US-Flag Ships

"Above all else, the U.S. must develop national cargo policy which assures our merchant marine a fair share of all types of cargo."

That was the summation of a statement admitted by Anthony Scotto, vice president and legislative director of the International Longshoremen's Association, to a hearing this month held by the House Merchant Marine Committee.

In his statement, Scotto warned the Congressmen: "We are the world's greatest trading nation, yet we have not made any significant progress to prevent our economy and our security from becoming totally dependent upon foreign vessels operated by foreign governments."

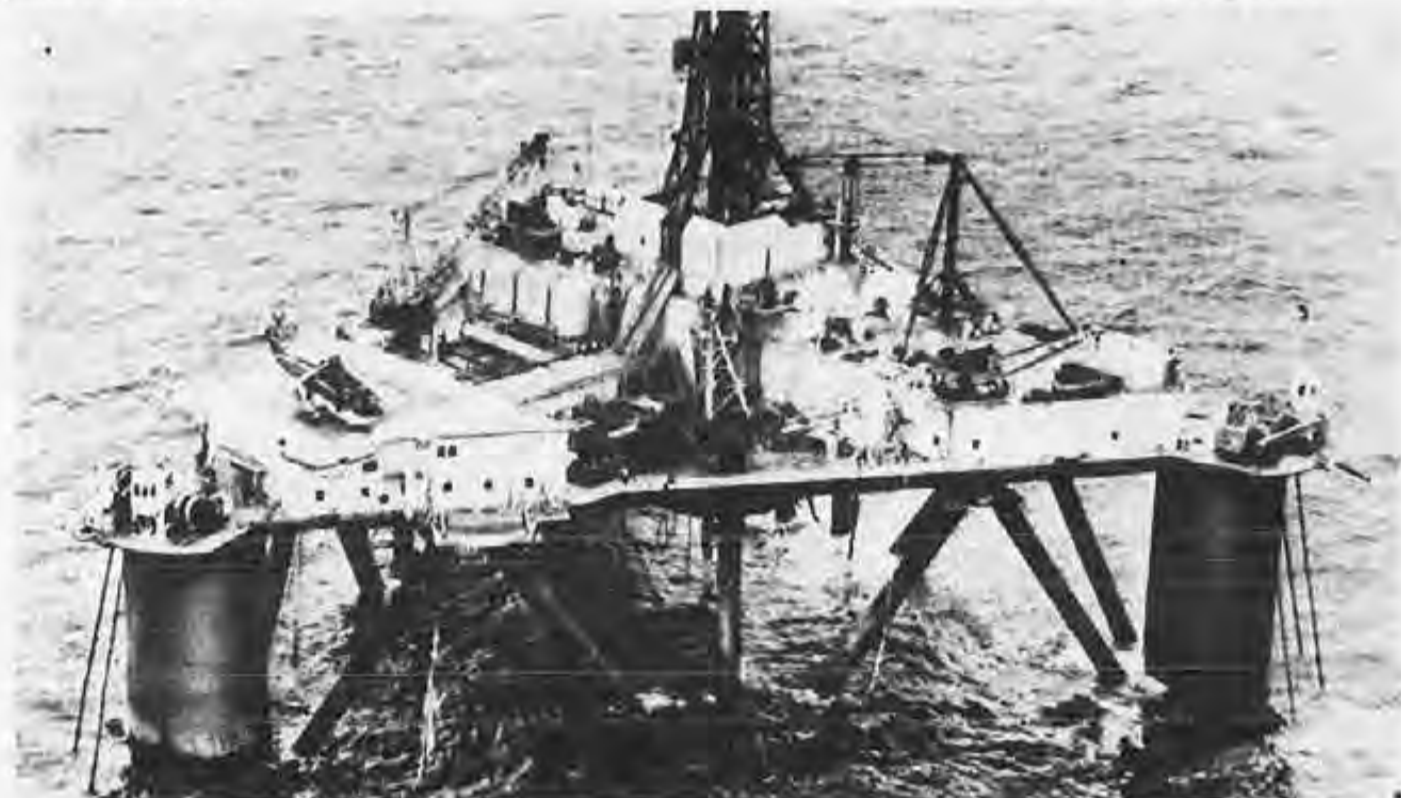
Citing the Russian's penetration into the U.S. ocean trades and the growth of state-owned fleets among the emerging nations, Scotto charged that the U.S. is hamstringing its own merchant marine by expecting it to operate "as if state-owned fleets did not exist, and as if international cargo preference laws and predatory rate practices were non-existent."

The ILA vice president said two things should be undertaken at once to assert our nation's commitment to its merchant marine. "All federal agencies should be directed to use U.S.-flag vessels to the fullest extent possible, and a national cargo policy must be developed and implemented to build a U.S.-flag fleet."

## Congress Extends Life Of OCS Watchdog Panel

By a very close vote—194-172—the House late last month voted to extend for 15 months the life of a special Congressional Committee to act as a watchdog on the Outer Continental Shelf Act which was passed last year.

The SIU strongly endorsed this measure to insure that there will be no compromise or watering down of the provisions of the Act which require 100 percent American manning of offshore rigs and platforms, as well as U.S. manning of supply vessels.



The extension of the Congressional watchdog panel on the Outer Continental Shelf enables this panel to monitor activities and insure that American workers are employed 100 percent in OCS operations.

## US-Flag Fleet Hits 21.9 Million Tons

The privately-owned ocean-going fleet of the U.S. merchant marine climbed to a new record of 21.9 million deadweight tons (dwt) on Feb. 1, 1979 according to the latest figures of the U.S. Maritime Administration.

Compared to Feb. 1, 1978, the number of ships in the U.S. fleet increased by four to 747, (only 550 are active) and the capacity of the U.S. fleet expanded by 1.6 million tons over what it was a year ago. The large gain in capacity during the past year reflects the larger size of the new ships added to the fleet, and the comparatively smaller size of the older vessels that were sold or scrapped during the past 12 months.

The MARAD report also revealed that 56 merchant ships—totalling more than 3.5 million deadweight tons—were under construction or on order in American shipyards as of Feb. 1. These new additions

to the U.S.-flag fleet will include: 11 tankers, 11 liquefied natural gas vessels, 11 intermodal carriers, 12 dry-bulk vessels, three cargo break-bulk carriers, and eight special type ships.



Anthony Scotto, vice president, International Longshoremen's Association.

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

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

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

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

### SUPPORT SPAD



The U.S.T. Atlantic, 390,000 dwt tanker, crewed recently by SIU members in Newport News, Va., is characteristic of the new and larger ships today.

# Heart Attacks At Sea Claim 9 of 10 Victims: SIU Trying to Cut Those Odds Thru CPR Training

Do you know what to do if a fellow seaman suffers a heart attack? Would any of your shipmates know how to help in the event you were stricken? Unfortunately, the answer to both of these questions is probably no.

Most seamen do not know what to do in the event of a heart attack. As a result, more than nine out of ten seafaring heart seizure victims in a five-year period have died.

This somewhat unnerving statistic was compiled by the Information and Analysis Staff of the Office of Merchant Marine Safety, U.S. Coast Guard Headquarters, Washington, D.C. The data shows that in the period from July 1, 1972 to Sept. 30, 1977 there were approximately 646 heart attack victims on U.S. flag vessels. Of these 599, or about 93 percent of the total died before receiving any medical attention whatsoever.

The Coast Guard survey shows that over 60% of the seamen who suffered heart attacks were in the 40-59 age group. It also shows that the average American merchant sailor is almost 50 years of age, making him a prime target for heart problems.

Obviously, U.S. seamen need help but, where can he get it? The answer is simple: from one of his shipmates who is trained in cardiopulmonary resuscitation (CPR) techniques. It is believed that this procedure, if administered promptly and efficiently, could have saved many of the seamen who experienced heart failures.



Instructor Dan Browne, left, shows two SIU members how to apply a tourniquet during first-aid and CPR training at the Lundeberg School.

The Harry Lundeberg School in Piney Point Md., recognizing the need to train seamen to administer cardiopulmonary resuscitation, offers a course to do just that.

The CPR course is comprehensive and can be shaped to fit almost any schedule. It lasts for a total of 12 hours and can usually be completed within a week or two.

Instructors Dan Browne and Jimmy Hanson will teach conscientious students how to recognize the warning signs of a heart attack and deal with them properly.

Cardiopulmonary resuscitation is mandatory for all new HLSS trainees and for those taking LNG and some other courses. Others need only to apply at the school's vocational department office if they wish to receive this vital training.

Upgraders or anyone who cannot fit the CPR course into their regular schedule, merely have to inform the department and a schedule will be worked out for them.

The course not only teaches life-saving techniques for shipboard heart attack victims but also procedures to follow for choking victims and victims of respiratory arrest.

So, next time you are going to be at HLSS why not take the Cardio Pulmonary Resuscitation course and encourage your shipmates to do the same? Knowledge of what to do in the event of a heart attack could save a life. Other people's knowledge could save yours.



SIU upgrader practices chest pumps used to revive heart attack victim as instructor Jim Hanson looks on. At the present time, 9 of 10 seamen who suffer heart attacks at sea die. The SIU is trying to cut down those odds through the Cardio Pulmonary Resuscitation course at the Lundeberg School.



Jim Hanson, instructor, left, shows Seafarer proper way of giving mouth-to-mouth resuscitation to a heart attack victim.

## \$20,000 Graduated Death Benefit Means Added Security

Since the new graduated death benefit was initiated last year, the beneficiaries of 10 departed SIU members have been awarded the maximum benefit of \$20,000. Other awards have also been paid out in lesser amounts.

These awards provide continued security for the families of seamen as well as boatmen who qualify for the benefit.

In fact, death benefit payments to the loved ones of deceased seamen and boatmen represent one of the largest expenditures made by the Seafarers Welfare Plan.

In the 12 month period from Dec. 1977 to Dec. 1978, the Plan paid over \$1,225,000 in death benefits. Of this amount, over one quarter of a million dollars was paid under the new Graduated Death Benefit.

The graduated death benefit ap-

plies to inland boatmen who are employed by one of a growing list of SIU-contracted companies, including: Mariner Towing; McAllister Bros. (Philadelphia and Norfolk); Mobile Towing; Moran Towing of Texas; ST Towing; ST Transportation; Taylor and Anderson; Baker Whiteley Towing; Crowley Towing (West Coast); Curtis Bay Towing (Norfolk, Baltimore and Philadelphia); Delaware River Barge; G & H Towing; IBC Company; Independent Towing; Gellethin Barge; and Interstate Oil.

The eligibility requirements for the graduated death benefit 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.

- \$12,000—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 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.

This graduated death benefit applies to active seamen and Boatmen only; it is separate and apart from the death benefit paid out to beneficiaries of retired members.

## The SIU Wins Vote At Shawn's Launch

The SIU has won an organizing victory in the Norfolk/Newport News area where employees of Shawn's Launch Service, Inc. have voted in favor of the SIU as their sole bargaining agent.

Shawn's Launch Service, Inc. operates some 10 diesel-powered launches in the lower James River area, shuttling crews back and forth between ship and

shore. They operate launches out of both Norfolk and Newport News.

The election was conducted in Norfolk, Va. on March 23 with a majority of Shawn's 12 fulltime employees voting for the SIU.

The SIU wishes to extend a hearty "Welcome" to the employees of Shawn's Launch Service, Inc.



All of this group are able-bodied seamen, all newly graduated from the AB Course at HLSS. In the 1st row (l. to r.) are J. Perry, B. Bess, K. Nicaise, H. Montalvo, R. Taylor, R. Couby, S. Seaus, T. Ross and V. Panagiotatos. Bringing up the rear row

(l. to r.) are D. Davis, P. Ennest, W. Mitchell, C. Gabrielsen, C. Holtrey, M. Wayne, G. Naujokas, B. Wheeler, D. Vonderhaff, D. Kiernan, R. Smith, Kevin McCartney, S. Bush, J. Rodgers, L. Ledwon, J. Andrews, J. Mikolasczyk, C. Wagner and A. Mack.

## Upgrading Programs Paying Off for SIU Members

In the world of big business it can take a lifetime to work your way up to the top of the corporate ladder.

In the SIU, though, it's a different story. The Jacob's Ladder that runs from entry rating level to the top rated jobs offers job security for the Seafarer or Boatman who makes the effort to upgrade his skills. And, for SIU members, a climb to the top of the profession can be accomplished in a very short time.

If an SIU member wants to, he can become a top rated professional in his department in as little as three to four years.

A young seaman can graduate from the Lundeberg School's trainee

program at the age of 19, for example, and start shipping out as an ordinary seaman.

After putting in only eight months seetime as an OS, that Seafarer can return to Piney Point to earn his Able Seaman's endorsement.

If he then ships out as an AB for a total of 36 months, he can immediately get his Green Ticket Able Seaman Unlimited Any Waters endorsement.

Opportunities for advancement are available for members who want to move up in the steward and engine as well as the deck departments. And upgrading pays off across the board for SIU members in

the Great Lakes and inland segments of the industry as well as for those who ship deep sea.

Even with all the benefits SIU members rack up by upgrading their skills, it's not always easy to find the time to take an upgrading course. Though it usually takes just four to six weeks to complete most classes at HLS, it sometimes takes a lot of planning to fit a course into a busy schedule.

Since time is a valuable commodity to an SIU member, the Union has made sure that the month or two a Seafarer invests at HLS is time well spent, by building the Lundeberg School into the biggest

and best training facility for seamen in the country.

When the School started out ten years ago it offered a single lifeboat course to Seafarers. You can still take the lifeboat course. But today, the qualified instructors at HLS also teach a wide and varied curriculum that includes training in the most advanced, technological equipment currently in use in the industry.

By taking advantage of the Lundeberg School, an SIU member is taking advantage of a broad range of job opportunities, increased job security and the higher money that goes with higher rated jobs.

### Two New Assistant Cooks



Two new assistant cooks (l. to r.) Angel Soto and Jack Harris.

### Diesel Engine Course Grads



Diesel Engine Course graduates are (l. to r.) Al Schmitt, Bob Brazell and J. P. Visier.

### 24 Firemen-Watertenders on Call



In front of the HLS Music House are graduates of the Firemen-Watertender Course. They are (front l. to r.) Scott Tera, Ali Hassan, Mohamad Sharan, Clarence Smith, Melvin Brumfield, Ari Elmodhji, Herbert Rippons, Tim Van Peh, Jack Andrews, Jim McDaniel and Ron Gilmette. Standing (l. to r.) are Joseph Da Costa,

Curtis Johnson, Gary Johnston, Butch Vane, Pat Hemenger, Rocky Oden, Glenn Watson, Bill Strode, Don Givens, Stan Allen, Rolend Grice, Roland Richardson and Barry Day.

## Ready for the Lifeboats



Showing they're ready for the lifeboats are Lifeboat Course grads (l. to r.) Gary Johnston, Bill Strode, Clarence Smith and W. D. Mitchell.

## LNG: Deck and Engine



Both deck and engine department Seafarers pictured here have completed the LNG Course. They are (front l. to r.) S. Browning, J. Peltz, R. Caruthers and R. Mancini. Rear (l. to r.) G. Hoover, W. Tillman, Recertified Bosun Walter Nash and R. Heikus.

## Firemen-Watertenders All



Late last month these Fireman-Watertender Course grads posed for this photo. In front are (l. to r.) A. Wooten, L. Jacobson, J. Perry, T. Sharp giving the thumbs up sign, M. Rodriguez, J. Postel and E. Olsen. In the middle (l. to r.) are T. Bearss, P. Orr, M. Brown, R. Solis, C. Mitchell, B. Bingham and T. Dooley. At the rear (l. to r.) are D. Ling, J. McKay, J. Doe (obscured) A. Asle, R. Story and M. Gay

## Deck and Engine LNGs



LNG Course graduates in both the engine and deck departments are (front l. to r.) Evan Jones, Robert Goodrum, Jack Davis, Michael McNally, William Foley, Christopher Cunningham, Robert Farmer and Alphonse Thomas Jr. Rear (l. to r.)

## 16 ABs Are Graduates



On a windy day aboard the SS *Zimmerman* at HLSS are 16 graduates of the AB Course. In front are (l. to r.) R. Mincey, M. Tracy, M. Houlihan, J. Capp, S. Whitehead, S. Wallace and W. Wood. At back (l. to r.) are L. Grandall, W. Yanson, M. Muscato, S. Williams, R. Brown, C. Marks, P. Herring, R. Jueland and G. Hetherington.

## A Firefighting Cook



Cook and Baker grad Gary Hamilton show his diploma and firefighting certificate from HLSS.

HLSS



Upgrading

## Set to Shoot the Stars



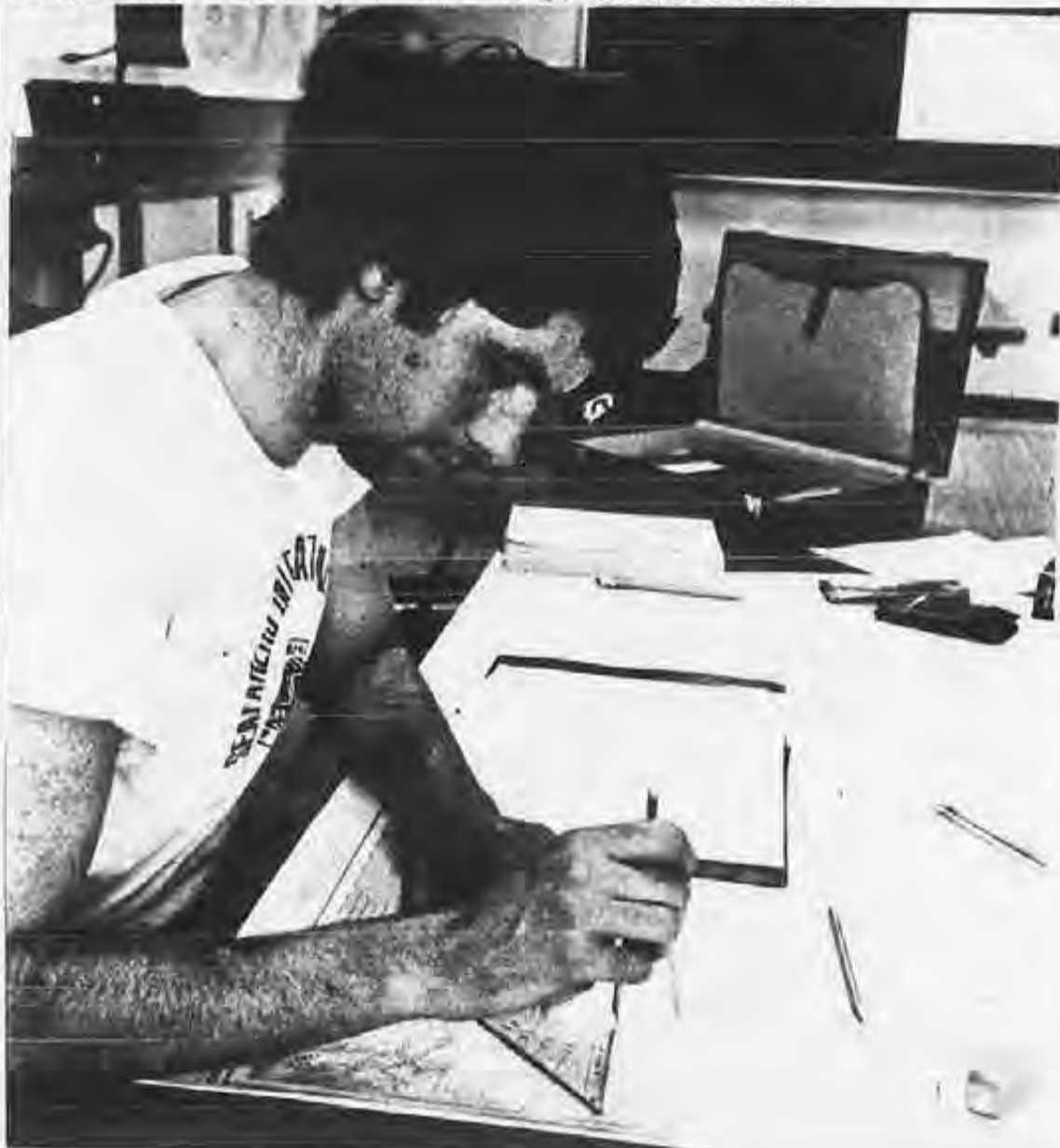
Graduates of the Celestial Navigation Course are (seated l. to r.) Boatmen Robert Hudgins, Robert Hope Jr., G. T. Decker, Gary Creighton and Roland Benz. Standing (l. to r.) are Dan Taylor Jr. and Red Guerrin.

# The Finest Opportunity Anywhere



The Transportation Institute Towboat Operator Scholarship Program consists of many hours of boat handling experience. For all of the boatmen, this wheelhouse time was credited to them as work time.

The classroom instruction covered many aspects of towboat handling such as rules of the road, chart navigation and weather.



In order to gain boat handling experience, boatmen work with the tug and barges on a night shift.

Because of the extensive training in the wheelhouse, students are able to apply the skills they learn in the classroom. Here a boatman approaches the pier and barges at HLS for a day's work (right).

There are many reasons for the success of the Towboat Operator Scholarship program. It gives each student a weekly stipend of 125 dollars and free room, board, and books. The awards are granted on a very competitive basis. As Boatman Joseph Berlando put it, "It's worth it. I couldn't have come without the scholarship." And Brother Craig Brown was especially impressed with the quality of instruction. "It is hard to learn all the material you need to know on your own. The teachers were very good and gave us guidelines to study from," he said.

he will encounter when he is in command of a boat. Brother Herman Jernigan commented, "The instruction was very thorough and organized." "The whole program is excellent," said Brother Jeffrey Parkin. All of their boathandling time was credited as actual work time by the Coast Guard for all of the scholarship recipients.

Boatman Stewart Finch thinks, "The entire scholarship program is a really good idea." Brother Finch and four other students received an additional benefit. Because they graduated from the basic vocational program, the entire time that



Piloting and navigation are very important skills for the SIU Boatmen. The knowledge he gains from the scholarship program assures the company and crew of a qualified operator.

The scholarship curriculum consists of both classroom instruction and extensive on-the-job training. In the classroom, students work on rules of the road, towboat handling, towboat seamanship, aids to navigation, chart navigation, winds, tides, weather and currents, piloting, radar navigation, radio direction finding, and chart work. The boatmen were able to apply the concepts they learned in class by spending many hours aboard the HLS tug boat, pushboat and barges.

This on-the-job training was as individualized as the classroom. Every student experienced real boathandling situations like those

these boatmen spent in the program was credited as work time.

The scholarship winners also acquired a new understanding of their industry. While in the program, the Boatmen visited the Transportation Institute in Washington, D.C. Here, they learned of the economic factors which affect the maritime industry, the impact of government policies on their job responsibilities and projected growth patterns for the towing industry.

With this kind of knowledge, in addition to their excellent job skills, the scholarship winners are helping to keep the towing industry strong and progressive.



In the classroom sessions, students are shown here with instructor Paul Allman as they discuss navigation.





Since the beginning of the program, nearly 100 boatmen have been able to get their towboat operator licenses. This is a big achievement for the boatmen and for the industry.



Because of the scholarship program, many SIU boatmen have been able to upgrade their skills and move up in the deck department. They may not have been able to do this without the program.

# More Boatmen Advance

The Transportation Institute Towboat Operator Scholarship Program at the Lundeberg School recently graduated another class of qualified SIU towboat operators.

Since the program was established in 1978, almost 100 boatmen have entered the towing industry with the skills to perform efficiently in the wheelhouse of towing vessels. For all of these boatmen, the Scholarship Program opened the door to job advancement.

Boatmen William West commented, "The industry is really growing. The SIU and HLS are looking ahead. The school is a positive thing for all of us." Boatmen Morris Thibodeaux said, "New boats are being built every day and I want to be a part of this wide open field."

Many boatmen who feel this way have attended the Lundeberg School and have upgraded their skills. They are now working in the industry and are still growing with the field. "There are a lot of people who don't know what they are missing. It is a wonderful opportunity," said Brother Edgar Ziegler.



Raymond Alcorn



Joseph Berlando



Alexander Borawick



Craig Brown



Stewart Finch



Jack Frasure



Kermit Green



Jeffrey Huppert



Herman Jernigan



Gregory Lukowski



Leon Mach



David Marchand



Jeffrey Parkin



Barry Schuffels



Charles Strohecker



Morris Thibodeaux



William West



Edgar Ziegler



Students in the basic vocational program are beginning their careers as boatmen through the training at HLS.

## LETTERS



## TO THE EDITOR

### Captain Captures Respect

We the crew of the *SS Sea-Land Economy* would like the membership to know that during the illness and death of our late Brother, Seafarer E. Bakanas, that Capt. C.S. Olson extended every possible care, day and night, for our stricken brother's health and comfort.

On arrival in Port Everglades, the captain, out of respect for our dead Brother had the flag flown at half mast. Of all my years going to sea, I have never seen this tribute paid to a crewmember.

All hands join me in saying: "It takes a good man to captain a ship, but a better man to capture respect."

Fraternally,  
L. Nicholas, Secretary-Reporter  
SS Sea-Land Economy

### \$300 to SPAD

As a retired member of the Marine Cooks and Stewards Union (recently merged with the SIU-AGLIWD), I realize the work the Union is doing to protect the jobs of its members while at the same time trying to strengthen the U.S. merchant marine in regard to both domestic and foreign trades.

Therefore, I have forwarded a check in the amount of \$300 to the office of the secretary treasurer as my donation to SPAD. I hope that my donation will serve both for the benefit of the Union as well as the benefit and security of our country.

Fraternally,  
Johann T. Ulrich  
San Francisco, Calif.

### New Pensioner

Just a note to let my friends and shipmates know I picked up my first pension check in the Norfolk hall recently.

I would like to thank the Union for making this benefit possible. Also, I want to note that the Welfare Plan was always prompt in settling any claim I ever had while I was sailing.

I would like to have been able to work a few more years. But it is good to know that you have the Union security when you need it.

Fraternally,  
Chester Cochran  
Route 5 Box 229  
Mebane, N.C. 27302

### 'Miles to Go Before I Sleep'

I was put to much inconvenience and expense to track down a suspected "aneurysm" at a time when my arthritis was flaring up. I even went to Cleveland Clinic to get an "opinion." More recently I went to USPHS, Baltimore, though. And there I discovered something.

Actually, the point I'm trying to make is that whoever you come into contact with in that facility shows a personal commitment to your health and well being.

I was there two weeks undergoing tests complete with x-rays, the whole "schmeer." They have a barium milkshake there that's just grand—it's mint flavored.

Some wag said that "if you take care of your body, it will last you a lifetime." Well, that's just what I aim to do from here on.

I hope to get my "permanent unfit for duty" because as the great poet Robert Frost once said, "I have appointments to keep and miles to go before I sleep," or some such thing.

Fraternally,  
Clarence Cousins  
Butler, Pa.

### 'Print This in Bold Letters'

I am submitting this letter to the *Log* to be published in bold letters so my fellow Seafarers including officials can take notice of same.

I wish to thank the Seafarers Welfare Plan and its staff for their great interest and the businesslike manner in which they handled my claims.

My wife passed away on Oct. 1, 1978 and the hospital and other bills were stocked up on me. I thereby appealed to my port agent Buck Stephens in New Orleans in my dark hours of despair and he responded in a most efficient and sympathetic manner.

I must now state that I could not expect any more speed or financial assistance than was given me by the greatest Welfare Plan in all the industrial system in this country.

This could not have happened had it not been for the excellent leadership of this Union, in particular President Paul Hall.

I want to let my fellow Seafarers read these lines so that they take a greater interest in supporting the SIU to the best of their ability. Even if it hurts a little, for what you now cultivate you will harvest in the wintry days of your life. I once again urge the membership to support the Union, which I consider the greatest maritime organization in the U.S.A.

Fraternally,  
James Morrison  
Westwego, La.

### Top Notch Steward Dept.

I would like to pass along my compliments to the steward department for an excellent job done aboard the *SS Charleston* (Sea-Land) on recent voyage #346, Capt. Francis M. Haggerty, commanding.

The steward department consisted of the following SIU members: Chief Steward Stephan Piatak; Chief Cook William Seltzer; Cook & Baker Pedro Mena; 3rd Cook Kurtoslav Svoboda; Messmen Sylvester Paduano and Paul Moran; Utilitymen Christopher Chubb, Brian Russell and Elliot Gorum.

The department was well supervised. The meals were quite tasty, salads were excellent and a fine conscientious job was done by all concerned. The Cook & Baker turned out some real good pizza along with the usual assorted pastries.

Fraternally,  
A. Gilmore, REO (Sparks)  
SS Charleston

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



**... for his ship to come in.**

**So learn diesel skills — you'll be ready to work aboard any of the new tankers, ore carriers and containerships. Take the Diesel Engines Course at HLS. It's just for QMED's and it will mean better job opportunities and job security for you.**

**Course Starts May 28**

**To enroll, see your SIU Representative or contact HLS**



# Bilateral Trade One Answer to U.S. Fleet's Ills

One of Robert J. Blackwell's last acts as Maritime Administrator was to report on how the American merchant marine shaped up in 1978.

Unfortunately, his report revealed, it's been "shaping up" to the point of doing a disappearing act. Its condition, quite simply, is practically laughable. The only ones doing the laughing, however, are our competitors and ideological adversaries.

According to Blackwell's report, U.S. flag carriage in 1978 "only accounted for about 4 percent of the 819 million tons moved in our foreign trade."

As pathetically dismal as 4 percent might appear, the figures for certain key areas of the trade are even worse. U.S. tankers, for example, carried less than 3 percent of our total trade in tanker-borne commodities. And in the dry bulk area, our bulkers actually accounted for less than 2 percent of our total trade in dry bulk commodities.

Speaking of dry bulk carriers, there are 5,000 of them operating worldwide, while the total U.S. dry bulk fleet consists of only 16 ships (including four in lay-up). The average age of U.S. bulkers is a shameful 25 years.

Take a casual look around the world. What other major maritime trading nation would allow such a condition to exist?

Not Great Britain—it carries over 30 percent of its foreign trade. Not France: over 30 percent. Not West Germany: 20 percent. Not Norway: 30 percent. Not Japan: over 40 percent. And certainly not the Soviet Union. Its merchant marine carries over 50 percent of its water-borne foreign trade.

Many well-meaning yet uninformed people shrug these statistics off by saying, "Well I'm a good American. I believe in free trade and if we can't compete... well that's just the way it goes." Others say the same thing to somehow justify their patronage of foreign-flag vessels, which is as close to being un-American as you can get.

No real American with even the most basic awareness of the security and economic requirements of a strong nation, would favor "free trade" for free trade's sake if, as a result, it threatened our very existence as a free country.

"Free trade at all costs" is the rhetoric of a multi-national conglomerate whose only real interest is its profits, not the security of our nation.

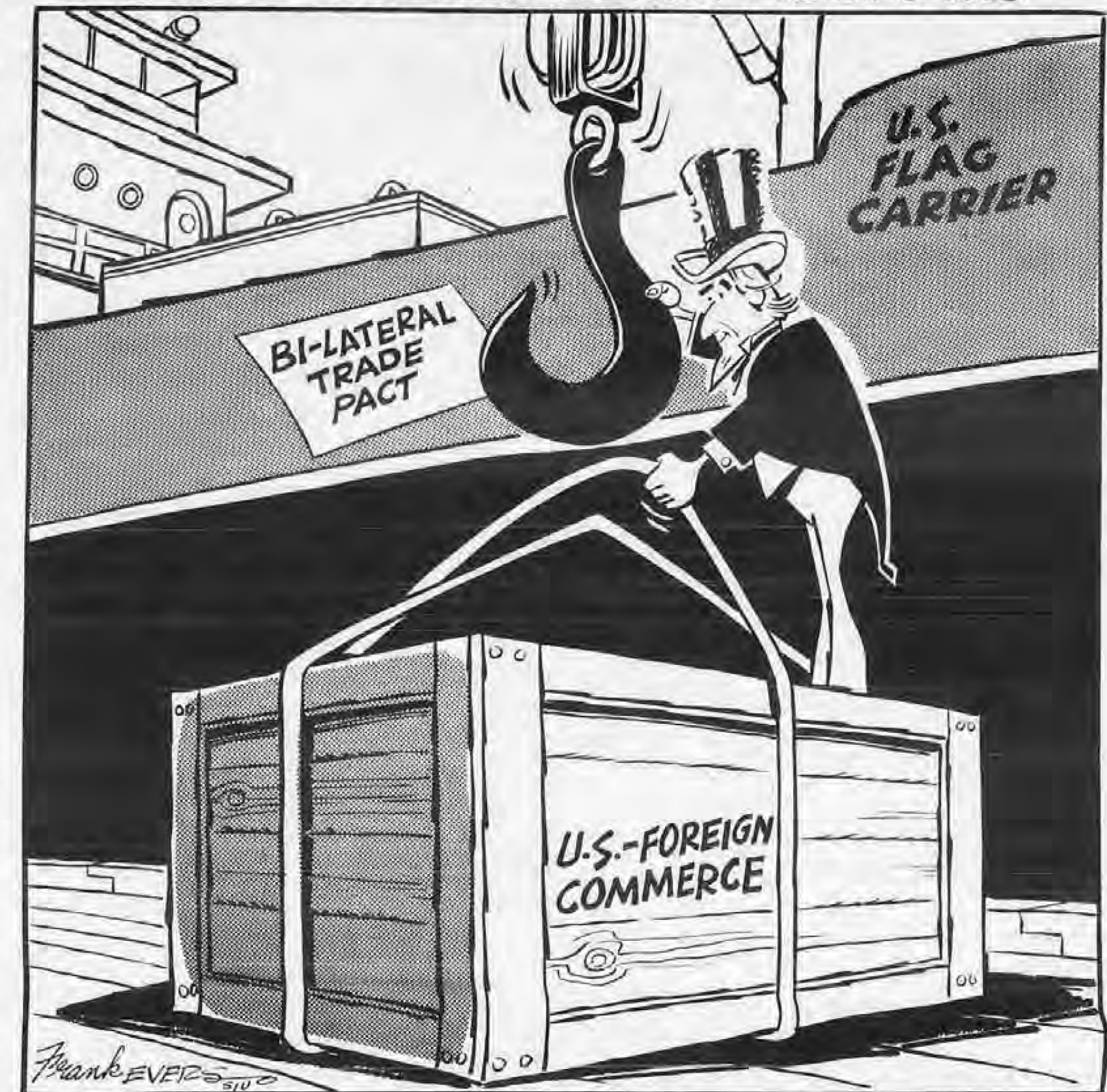
We don't want to knock free trade. It's well and good, to a point. But when it threatens our country by putting us in a weakened position where we can't compete with even third-rate powers, it's time to change our policy.

Other free world countries have recognized this concept and have dealt with it sensibly. Let's face it, if free trade without any kind of government "help" were the only criterion, then countries like Norway and Great Britain wouldn't be able to compete—and very well—which is something we haven't been able to do for years.

So what makes the difference? The answer is a sound national policy; a real commitment to maintaining a strong merchant marine to the point where our country can handle a significant portion of our foreign trade.

Maritime Administrator Blackwell suggested in his report that "U.S. maritime policies will have to become more cognizant of the signs indicating that nationalistic policies will become more significant in world shipping in the years ahead."

So what can be done about it? For one thing, we need more bilateral and multi-lateral trade agreements. These agree-



ments, such as the U.S.-Russian grain deal, stipulate that each trading partner will carry a specified percentage of cargo flowing between the countries involved.

The United Nations Conference on Trade and Development (UNCTAD) proposes 40-40-20 splits in bilateral trade agreements. The U.S. State Department, for some inexplicable reason, has opposed any UN resolution supportive of bulk cargo sharing. We sometimes wonder whose side they are on. In the dry bulk area especially, such agreements could only benefit our own minuscule dry bulk fleet.

Other things could help to stimulate growth in the U.S. bulk fleet. Blackwell's report recommended that changes be made in the bulk carrier subsidy programs. "Basically," he pointed out, "regulations and restrictions imposed on recipients of subsidies have been major deterrents to firms that could be considered prime candidates for participation in a U.S. dry-bulk program." Easing of the 20-year vessel replacement obligation would be one way to encourage participation in this program.

One additional prescription suggested as a partial cure for our fleet's ills would be, quite simply, to get tough in our approach to the problem. A wishy-washy approach to rebuilding our merchant marine will only result in further stagnation or decay.

Specifically, we should initiate a tough crackdown on foreign-flag rate cutting which, if necessary, could include banning certain foreign lines from our trade.

In spite of State Department reluctance to broaden our country's bilateral

trade agreements, there are other federal agencies that take the opposite viewpoint.

The Department of Labor, in a recent position statement on maritime issues, said that the U.S. should "seek bilateral agreements wherever possible not only for economic reasons, but for security

considerations as well. Such agreements are also necessary to put into effect the goals mandated by the Congress in 1936 and repeated as recently as 1970."

Has the U.S. State Department forgotten about the Merchant Marine Acts of 1936 and 1970? Has the U.S. Congress?

## SECURITY IN UNITY



# LOG

April, 1979

Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO

Vol. 41, No. 4

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Published monthly by Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232, Tel. 499-6600. Second class postage paid at Brooklyn, N.Y. (ISSN #0160-2047)

# At Sea & Ashore

## Valdez—Trans-Alaska Oil Pipeline

Oil tankers in the near future may have more crude to haul from here as late last month the Atlantic Richfield Oil Co. (ARCO) said it plans to develop its leases in the Kuparuk Oil Field west of the Prudhoe Bay Oil Field on Alaska's North Slope at a cost of some \$350-million.

By 1982, ARCO expects to be pumping about 60,000 barrels of crude daily from the field. With 10,000 barrels a day pumped by 1984.

The crude moves south from the North Slope through the Trans-Alaska Pipeline to the marine terminal here for transshipment to refineries in the lower 48 United States.

ARCO's head said "The nation's need for domestic energy was a major factor in our approving the program now."

## SS Potomac

Carrying coal to Rotterdam-Amsterdam for the next few months for the Military Sealift Command from the ports of Norfolk and Philadelphia will be the 23,846 dwt *SS Potomac* (Hudson Waterways).

## New Orleans

Ogden Marine will buy two U.S.-flag 37,800 dwt tankers built in 1969 from United Tankers for \$31 million. Ogden now has seven U.S. tankers in the domestic trades. It has six U.S. tankers in the overseas trades. About 80 percent of this tonnage operates under long term charter.

The *Eagle Leader* and *Eagle Charger* will be renamed the *Ogden Leader* and the *Ogden Charger*.

The *Ogden Charger* has a charter with Exxon to 1980 with a two-year extension option and the *Ogden Leader* is available.

## Israel

By U.S. law, half of the 400,000 metric tons of American wheat worth \$5.4 million to be sold to Israel must be carried in U.S.-flag bottoms.

The wheat will be shipped from Gulf and Atlantic Coast ports.

## ST Beaver State

MARAD has agreed to let the 91,849 dwt *ST Beaver State* (Westchester Marine) make a third voyage carrying crude from the port of Valdez, Alaska to the Exxon Refinery in Benicia, Calif.

## Orange, Tex.

Seafarers next year will man the first of five new 36,000 dwt bulk carriers to be built in the Livingston Shipyard, Orange, Tex.

The keel of the first vessel has been laid and she will be delivered in December 1980. She's the first bulk carrier to be built in the U.S. since 1974.

They will be 612 feet long, have a beam of 93 feet and sail between the Gulf and the Far East with cargoes of grain, steel, sugar and lumber.

## West Coast

SIU members here in the steward department, formerly from the merged Marine Cooks and Stewards Union, next January will man the new containership *SS Kauai* (Matson Line).

Last month the company got MARAD's subsidy okay to build the ship in the Sun Shipyard in Chester, Pa. She will cost \$73.9 million, carry 1,000 varied sized containers and tanks to hold 2,400 long tons of molasses.

## Delta Line

Delta has added the port-of-call of Puerto Limon on Costa Rica's Atlantic side on the U.S. East Coast-Venezuela-Columbia-Central America run.

On the run, three Delta ships sail every two weeks from the ports of New York, Philadelphia and Baltimore to Aruba/Curacao, Puerto Cabello, La Guaira, Guanta, Maracaibo, Cartagena, Puerto Limon, Puerto Cortes and Santo Tomas.

## London

Last year world shipbuilding hit a 10-year low as fewer merchant ships were built, according to Lloyd's here.

In 1978 only 18.2 million gross registered tons (grt) of shipping were built, down 34 percent from 1977's 27.5 million grt built.

Japan's 6.3 million grt built led the world in shipbuilding and was 34.7 percent of the total.

## Nova Scotia

The 32,531 dwt British tanker *ST Kurdistan* loaded with 29,000 tons of heavy crude split in two in high seas and sank last month 44 miles north of Cape Breton Is. and Sydney, Nova Scotia.

Since the ship sank at night, no one could see if any oil had spilled out onto the Cabot Strait fishing grounds.

Six hours before the sinking, the tanker's crew reported two cracks running up the vessel's sides.

All 41 of the crew were taken aboard the Canadian Coast Guard icebreaker *Sir William Alexander*.

The tanker had put out an SOS at 10 p.m. as she began to break up after turning toward Sydney for repairs.

## Personals

Raymond Patrick Russo

Please contact your sister, Stella Imondi, 26 Lafayette St., Johnston, R.I. 02919, Tel. 231-7759.

Allen P. Alexander

Please contact your son, Lewis R. Alexander, 20003 Harlan Ave., Carson, Ca. 90746.

Leroy Davis

Please contact editor of the *Log*, Tel. (212) 499-6600 Ext. 242.

Thomas Vain

Please contact John W. Altstatt, (Blackie Altstatt), Route No. 1, Dustin, Okla. 74839, Tel. (918) 656-3212.

Ronald E. Vantress

Please contact your wife or your grandmother in New Orleans, La., Tel. (504) 944-9458.

Old Shipmates

Any old shipmates who care to may contact Harry T. Justice at 951 N. 42nd Apt. 205 Seattle, Washington, 98103.

Gordon Linden

Please contact, by mail, Matthias Soldierer, 5222 Nancy Way, Riverside, Ca. 92503.

G. Saylor M. Meckler

G. Marzett F. Lindsay

Please contact Red Campbell at Headquarters, Tel. (212) 499-6600 ext. 213.



## The tools of your trade

Learn to make them work for you

... Apply now for the Transportation Institute Towboat Operator Scholarship

- 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 required wheelhouse time
- Day-for-day work time credit for HLS Entry Graduates

Completed applications must be received by June 1

To apply, see your SIU Representative.

# Unity, Security Anchors of SIU, MCS Merger

*"I have a way to go before going on pension, but I feel a lot more secure about it because I know inside myself that as part of the SIU my future benefits will be waiting for me whenever I need them. I also know I still have a future going to sea—something I was getting worried about before the merger."*

A little less than a year ago, members of the SIU-AGLIWD and the Marine Cooks & Stewards overwhelmingly approved a merger of the two organizations.

The vote showed that both memberships recognized that the problems in the maritime industry can best be overcome by a consolidation of efforts by all concerned.

Accordingly, SIU and MCS members voted by better than 95% margins to consolidate the unions themselves. In turn, the results have meant expanded job opportunities in the face of a greatly decreased amount of Pacific Coast ships in operation.

The merger has also provided former MCS members with an alternative to early retirement. Many MCS people, because of a shortage of jobs on the West Coast, were contemplating retirement. However, now with more jobs to choose from as a result of the merger, these new SIU

members can remain active seamen while at the same time building up additional pension credits. Essentially, it has meant greater security for all involved.

How has this historic merger of Atlantic, Gulf and Pacific Coast seamen worked out? And what do members of the former MCS think about their new station as SIU-AGLIWD members?

To find out, we visited each of the four passenger liners operated by Delta Steamship Company when the ships arrived in San Francisco from their voyages to South America. Former MCS members man much of the steward departments on these vessels.

One thing is clear—Kipling was all wrong when he said that the East and West could never meet. At least insofar as it applies to the crews aboard these four ships. (Delta bought these vessels from Prudential Lines last year.)

Ron Bautista, Room Steward, SS Santa Maria



# LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO

APRIL 1979

The answer to the question of how the merger has worked out was a unanimous decision—it's worked out fine. Members of all three departments on each of the four ships expressed keen satisfaction with the results, demonstrating conclusively that a seaman is a seaman no matter what coast he may come from.

As far as the question of what the Pacific Coast stewards think of the merger—that's best indicated by the random interviews given the *Log* by various crew members on the *Santa Maria*, *Santa Mariana*, *Santa Mercedes* and *Santa Magdalena*. Some of the interviews are printed on the following pages.



The SS *Santa Mercedes* traversing the breathtaking Straits of Magellan. She is one of four passenger/cargo ships operating off the West Coast carrying both SIU A&G members and former MCS members. She is operated by Delta Lines.



One of the hallmarks of the SIU, MCS merger has been brotherhood, everyone striving to work together for the good of everyone aboard. Just ask the ship's committee of the SS *Santa Mariana*. They are from the left: Recertified Bosun Tom Price, ship's chairman; Juan Osorio, steward delegate; Marvin Garrison, secretary-reporter; Brad Lipets, engine delegate; Clyde Kent, deck delegate, and Paul Olson, educational director. Also in photo are Patrolman Gentry Moore (second from right) and Steve Troy (right), SIU West Coast Headquarters Representative.



SIU West Coast Headquarters Representative Steve Troy (seated) writes out report during visit to the SS *Santa Maria* (Delta Lines). Seated left is Patrolman Gentry Moore. Standing (l. to r.) are Recertified Bosun John Stout; Deck Delegate Percy Kennedy and Steward Delegate Tony Glados. Seated right are Chief Electrician John Ross and Engine Delegate Ray Hart.

## Interviews Aboard the SS Santa Magdalena



**HEINZ SEEL, Second Steward:** "I'm very satisfied with the merger. I find that I'm making more money than before which means I'm better off financially under the SIU contract. We have fewer beefs now and at the same time I feel that my future is more secure than before the merger."



**R. J. LOWE, Chef:** "We're in great shape. We don't have the inter-department quarrels that used to bug everyone. Personally, I'm proud to be part of the SIU and I will go along with whatever we have to do because I know it will be whatever's best for the seamen."



**STEVE AKENS, Chief Cook:** "The merger has worked for everyone's advantage. Without it we'd have no jobs. And we're all working together—unity among co-workers is the one thing that's really important. We have it now."



**REUBEN BLACKBURN, Chief Steward:** "Well, we now have job security and pension security—for me and for all the members. Working with the SIU deck and engine departments has been an enlightening and rewarding experience these past months. I'm sorry we didn't merge long before we did."



**EMMA MILLER, Stewardess:** "Where would I be without the merger? Where would all of us be, for that matter? It's fantastic that we merged and I'm very glad that the SIU offered us the opportunity to merge. We are better off under the SIU and I'm sure things will get better and better in the future."



**URSULA IBERT, Headwaitress:** "I guess the most important thing for me personally has been job security. Without the merger we'd be without jobs insofar as passenger ships are concerned. Merger is unity and unity is strength. And we need all the strength we can muster in the merchant marine these days."



**HARRY GEIER, Third Steward:** "If I knew how great belonging to the SIU was going to be I would have shouted for merger a long time before we got the chance to vote. Living together and working together aboard ship under one Union is a lot easier. It's also added some more strength to the maritime voice in Washington, D.C. And by contributing to SIU's SPAD, I have the opportunity to make my small voice heard there as well."



**BURT RICHARDSON, Chief Pantryman:** "The merger was one of the greatest achievements we've experienced in the steward department in many a year. The SIU contract is superior to what we had before and the cooperation and harmony aboard ship with all three departments under one banner is so great."

## Interviews Aboard the SS Santa Mariana



**DOYLE CORNELIUS, Deck Steward:** "We certainly wouldn't be working for Delta Lines if we hadn't merged when we did. Things go along more smoothly on these ships and when everyone is merged into a single Union for all three unlicensed departments it will still be better."



**BILL HARTER, Chief Baker:** "To begin with, the pay on these ships is better under the SIU contract than it was before, and that's saying a lot these days."



**SIGRID GAHSAMAS, Stewardess:** "Probably the best thing that has happened so far is the understanding between all members of the steward, deck and engine departments. We have such good comradeship and things are so harmonious. I didn't realize before that everyone belonging to just one Union could bring about such good mutual working relationships."



**FLOYD INGLEBRET, Chief Cook:** "From what I've experienced so far, the merger has been good for all of us. We have more security than we did before. I expect, though, that the real benefits of the merger are yet to come. The future is what we're planning for and we can't expect everything to change in six or eight months."



**ERIC DE BLANC, Bartender-Lounge Steward:** "I have to go along pretty much with Doyle's views. I'm glad the MCS broke the ice, so to speak, and start the merger ball rolling. The sooner we are one Union the sooner we can all share all the benefits, regardless of what union we started with."



**JUAN OSORIO, Room Steward (and Steward's Delegate):** "I don't want to knock any other union, but since the merger, life aboard these ships is better because we cooperate between departments instead of competing with one another. I just hope that the officials of all the different unions see the light and merge into one big Union as soon as possible."

## Interviews Aboard SS Santa Maria



**DOTTIE LAWSON, Stewardess:** "We all have job security and eventually it will mean more jobs for everyone. We make more under the SIU contract than we did before. We are a happy crew—a happy family aboard a happy ship. All are fair and honest with one another, and frankly, I just love the SIU deck and engine departments on here."



**LARRY TINKHAM, Bartender:** "I have a lot more job security than I had before the merger. I am pleased with the cooperation among all crew members—whether in the galley, on deck or in the engine room. One unit—one Union, that's what we are now. As one Union the whole crew is working for the best operation of the ship."



**NICK SERITIS, Chief Baker:** "What does the merger mean to me? It means I have a job—you see me working right here. It means I'm going to get a pension when the time comes for me to go ashore. It means I have a future and it means I know I have security for my family as well."



**FREDDIE VIDAL, Second Steward:** "To me, two of the most important things are job security and pension security. I know that we have it now, as part of the SIU. The merger has made my work easier aboard ship, as well. I just wish that all the unlicensed departments were in one union."



**RON BAUTISTA, Room Steward:** "I have a way to go before going on pension, but I feel a lot more secure about it because I know inside myself that as part of the SIU my future benefits will be waiting for me whenever I need them. I also know I still have a future going to sea—something I was getting worried about before the merger."



**VINCE COSS, Waiter:** "Before the merger I heard a lot about so-called 'inferior SIU contracts.' Well, I know that's a lie from start to finish because I'm making more now than I was before the merger. I come from a union family and I know that delivering the goods for its members is the mark of a good union. And boy, is the SIU delivering the goods for its members. I'm just sorry we didn't merge before—what took us so long?"



**RON SAUNDERS, Chef:** "I've gone to sea for many years and the merger is the best thing that's happened to us since the '34 strike. I was getting worried about my pension but I don't worry now. I know that under the SIU banner I'll get everything I've earned. We should have merged a long time ago."



**PHIL DESETT, Room Steward:** "I have a job I wouldn't have without the merger. It has meant belonging to one big group of friends and shipmates regardless of the department the individual works in. It sure has made life aboard ship much easier than before."



**KEVIN GIBBONS, Bar-Lounge Steward:** "It's sure offered job opportunities we wouldn't have had otherwise. I really enjoy the togetherness we have on the ship among all departments. It's much more pleasant working aboard ship when we are all together as one Union."



**JOE MOUTON, Crew Pantryman:** "The merger has given me a chance to cook for some of the finest gentlemen I've ever met going to sea. I mean the men in the SIU deck and engine departments—they are the tops. Of course, I make more money under the SIU contract and what beautiful harmony we have among all departments."

## Interviews Aboard the SS Santa Mercedes



**PETER MARTI, Second Steward:** "I remember when Ed Turner used to talk about the importance of the union getting together, there were some who said there were too many problems to resolve first. But we went ahead and merged with the SIU and what did we find? The problems people talked about didn't exist—they were just paper tigers. In the final analysis, we have fewer problems than before the merger, and life aboard ship is easier. And we have some sense of security now, some sense of going forward to better things."



**CHARLES SIMPSON, Asst. Headwaiter:** "There's a much better feeling all over the ship since the merger. I've seen a tremendous amount of unity among all the members of all departments, and that makes for more enjoyable working conditions. We have more jobs and better benefits now. I'm happy we have merged; it was long overdue."



**BILLY ROGERS, Lounge Steward:** "We had to have some security for the future and the merger helps guarantee it. The cooperation among all SIU crewmembers is great. The take home pay works out better for us under the merger. I'm certainly glad we merged the unions."



**BRUNA WILLIAMSON, Lounge Stewardess:** "I like the togetherness under the SIU. It's much better that we are united instead of trying to go it alone. We now have hopes for a better future for the men and women who sail."



**RUDOLF SPRINGAT, Chief Baker:** "Merging with the SIU was the best thing that could have happened to the MCS. We couldn't have survived without the merger. I was worried about my future in the industry but I don't have to worry now."



**LOUIS MENDOZA, Chef:** "The merger's one of the best things that's happened to us. It means jobs and that's pretty doggone important to all of us. I personally think Ed Turner deserves a vote of thanks for taking the lead in the merger. It certainly is nice the way we get along so well with the SIU deck and engine departments."



**MARVIN GARRISON, Chief Steward:** "In my job I have to think of unity and harmony among crew members for everyone's best interests. I have never known such unity and harmony as we have since the merger. It's a very comfortable feeling to know that we are all together, all striving for the same goals, because that's the only way we're going to accomplish anything in the maritime industry."



Recertified Bosun Jack Kingsley (left) heads up the ship's committee on the SS Santa Magdalena. Also in photo, from the left, are: Frank Silva, engine delegate; SIU representative George McCartney; Harry Grier, steward delegate; Irving Glass, deck delegate and Harold Welsh, educational director.

# Ocean Mining Bill, With U.S. Ship Clause, in Senate

When the Deep Seabed Ocean Mining Bill went before the U.S. House of Representatives last year, it won a resounding 312 to 80 vote of approval. It looked as though it would receive similar treatment in the Senate, thus giving the ailing U.S. maritime industry a much-needed boost.

But it was not to be. The bill never was voted upon in the Senate before that august body adjourned for the year, in spite of the fact that a number of important Senate committees had given the bill their approval.

The long, drawn out process is now beginning all over again. Only this time, the House has said it will not even consider the Bill until the Senate can get its act together to vote upon it.

Senate action on the bill could take place later on this year (committee hearings have already begun). But it's not likely to go before the House again until some time in 1980.

It's the same old story! Other major maritime trading nations build up their fleets, or at least continue to maintain them at a much higher level than our own, while we continue to drag our anchor through the political and legislative mud.

## U.S. Economy At Stake

The importance of seabed mining projects, not only to our maritime industry but to our nation's economy and security in general, can not be underestimated.

Vast quantities of nickel, copper, manganese, and cobalt lie on the ocean floor, waiting to be mined. Deepsea

mining projects to recover these minerals represent a potential golden opportunity for our country.

Enlightened development of these mineral deposits, with the best interests of our country in mind, can help us to increase our self-sufficiency in supplying vital raw materials. It would also lessen our balance of payments deficit by decreasing our dependence on foreign sources and suppliers for these raw materials.

The SIU is especially interested in one particular section of the Deep Seabed Ocean Mining Bill—Section 102(C)(2). Inclusion of this section in the final version of the bill would ensure U.S. control over mining vessels as well as the vital mineral deposits in question.

Section 102(C)(2) will require each mining permittee to use at least one U.S.-documented vessel for the transportation of minerals recovered from the ocean's floor.

**The beneficial effects of this section on the U.S. maritime industry would be far-reaching. But, without controls on foreign flag encroachment in this area, deepsea mining will take place at the expense of our industry, American labor, and of the U.S. economy.**

On the other hand, if section 102(C)(2) is included in the final version of the bill, it would encourage growth in the minuscule U.S.-flag bulk fleet. At present, virtually all strategic minerals imported by our country are carried in foreign flag bulkers.

Passage of the Deep Seabed Ocean Mining Bill, with section 102(C)(2) included, would guarantee thousands of

new jobs on seabed mining vessels, as well as in related shoreside industry.

The multi-national "vultures" are waiting in the wings to pounce on the rich mineral deposits in American

waters. If the Deep Seabed Ocean Mining Bill is eventually passed, in its most effective form, then the vultures' wings will be well clipped, in this crucial area at least.

## Zapata Rover Committee



After a run from the Gulf to onload crude at Aruba and the Virgin Islands, the ST Zapata Rover (Zapata Bulk) hove to at Stapleton Anchorage, S.I., N.Y. to offload and payoff on Mar. 20. At the payoff was the Ship's Committee of (l. to r.) GSU Alton Pollock, steward delegate; Chief Steward J. Lamb, secretary-reporter; Recertified Bosun Horace Rains, ship's chairman; AB Robert Cooper, deck delegate; QMED Gilbert Rodriguez, engine delegate and Chief Pumpman Charlie Durden, educational director.

## Pension Benefits Clarified On Certain Inland Contracts

During recent negotiations with a number of SIU-contracted tug and barge companies, the Union won some very important improvements in pension benefits.

Among the companies involved are: McAllister Brothers of Philadelphia and Norfolk; Curtis Bay Towing of Philadelphia, Baltimore and Norfolk; Taylor & Anderson; Independent Towing; Baker-Whitely Towing; Interstate Oil; Crowley Maritime; IBC Co.; Delaware River Barge; Mariner Towing and Gellathin Barge.

There have been a number of inquiries, however, from Boatmen working for these companies concerning their new pension benefits. So, in an effort to clarify these questions, following is a breakdown of the new benefits as well as eligibility requirements for receiving them:

1.) The pension benefit is increased by a total of \$100 per month. The increase, however, goes into effect in two steps. The first increase (\$50) is in effect. To be eligible for this increase, a Boatman who qualifies for retirement need only accumulate 125 days employment this year.

The second \$50 increase goes into effect June 16, 1980. To be eligible for that increase, the member qualifying for retirement need only get 125 days employment after June 16, 1980.

2.) The Early Normal Pension gives a Boatman the opportunity to retire at age 55 provided he has fulfilled the requirement of 20 years (7300 days) of employment at that age.

After fulfilling the requirements for the Early Normal Pension and after the employer begins to make the necessary contributions, a Boatman has the opportunity to increase his pension payments in two ways; through the Early Normal Pension Increments and Early Normal Pension Supplements programs.

3.) The Early Normal Pension Increments program entitles a Boatman to increase his pension check by an additional \$25 per month for every extra full year he works. After fulfilling the 20 years employment at age 55 requirements for Early Normal Pension, a Boatman will receive a \$25 increment for every additional full year (365 days) he works, up to a maximum of seven increments.

4.) The two additional years of employment necessary to receive extra benefits under the Increments program, also qualify Boatmen for the Early Normal Pension Supplement program. The Early Normal Pension Supplement is a bonus equal to a full year of pension payments. It is awarded to eligible Boatmen in a lump sum and it is only given once.

So, if a Boatman works two additional full years (730 days) after qualifying for the Early Normal Pension and after the employer begins making the necessary contributions, the Boatman will receive the two \$25 increments plus a lump-sum Supplement check totalling a year's worth of pension benefits.

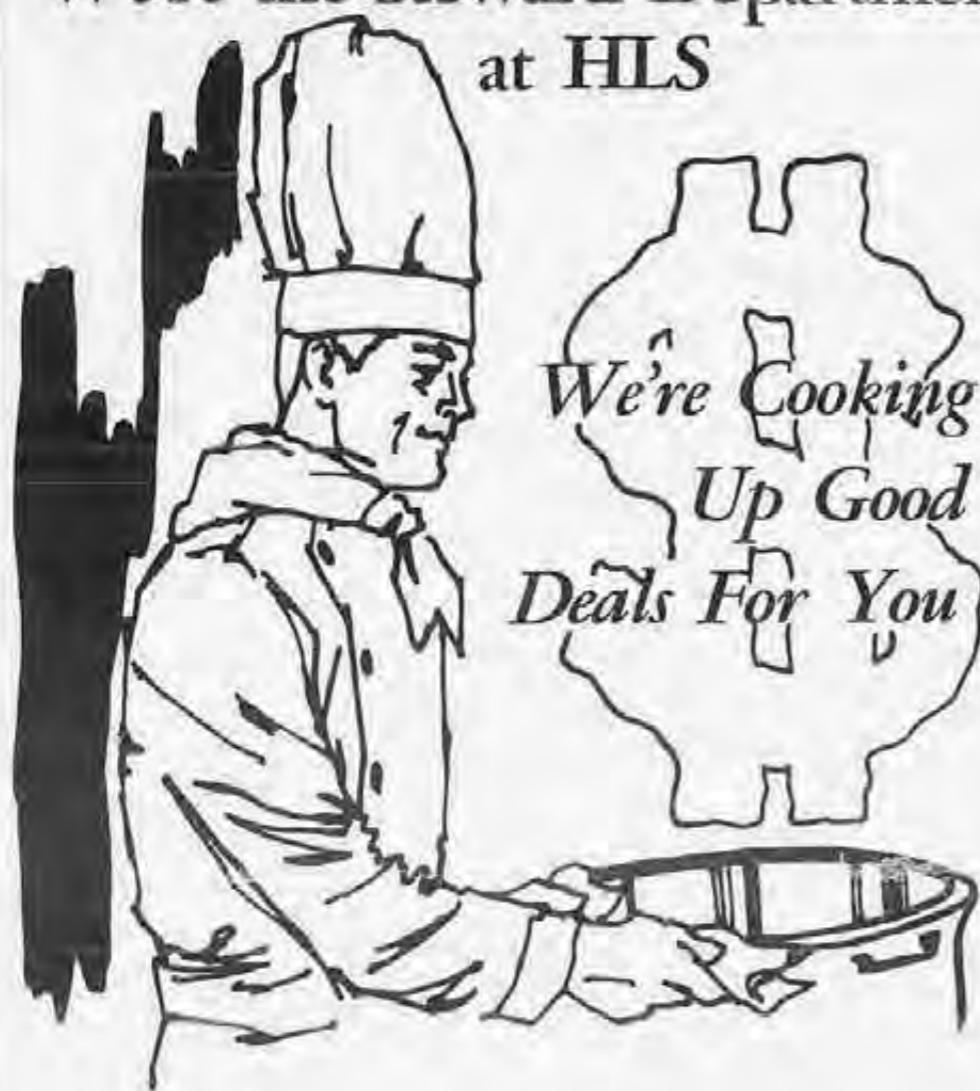
If you are a Boatman working for one of the Inland companies listed above, consider the following:

If you have fulfilled the 20 years of seetime at age 55 requirements for Early Normal Pension this year, plus the 125 days of employment in 1979, you're eligible for a pension of \$390 per month.

By working an extra two full years, you will be eligible for two pension increments totaling \$50 per month. This sum added to the monthly pension benefit effective June 16, 1980 would bring the Boatman's pension up to \$490.

In addition, the two extra full years of employment would qualify you for a Pension Supplement check. That check will equal \$5,880—a full year of pension benefits in a lump-sum.

## We're the Steward Department at HLS



We'll teach you the skills you need to move up in the Steward Department. Come to HLS. Upgrade. You'll get a good deal—you'll get a better job and more pay when you finish.

Sign up to move up.

See your SIU Representative or contact HLS.

Chief Steward: May 28

Chief Cook: May 14, June 25

Cook and Baker: May 14, June 25

Assistant Cook: June 11

# Ships Built 'Exceptional' Safety Record in Alaska Oil Trade

The Coast Guard released a report last month citing as "exceptional" the safety record of the port of Valdez. And American merchant seamen deserve a great deal of the credit.

In the year and a half since Alaskan tanker and oil terminal operations began, the equivalent of only 20 barrels of oil have been spilled out of 400 million shipped from the port. And, with very few exceptions, the tankers that have been moving the crude out of Valdez are U.S.-flag vessels, manned by American seamen including some 26 ships crewed by SIU members.

The Coast Guard presented their port safety findings to an international conference on oil spills which was jointly sponsored by the Coast Guard, the American Petroleum Institute and the Environmental Protection Agency.

Coast Guard Capt. W. L. N. Fiskien of the Valdez Marine Terminal told the conference that the oil safety record at Valdez proves that "it is possible to operate with a minimum number of spills and that oil can be kept on board if proper precautions are taken."

In addition, the high degree of safety at the Alaskan port points up the fact that ships manned by well trained, conscientious American seamen are far and away the best and safest vessels afloat, especially when measured against the safety records of flag-of-convenience tankers.

For example, in 1976, the Liberian-flag *Argo Merchant* dumped 7.6 million

gallons of crude oil into the Atlantic Ocean off Massachusetts. And barely two years later, another Liberian-flag vessel caused the worst spill in world history.

When the *Amoco Cadiz* broke up off Portsall, France in March, 1978, 68 million gallons of crude spilled into French waters, blighting 70 miles of coastline and wiping out the fishing industry of northern France.

A report prepared by the National Oceanic and Atmospheric Administration in the wake of the *Amoco Cadiz* tragedy stated: "We have never seen biological damage of this geographical extent in any previous oil spill."

The devastation of the *Cadiz* accident prompted a rash of protests against the use of flag-of-convenience ships, including an Oil Safety Liability bill introduced into Congress by Rep. John Murphy (D-N.Y.).

Murphy's bill didn't make it through Congress last year but the chairman of the House Merchant Marine and Fisheries Committee is sponsoring a similar measure this year.

Aimed at limiting the "increasingly frequent" incidence of flag-of-convenience tanker tragedies, the bill would hold vessel owners and operators responsible for any oil spill damage caused by their tankers.

The bill would also create a back-up compensation coffer, funded by a minimal, per-barrel charge on petroleum and its products received at U.S. terminals and refineries to be used for

cleanup expenses and damage to property and natural resources.

Hearings on the legislation, which has the strong support of the SIU as well as many American-flag vessel operators are continuing and such a bill would go a long way towards minimizing the impact of oil spills.

But barring unsafe, flag-of-convenience vessels from American waters altogether would go even further towards ensuring that America's vital oil supplies make it to their point of destination, and America's waters and coastlines are never again threatened by oil spills of devastating proportions.

## A Three-Gallon Donor



Seafarer Arthur Sankovidt (left) takes it easy after giving blood totaling three gallons over a period of years at the Headquarters Clinic recently. Nurse Gloria Passanisi (right) beams her approval. Brother Sankovidt is the record holding blood donor in the Union.

# Help Your Brother Down the Road to Sobriety

Seeing a blind man walk down a street makes the rest of us thankful for our sight. Perfect strangers, as well as friends, don't hesitate to offer a guiding arm to the blind because we all think it must be a terrible thing to be unable to see where you're going.

An alcoholic can't see where he's going either, only alcoholics don't have friends. Because a friend wouldn't let another man blindly travel a course that has to lead to the destruction of his health, his job and his family. And that's where an alcoholic is headed.

Helping a fellow Seafarer who has a drinking problem is just as easy—and just as important—as steering a blind man across a street. All you have to do is take that Seafarer by the arm and guide him to the Union's Alcoholic Rehabilitation Center in Valley Lee, Md.

Once he's there, an alcoholic SIU member will receive the care and counseling he needs. And he'll get the support of brother SIU members who are fighting the same tough battle he is back to a healthy, productive alcohol-free life.

The road back to sobriety is a long one for an alcoholic. But because of ARC, an alcoholic SIU member doesn't have to travel the distance alone. And by guiding a brother Seafarer in the direction of the Rehab Center, you'll be showing him that the first step back to recovery is only an arm's length away.

### 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





Steve Azookari, AB, painting the bow of the *Richard J. Reiss*.

# GREAT LAKES FITOUT



The *Adam E. Cornelius* (American Steamship Co.) as she appeared in Cleveland recently.



Kenneth Jones tidying up on the *Richard J. Reiss*.

Fitout time on the Great Lakes is always remembered as a sign of imminent spring. A spring not of blossoms and song-birds but of coal dust and chipping hammers and the various sounds attributed to the many jobs that go into preparing a steamer for the upcoming shipping season.

However there is much more to fitout than merely the annual redressing of the fleet.

Of course, there will always be the stark reality of paint brushes and arc welders. But, aside from this, there is a certain feeling in the air that one cannot put into such simple terms. A feeling of warmth that is more than simply the coming of spring.

Perhaps it is the heartfelt warmth that comes when old friends are reunited after a long hiatus. Friends who have sailed together through many shipping seasons and greeted each other in the same manner at the start of countless fitouts.

Indeed there is the feeling one gets upon returning home after an extended absence. For many seamen who ply their trade on a Great Lakes' steamer, now is the time they truly return home. After all, many will spend the next nine months working their vessel. In fact, most Lakers return to the same ship with each new season.

Certainly, the song of a robin will never be unwelcome, but to a Great Lakes' mariner it is no more music to his ears than the first blast of the steamboat's whistle.



Conveyorman Conrad Schmidt, beginning his 38th season on the Lakes, at work aboard the *Richard J. Reiss*.





Down below on the *Adam E. Cornelius*. Oiler Mike Budnick, kneeling, and Richard Glowacki, fireman/handyman, putting on handhold covers.



Oilers Frank McGuire, left, and Dick Hogut work on the service generator aboard the *McKee Sons*.



Allen Rinwick, wiper, taking on supplies for the engine room of the *Richard J. Reiss*.



Bob Eckley, bosun, wields a paint brush on the *Richard J. Reiss*.



Bosun Arthur Mielke, left, and Deckhand Fadel M. Hamed, bringing one of the *William R. Roesch's* lifeboats up to form.

## GREAT LAKES FITOUT



The *William R. Roesch*, (Pringle Transit), in Toledo, looking good for the 1979 season.



Dave Cameron, QMED, does some work on the *Richard J. Reiss's* steering gear engine.



Ah, fresh milk! Missed Eli, porter, on the *McKee Sons*.



Second cook Ed Bechard does the honors on the *Adam E. Cornelius*.



Abdullah Said, deckwatch, rolling paint onto the hull of the *Richard J. Reiss*.



Many hands make light work: painting the *Richard J. Reiss*.



Algehmi Nasar, wiper, tightens up the boiler on the *Adam E. Cornelius*.

## GREAT LAKES FITOUT



Jim Hunt, second cook, at work on the *Richard J. Reiss*.



Muffins for the crew of the *McKee Sons* in Toledo. Holding the pan: Julian Budnick, second cook, with Obad Mawri, porter.



Take five (four?): l. to r., second cook Ali Amulsteh, SIU patrolman Jack Allen, second cook Alie Mutahr, and Joe Schelke, porter, aboard the *Roger M. Kyes* in Toledo, Ohio.



John Monaco, deckhand, tightens the bearing cap of the main drive gear on a Great Lakes Dredge and Dock dredge.



Deckhand Norman Moennich does some painting on a Great Lakes Dredge and Dock launch. Moennich is also president of the St. Vincent de Paul Society in Cleveland and spends much of his off season time working with the society. He has been with GLD & D for 29 years.



Dredgeman Donald Menter checks the oil on one of Great Lakes Dredge & Dock's dredge engines. He's a carpenter in the off season and has been with GLD & D for 23 years.



The *Miss Lana* (Peter Kiewit & Sons, Cleveland) and deckhands, l to r., Ed Doetz, Bill Taylor, and Corky Parrish.

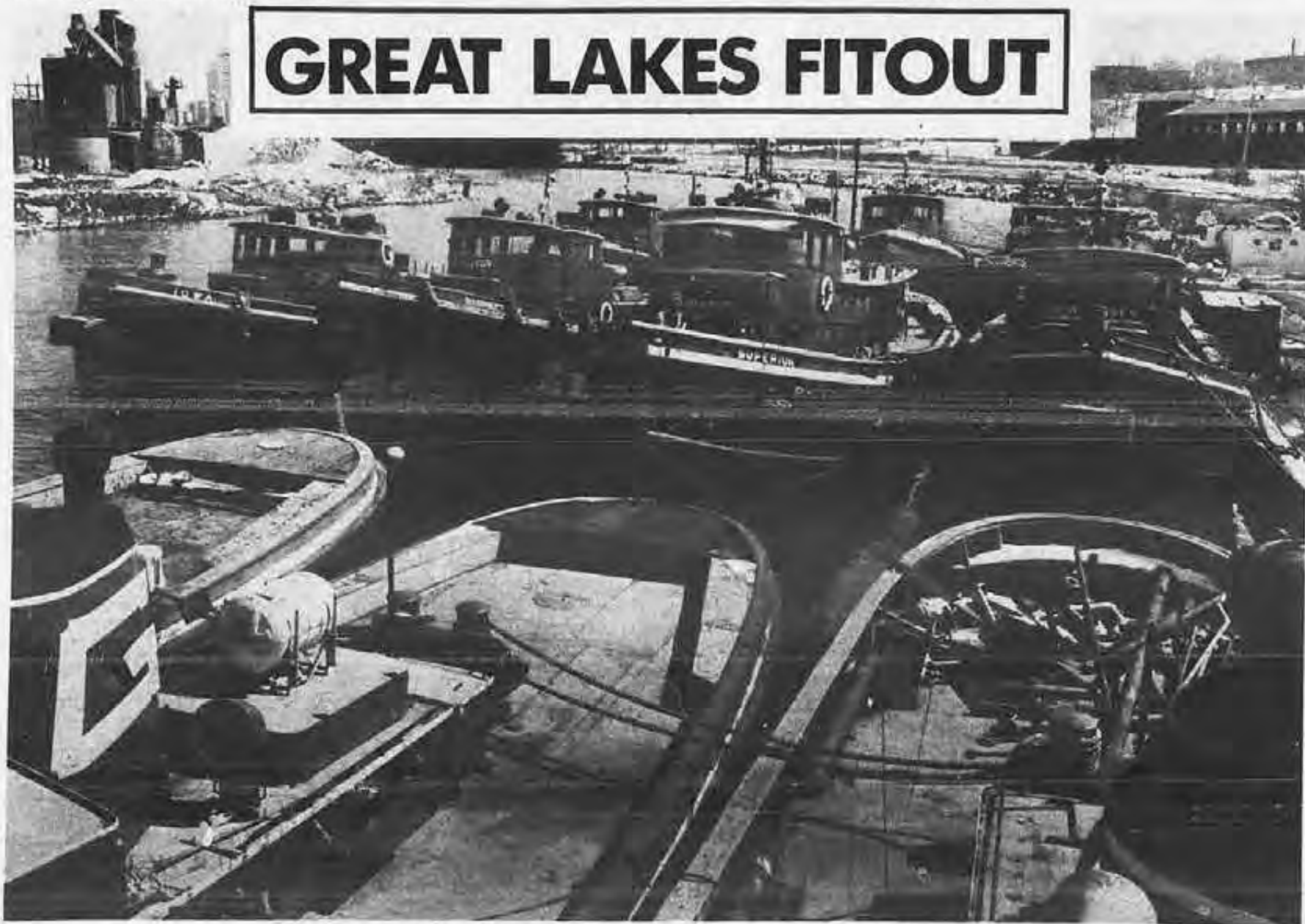


George Finnerty, deckhand, getting the right tools for the job on the *John A. McGuire*.



Frank McCann, deckhand, puts some finishing touches on the *John A. McGuire* (Great Lakes Dredge & Dock, Cleveland). McCann is senior deckhand with GLD & D and has been on the *McGuire* since 1954.

## GREAT LAKES FITOUT



The lineup, at the Great Lakes Dredge & Dock Shipyard, Cleveland, Ohio.

**SEA-LAND ECONOMY** (Sea-Land Service), February 4—Chairman, Recertified Bosun A. McGinnis; Secretary L. Nicholas; Educational Director H. DuHadaway; Deck Delegate B. Jarratt; Engine Delegate J. R. Graydon; Steward Delegate E. Arnold. \$86 in ship's fund. No disputed OT. Chairman introduced the letter from Headquarters in reference to the Bosun Recertification program, explained and read it in its entirety. Secretary pointed out various articles in the latest *Log*. He emphasized the fact that Headquarters is on a 24 hour call. Report to *Log*: "The illustrated book on the Harry Lundeberg School was appreciated very much. Especially by those who were there from the start in 1967. They found it fantastic and exactly as Paul Hall said it would be." Next port Rotterdam.

**DELTA PERU** (Delta Steamship), February 28—Chairman, P. Syrnik; Secretary R. Hutchins; Engine Delegate D. Shaw; Steward Delegate S. Bell. Some disputed OT in deck and engine departments. Secretary advised all those with the time and necessary qualifications should upgrade themselves for their own benefit. For more security and better paying jobs. Observed one minute of silence in memory of our departed brothers. Next port Philadelphia.

**MONTICELLO VICTORY** (Victory Carriers), February 11—Chairman, Recertified Bosun Anthony Caldeira; Secretary Duke Hall; Deck Delegate Jim Barbaccia; Engine Delegate Steve Crawford; Steward Delegate Robert Black. No disputed OT. Chairman discussed the advantages of upgrading at Piney Point and urged all members to take advantage of this opportunity. Secretary requested all members to donate to SPAD. Everyone was advised to read the *Log* from the front page to the back page to keep up with what is going on in the Union and what is being done by our Union officials and the SIU Washington staff to insure our future. Observed one minute of silence in memory of our departed brothers.

**MARY** (Marlin Steamship), February 4—Chairman, Recertified Bosun T. D. Hiltburn; Secretary C. N. Johnson; Deck Delegate E. Wallace. Some disputed OT in deck department. The *Log* was received and passed out to each delegate for everyone to read and find out what is going on in the Union. A vote of thanks was given to the steward department for a job well done. All were advised to get shot cards before leaving ship.

**DELTA PARAGUAY** (Delta Steamship), February 4—Chairman, Recertified Bosun R. Ferrera; Secretary Robert B. Marion; Educational Director Frank Chavers; Deck Delegate J. Klondyke; Engine Delegate C. Perdue; Steward Delegate C. Barkins. No disputed OT. Chairman gave a talk on the benefits to be gained from upgrading at Piney Point. A vote of thanks to the steward department for a job well done. Next port New Orleans.

**PUERTO RICO** (Puerto Rico Marine), February 4—Chairman, Recertified Bosun W. D. Crawford; Secretary T. Jackson; Educational Director H. P. Calloe; Deck Delegate Paul Holloway; Steward Delegate Eddie Villasol. Some disputed OT in deck department. Chairman read the information that had been received on the classes to be held in 1979 for the Recertification Program for Bosuns. Urged all those who qualify to apply. A vote of thanks to the steward department for a job well done. Next port San Juan.

**NEWARK** (Sea-Land Service), February 25—Chairman, Recertified Bosun Denis J. Manning; Secretary C. M. Modellas; Educational Director L. Bryant; Engine Delegate W. West. No disputed OT. Chairman advised all members to take advantage of the courses now open in Piney Point to upgrade yourself. Also discussed the importance of donating to SPAD and how SPAD can help in job security. Urged all members to read the *Log* to keep in touch with what is going on in the Union. All members should try to keep up the ship's fund so that there are some monies available in case of emergency. For the benefit of some seamen who want to go to Russia read the January issue of the *Log* as there are 35 ships that are being extended subsidy to carry grain to Russia. A vote of thanks to all crewmembers by the steward for helping the crewmess by bringing their dirty dishes to the pantry after eating. A compliment was received from the Sea-Land commissary superintendent to the steward after conducting inspection in the galley, boxes etc. and found it very satisfactory. Observed one minute of silence in memory of our departed brothers.

**DELTA ARGENTINA** (Delta Steamship), February 4—Chairman, Recertified Bosun Floyd Peavoy; Secretary N. Johnson; Educational Director U. H. Sanders. \$160 in movie fund. No disputed OT. Chairman noted how urgent it is for each member to attend the shipboard meetings to negotiate beefs. Secretary gave a vote of thanks to the deck and engine department for their cooperation in helping to keep the messhall and pantry in order between steward department working hours. A vote of thanks to the steward department for a job well done.

**JAMES** (Ogden Marine), February 25—Chairman Doyle Ellette; Secretary O. Esquivel. No disputed OT. Chairman reminded the new members to see the patrolman about new forms to fill in. Also to find out when the new classes for upgrading are going to start. Everyone should try to go to Piney Point and upgrade if you have the qualifications because our Union needs rated men. It will also mean a better paying job for you and more job security. A vote of thanks to the steward department for a job well done.



**POINT MARGO** (Point Shipping), February 25—Chairman, Recertified Bosun J. Northcott; Secretary B. Fletcher; Engine Delegate S. Goins. \$11.50 in ship's fund. No disputed OT. Chairman reported that the ship left Houston, Texas with a load of grain enroute to Alexandria, Egypt. The next port of payoff is Houston, Texas. Also held a discussion on the Recertification program that is going to reopen in Piney Point, Maryland in the very near future. Everything is running smoothly.

**SEA-LAND PIONEER** (Sea-Land Service), February 25—Chairman, Recertified Bosun M. Kerngood; Secretary R. Donnelly; Educational Director H. Messick. \$72 in ship's fund. No disputed OT. Chairman held a discussion on the proper way to fill out beneficiary cards to help the Union to properly distribute benefits. Many of the cards are outdated or without proper beneficiaries. A vote of thanks to the steward department for a job well done. Next port Oakland.



## DEEP SEA

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

SEA-LAND GALLOWAY  
DELTA SUD  
OVERSEAS ULLA  
DEL SOL  
SANTA MARIANA  
OVERSEAS VALDEZ  
PISCES  
ANCHORAGE  
BAYAMON  
SEA-LAND MARKET  
JACKSONVILLE  
DELTA VENEZUELA  
DELTA BOLIVIA  
BORINQUEN  
AQUIDILLA  
COVE EXPLORER  
DELTA COLUMBIA  
OAKLAND  
VIRGO  
OVERSEAS ARCTIC  
POTOMAC  
DELTA MAR  
STUYVESANT

MASSACHUSETTS  
ROSE CITY  
DELTA PANAMA  
CHARLESTON  
MOHAWK  
TEX  
ZAPATA RANGER  
OVERSEAS JOYCE  
DELTA ECUADOR  
TAMPA  
PONCE  
OGDEN CHALLENGER  
DELTA AMERICA  
GOLDEN ENDEAVOR  
ZAPATA PATRIOT  
SAM HOUSTON  
OVERSEAS NATALIE  
CANTIGNY  
CONNECTICUT  
WALTER RICE  
CAROLINA  
MONTPELIER VICTORY

**THOMAS JEFFERSON** (Waterman Steamship), February 18—Chairman, Recertified Bosun Donald Pool; Secretary Sigmund Rothschild; Educational Director B. Cooley. \$130 in movie fund. No disputed OT. Chairman held a discussion on Paul Hall's report in the *Log* and suggested that all members should read this report on page two of the current *Log*. Also discussed and requested all crewmembers to read the new SPAD checkoff program listed in the current *Log* on the back page. President Paul Hall's report and the back page of the *Log* were posted on the bulletin board. The steward is accepting donations for the movie fund for the coming new voyage. Also advised all crewmembers of the importance of donating to SPAD. The ship's baker, Coy Hendricks, was hospitalized while negotiating the Kiel Canal and received exceptional treatment while he was there.

**ARECIBO** (Puerto Rico Marine), February 18, 1979—Chairman, Recertified Bosun W. Velazquez; Secretary J. G. Guilles; Educational Director D. Manafe; Deck Delegate John Montanez; Engine Delegate Carlos Bonfont; Steward Delegate Eduardo Vazquez. No disputed OT. A letter was received from Headquarters about the upcoming Bosun Recertification Program. It was noted that further details could be found in the *Log*. Any questions relating to the program are to be directed to the Seafarers Appeals Board. A vote of thanks to the steward department for a job well done.

**SEA-LAND EXCHANGE** (Sea-Land Service), February 4—Chairman, Recertified Bosun Verner Poulsen; Secretary Ronald B. Barnes; Educational Director George E. Renale; Deck Delegate John McLaughlin. No disputed OT. Chairman held a discussion on the need for all members to read the *Log* to keep up with Union activities. He requested the crew to take better care of the washing and drying machines and to keep the area clean. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Seattle.

**AMERICAN EXPLORER** (Hudson Waterways), February 17—Chairman R. F. Garcia; Secretary A. Hassan; Educational Director Esposito; Deck Delegate Jim Spencer; Steward Delegate Rudolph Manfield. Some disputed OT in deck department. A letter was posted by the educational director pertaining to the reopening of the Bosun Recertification Program. Also noted that applications were available for anyone who was interested. Read a communication received from the U.S. Navy concerning the professional job done while refueling the Navy ship *Truckee*. A telegram was forwarded to Executive Vice President, Frank Drozak. Also discussed the importance of donating to SPAD. Next port Charleston.

**SEA-LAND COMMERCE** (Sea-Land Service), February 11—Chairman, Recertified Bosun Lothar G. Reck; Secretary E. Caudill; Educational Director Agulia; Steward Delegate Walter Stewart. \$78 in ship's fund. No disputed OT. Chairman held a safety meeting and several items were discussed. Educational Director discussed the importance of donating to SPAD. It was noted that there should be a donation made to the Cancer fund in Harvey Mesford's name. Observed one minute of silence in memory of our departed brothers, and mentioned were Earl Shepard and Harvey Mesford. Next port Long Beach.



OS Steve Cipullo applies a little elbow grease while lubricating a set of rollers. Steve was part of the standby crew supplied by the SIU to prepare the *Libra* before the ship sailed.



The *LNG Libra* awaits tugs at the dock in Everett, Massachusetts just prior to embarking on her maiden journey to Indonesia. The massive LNG carrier was here for cooling down of her tanks and to take on some LNG to use as fuel for the voyage.

## LNG Libra, 8th U.S. Flag Gas Carrier, Sails on

The *LNG Libra*, the sixth LNG vessel built by Energy Transport Company, set sail on its maiden voyage to Indonesia on April 18. The 986 foot long ship becomes the 8th LNG vessel to fly the U.S. flag. Like all previous U.S.-flag LNG ships, the *Libra* is manned by SIU seamen.

Most of the *Libra's* crew have had

prior experience on LNG ships. One, for instance, is Chief Steward Frank Costango who is taking out his fourth LNG carrier. Frank likes the modern galleys found on the new vessels and says the ships are "the best we have in the whole fleet."

Chief Steward Costango takes particular pride in helping a young steward department prospect from

Piney Point to become a top-notch cook. In a single six month voyage his third cooks are usually prepared to upgrade to cook and baker and second cooks are ready to take on a chief's responsibilities. Needless to say, the young guys look up to Frank.

Two more veterans of the LNG fleet are Quartermaster Howard

Webber and QMED Imro Salomons. Both sailed aboard the *LNG Aquarius* which was the first LNG ship built for the U.S. flag fleet.

QMED Salomons, who spent 16 months on the *Aquarius* said he "learned a lot from the *Aquarius*" and that all the knowledge he gained from that first trip is "making it a whole lot easier" to run the power



Standby third cook Fred Howard (l) and Chief Cook Manny Ciampi kept everyone well fed while the *Libra* was in port.



Quartermaster Howard Webber stands at the helm and ponders the *LNG Libra's* upcoming voyage.



These five smiling gents will be keeping the ship running smoothly in their own fashion. They are of course the galley gang of (l-r): Youthful Chief Cook Larry Dockwiler; Chief Steward Frank Costango, a veteran of many LNG voyages and three G.S.U.'s Terence Pollard, Ken Johnson and Mark S. Richardson.



One of three ordinaries on the LNG *Libra* is Seafarer Kevin Tremblay.



Every picture tells a story, don't it? Well at least this one does. Quartermaster Evan Jones smiles while the *Libra's* sailing board says all there is to say.



Wiper Melvin "Wizard" Brown also sailed on the LNG *Aries* prior to making this trip. He hopes to have his FOWT endorsement by the time he sets out on his next LNG ship.

## Maiden Voyage With Experienced SIU Crew

plant on the *Libra*.

Another Seafarer with LNG experience is wiper Melvin Brown who spent six months as G.S.U. on the LNG *Aries*. Brown is known as "Wizard" to his shipmates, a name he was given while taking his LNG training at the Harry Lundeberg School. Melvin said of his first LNG trip, "it was nice, that's why I'm back." He intends to upgrade to QMED and eventually get his engineer's license as soon as he has enough seetime.

Not all the crew are "old salts" however. OS Richard Grant just completed his LNG course at Piney Point on April 2nd and is making his first voyage of any kind on the LNG *Libra*. Richard feels that "the waiting is the worst part" and was anxiously looking forward to the ship's rapidly approaching sailing time.

The LNG *Libra* will join the five other LNG carriers in Energy Transport's fleet bringing the pre-

cious gas from Indonesia to Osaka, Japan. Others in operation are the LNG's *Aquarius*, *Aries*, *Leo*, *Capri-*

*corn*, and *Gemini*. A seventh ETC ship, the LNG *Virgo* is slated for completion by August.



These happy fellows comprise some of the LNG *Libra's* deck personnel; they are left to right: Paul Klippel, O.S.; Evan Jones, quartermaster; Bob O'Rourke, bos'n.; John Hamot and Howard Webber, quartermasters; W. F. Murphy, A.B.; and Jeffrey Thompson and Richard Grant (kneeling) O.S.'s.



These three gentlemen are certainly not strangers to LNG ships. From the left are: First Ass't. Engineer Harding Hill who was relief first on LNG *Aries*; Chief Engineer Marty Schwemmer who was on board both the LNG *Capricorn* and the LNG *Aquarius* and the SIU's own QMED Imro Salomons who spent 16 months as QMED on the first SIU-contracted LNG vessel the LNG *Aquarius*.



QMED Imro Salomons and Bill Stagner of the General Regulator Company go over some last minute checks of the *Libra's* intricate control board. Veteran LNG'er Salomons has it down pat by now.

# Final Departures



**Velton J. Austin Sr., 57**, died on Jan. 11. Brother Austin joined the Union in the port of Norfolk in 1966 sailing as a launch operator for the Virginia Pilots

Assn. from 1964 to 1979. He also sailed as a tankerman for the Allied Towing Co. and GATCO in 1972. Boatman Austin was a veteran of the U.S. Army. He served during the Korean War with the U.S. Coast Guard. A native of Hatteras, N.C., he was a resident of Elizabeth City, N.C. Surviving are his widow, Mary; three sons, Velton, Richard of Frisco, N.C. and Alphe; his mother, Mrs. Maggie Stowe of Elizabeth City; two brothers, Boatman Elwood Austin of Hatteras and Melvin of Buxton, N.C. and a relative, Boatman William M. Stowe of Hatteras.



**Pensioner Michael Cekot, 57**, died of a heart attack in the U.S. Veterans Administration Hospital, Lyons, N.J. on Jan. 30. Brother Cekot joined the Union in the port of New York in 1963 sailing as a tug deckhand for the Erie-Lackawanna Railroad from 1951 to 1979 in Jersey City, N.J. He also worked as a heat treater for the Crucible Steel Co. from 1940 to 1942. Boatman Cekot was a veteran of the U.S. Air Forces in World War II and he was a professional singer. Born in Jersey City, he was a resident there. Surviving are his widow, Evelyn; a son, Michael and a daughter, Georgia.

joined the Union in the port of New York in 1963 sailing as a tug deckhand for the Erie-Lackawanna Railroad from 1951 to 1979 in Jersey City, N.J. He also worked as a heat treater for the Crucible Steel Co. from 1940 to 1942. Boatman Cekot was a veteran of the U.S. Air Forces in World War II and he was a professional singer. Born in Jersey City, he was a resident there. Surviving are his widow, Evelyn; a son, Michael and a daughter, Georgia.



**Pensioner Andrew Monte, 75**, passed away on Feb. 6. Brother Monte joined the Union in Port Arthur, Tex. in 1963 sailing as an engineer for Marine Towing from 1948 to 1951 and for Sabine Towing from 1951 to 1969. He was a union member since 1960. Boatman Monte was born in Maurice, La. and was a resident of Beaumont, Tex. Surviving is his widow, Helen.

joined the Union in Port Arthur, Tex. in 1963 sailing as an engineer for Marine Towing from 1948 to 1951 and for Sabine Towing from 1951 to 1969. He was a union member since 1960. Boatman Monte was born in Maurice, La. and was a resident of Beaumont, Tex. Surviving is his widow, Helen.

**Michale A. "Mike" Vandenabeele, 53**, was lost off the sunken *M/V Owen Childress* (ASBL) in the Ohio River off Owensboro, Ky. on Jan. 1. Brother Vandenabeele joined the Union in 1968 sailing as a cook for Cities Service then, for ACBL since 1976 and on the *J. W. Hershey* (Inland Tugs) last year. He was a former member of Teamsters Local 600. Boatman Vandenabeele was a veteran of the U.S. Navy in World War II. Born in Alaska, he was a resident of Beekley, Mo. Surviving is his widow, Glorius.

**Kim W. Devere** died on Feb. 2. Brother Devere sailed for the Radcliffe Materials Co. from 1977 to 1978. He was a resident of New Orleans.

**Carlos C. Forsythe** died on the tug *Martha* (NBC Lines) on Jan. 28. Brother Forsythe was a resident of Norfolk.



**Lawrence E. "Lee" Ellison, 65**, died on Feb. 2. Brother Ellison joined the SIU in the port of Houston in 1963 sailing as a 3rd cook. He sailed for 27 years,

last on the *M/V Zapata Ranger* (Zapata Bulk). Seafarer Ellison was born in West Virginia and was a resident of South Houston. Surviving are his widow, Kathryn; a daughter, Pamela and a brother, Seafarer Lee Ellison.



**Claude M. Koenig, 48**, died on Mar. 9. Brother Koenig joined the Union in the port of New Orleans in 1956 sailing as a deckhand for the George W. Whitman Towing Co.

from 1949 to 1979. He also sailed for the Coyle Line and for Crescent Towing. Boatman Koenig was born in Gretna, La. and was a resident there. Surviving are his widow, Patricia; three sons, Claude, Michael and Dale and a daughter, Terry.



**Tommy Pennebaker, 54**, died on Jan. 26. Brother Pennebaker joined the SIU in the port of Houston in 1962 sailing as an AB. He was a veteran of the U.S. Navy in World War II. Seafarer Pennebaker was born in Freeport, Tex. and was a resident of Emory, Tex. Surviving are two sons, Glenn and James; a daughter, Billie and a sister, Mrs. Romie Hennen of Emory.

U.S. Navy in World War II. Seafarer Pennebaker was born in Freeport, Tex. and was a resident of Emory, Tex. Surviving are two sons, Glenn and James; a daughter, Billie and a sister, Mrs. Romie Hennen of Emory.



**Pensioner Albert J. C. "Al" Yip, 74**, passed away in San Francisco on Dec. 22, 1978. Brother Yip joined the SIU in the port of New York sailing as a

fireman-watertender and cook. He sailed 25 years. Seafarer Yip was on the picketline in the 1963 New York maritime beef. And he graduated from the Andrew Furuseth Training School, Brooklyn, N.Y. in 1959. He was a veteran of the U.S. Marine Corps in World War II. Born in China, he was a U.S. naturalized citizen and a resident of San Francisco. Cremation took place in the Pleasant Hill Crematory, Sebastopol, Calif. Surviving are his widow, Sook; two sons, Jack E. Chiang Yeh of San Francisco and C. Kong Yip of China and a daughter, Mun Yip of Hong Kong.



**Pensioner Augustus B. Bryan, 77**, was dead on arrival at the Dodge (Ga.) County Hospital of injuries sustained in a truck-car accident

on Highway 280, Rhine, Ga. on Jan. 29. Brother Bryan joined the SIU in the port of Savannah in 1952 sailing as a fireman-watertender and 3rd cook. He was also a crew delegate. Seafarer Bryan was born in Rhine and was a resident there. Burial was in Bay Springs, Rhine. Surviving are his widow, Jewel; a son, Wimberly of Eastman, Ga. and a daughter, Elaine of Rhine.



**Pensioner Harry W. Lapham, 67**, died of a heart attack in the Paul Oliver Memorial Hospital, Frankfort, Mich. on Jan. 31. Brother Lapham joined

the Union in the port of Frankfort in 1953. He last sailed as an oiler and fireman-watertender for the Ann Arbor Railroad Car Ferries from 1973 to 1975. He was born in Detroit, Mich. and was a resident of Elberta, Mich. Interment was in Rose Hill Cemetery, Empire, Mich. Surviving is his widow, Gloria.



**Pensioner Harold J. Norris, 66**, died of heart-lung failure in the Buffalo, N.Y. General Hospital on Feb. 3. Brother Norris joined the Union in the port of Buf-

falo in 1961 sailing as a deckhand, linesman and tug fireman for the Great Lakes Towing Co. from 1936 to 1974. He was born in Buffalo and was a resident there. Burial was in Mount Calvary Cemetery, Cheektowaga, N.Y. Surviving are his widow, Mary and two sons, William and John.



**Pensioner John T. Robinson, 57**, died on Feb. 9. Brother Robinson joined the Union in the port of Detroit in 1960 sailing as a fireman-watertender

for the Reiss Steamship Co. and for the Kinsman Marine Transport Co. He sailed 27 years. Laker Robinson was a veteran of the U.S. Navy in World War II. A Tennessee native, he was a resident of Algood, Tenn. Surviving are his widow, Lucille and three sons, Jimmy, Tom and Richard.



**Edward Arnold, 60**, died on Feb. 12. Brother Arnold joined the SIU in the port of New York in 1955 sailing as a fireman-watertender.

He sailed for the Waterman Steamship Co. from 1974 to 1978. Seafarer Arnold hit the bricks in the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. He was a veteran of the U.S. Army Signal Corps in World War II. Born in Texas, he was a resident of Long Island City, Queens, N.Y. Surviving is his widow, Martha.



**James J. Galluzzo, 52**, succumbed to cancer in St. John's Hospital, Cleveland, Ohio on June 24, 1978. Brother Galluzzo joined the Union in the

port of Cleveland in 1962 sailing as an oiler for the Great Lakes Towing Co. from 1944 to 1975. He was a member of the Operating Engineers Union from 1957 to 1962. During that time he was a stationary fireman for the Cayahuga County, Ohio and the City of Cleveland, Division of Streets. Laker Galluzzo was a veteran of the U.S. Army in World War II. Born in Cleveland, he was a resident there. Burial was in Holy Cross Cemetery, Cleveland. Surviving are his mother, Grace and a sister, Mrs. Mary Blaha, both of Cleveland.



**Jimmy Lee Durden, 35**, succumbed to lung-heart failure in the Grady Memorial Hospital, Atlanta, Ga. on Jan. 23. Brother Durden joined the SIU in

the port of New York in 1964 sailing as an AB. He sailed on the *SS Arcibo* (PR Marine Mgt.) last year. Seafarer Durden graduated from the Andrew Furuseth Training School, Brooklyn, N.Y. in 1964. Born in Monroe, Ga., he was a resident of Atlanta. Interment was in the Sharon Baptist Church Cemetery, Loganville, Ga. Surviving are his widow, Glenda of Forest Park, Ga.; a daughter, Joyce; his mother, Runelle of Atlanta and a sister, Mrs. Gloria Smith of Snellville, Ga.



**Edward Bakanas, 48**, died on the *Sea-Land Economy* at sea on Feb. 15. Brother Bakanas joined the SIU in the port of Cleveland in 1973 sail-

ing as an OS and BR utility out of the port of Jacksonville on the *Sea-Land Economy* from 1977 to 1979. He also sailed for the Puerto Rico Marine Management Co. Seafarer Bakanas sailed on the Lakes for the American Steamship Co. and for Kinsman Marine from 1973 to 1974. He was a veteran of the U.S. Army before the Korean War. Born in Lithuania, he was a naturalized U.S. citizen and was a resident of Cleveland, Ohio and Lantana, Fla. Surviving are a son, Edward of Cleveland and a daughter, Mrs. Vida Ursic, also of Cleveland.



**Pensioner August Charous, 77**, passed away in the U.S. Veterans Administration Hospital, Jamaica Plains, Mass. on Jan. 16. Brother Charous

joined the SIU in the port of New York in 1957 sailing as a 2nd pumpman. He sailed 34 years. And he walked the picketline in the 1961 N.Y. Harbor beef, the 1962 Robin Line strike and the 1965 District Council 37 beef. Seafarer Charous was a veteran of the U.S. Navy in World War II. Born in the United States, he was a resident of West Somerville, Mass.

**Pensioner Samuel S. Bear, 73**, died of natural causes in the Lykes Memorial Hospital, Brooksville, Fla. on Feb. 4. Brother Bear joined the Union in the port of Baltimore in 1956 as a tug operator and bargeman for the Western Maryland Railroad. He also was an AB in the Baltimore Shoregang. Boatman Bear was born in Binghamton, N.Y. and was a resident of Springhill, Fla. Interment was in the Florida Hills Memorial Gardens Cemetery, Brooksville. Surviving are his widow, Geraldine; two sons, Russell and Joseph and a daughter, Diana.

**Pensioner Russell J. Savage, 74**, died at home in Bishopville, Md. on Jan. 4. Brother Savage joined the Union in the port of Philadelphia in 1961 sailing as a deckhand and tug captain from 1944 to 1971. He sailed as a relief captain for the P. F. Martin Co. in 1954. Boatman Savage was born in Delaware. Burial was in Bishopville Cemetery. Surviving is a daughter, Mrs. Eva N. Bunting of Bishopville.

## Appeals Court Saves Rate-Cutting Russian Line From FMC Axe

The fight being waged by the Federal Maritime Commission against the unfair rate-cutting practices of the Russian-owned Baltic Shipping Co. has been stymied due to an action this month by the U.S. Court of Appeals.

Voting to stay "indefinitely" the FMC's proposed cancellation of Baltic's tariffs set for April 26, the court gave the Soviet-flag shipping company a green light to continue operating in the U.S. foreign trades. The ruling came despite the fact that Baltic violated U.S. law by failing to comply with an FMC investigation into their rate setting practices.

By their action the court has undercut the newly-enacted Controlled Carrier Act which, with the strong support of the SIU, was passed by Congress last year. The act was designed to restore the U.S. merchant fleet to a competitive position in the U.S. foreign trades by empowering the FMC to suspend or cancel the rates of any carrier engaged in unjust or

unreasonable rate setting practices.

The commission's move against Baltic would have barred the company from U.S. ports. It was the first test of the infant law and it ran into trouble right from the start.

### 'Habitual' Violations

In April, 1978, the commission, acting on suspicions that Baltic was engaged in "international and widespread misrating of cargo... and habitual non-compliance with tariff provisions on space charters," made its first attempt to obtain rate information from Baltic.

Baltic complied partially with the FMC's request for information but never turned over those records tagged "key documents" by the commission. After repeatedly warning the company that they intended "to use every remedy at our disposal to achieve adherence with U.S. law by any carrier operating in our foreign commerce," the commission proposed to suspend the rates of the Soviet company.

Baltic squawked loudly over the impending rate suspension, charging the FMC with "improper, illegal" procedure. Their protests were echoed by the Soviet Merchant Marine Ministry which threatened retaliatory action if the rate suspension went through.

Playing their final card, Baltic petitioned the U.S. Court of Appeals for a stay of the tariff suspension. The court ruled in Baltic's favor despite the stern warning from the FMC that "carriers competing with Baltic will be seriously disadvantaged and the commission's power to regulate sharply undercut if a stay is granted."

Whether the court's ruling will have an impact on the commission's regulatory power will be seen shortly as the FMC takes the battle to secure fair and equal treatment for the U.S. merchant marine into Round Two.

### Investigating FESCO

The FMC is ready to suspend 140 tariffs of the Russian-flag Far Eastern

Shipping Co. as of May 7. The commission found Fesco's rates are "unjust and unreasonable." Fesco, like Baltic, has claimed the move is "unfair," and could conceivably follow the lead of her Soviet sister company by taking the matter to court.

Meanwhile, the SIU along with several other maritime unions and spokesmen of the U.S. maritime industry have reacted sharply to the court's move in the Baltic case.

The SIU has supported the Controlled Carrier Act since it was first introduced in Congress because it was a step towards protecting ever-increasing shares of U.S. cargoes from being siphoned off by the predatory rate slashing of the Soviets.

But the recent action by the Court of Appeals, which weakens a law vital to the survival of the U.S. merchant fleet, means the efforts to restore the American merchant marine to a competitive footing in the U.S. foreign trades is returned to square one.

## Blackwell Resigns Post After Long Career of Promoting U.S. Flag

Robert J. Blackwell, maritime administrator since 1972, has submitted his resignation, effective Apr. 9. With this, the maritime industry has lost one of its most sympathetic and effective fighters.

Blackwell has served simultaneously as assistant secretary of commerce for maritime affairs, maritime administrator, and chairman of the maritime subsidy board.

Commerce Secretary Juanita Kreps called Blackwell's resignation a "great loss," and said that he had been "instrumental in modernizing and expanding the American merchant marine and greatly improving the productivity of the American shipbuilding industry."

Blackwell worked hard to implement the provisions of the Merchant Marine Act of 1970, and the differential subsidy programs that grew out of it. These subsidies gave a new lease on life to a rapidly dwindling merchant marine.

It is much to Blackwell's credit that he managed to make headway against strong opposition, in difficult times. He won wide bi-partisan support, serving



Robert J. Blackwell

under three different Administrations.

Among Blackwell's greatest accomplishments were the 1972 U.S./ Russian Shipping Agreement and other bilateral trade agreements, which came about largely through his efforts.

Rep. John Murphy (D-N.Y.), chairman of the House Merchant Marine and Fisheries Committee, called Blackwell a "valuable executive who performed his duties in the highest tradition of Government."

Blackwell's career in federal service spanned 24 years. He started as a trial lawyer in the old combined Maritime Administration/Federal Maritime Board.

Blackwell's resignation as maritime administrator was unfortunate since it is generally agreed he was one of the very best to ever hold that position.

His replacement has not yet been named but it appears the nod may go to Blackwell's assistant, Deputy Maritime Administrator Samuel B. Nemirow. There are some five individuals presently under consideration for the position, including Nemirow.

We share the sentiments of Commerce Secretary Kreps at the departure of Robert J. Blackwell as maritime administrator. She remarked that his "expertise, effectiveness and dedication will be sorely missed."

## Welfare Plan Was There When Boatman Fred Shekell Needed It

SIU Boatman Fred Shekell of Paducah, Kentucky is certainly smiling easier these days. The reason for his joy is that he knows he can depend on the Seafarers Welfare Plan to be there in times of need.

Recently, Fred's wife was forced to undergo surgery for a disorder of the upper respiratory tract. The resulting doctors' fees and hospital costs totaled over \$4,000.00. The Seafarers Welfare Plan's dependent coverage paid 100 percent of the bills.

When asked how he felt about the dependent coverage Fred's reply was "oh my God, I don't know what we would have done without it." After a moments reflection he added "probably, I'd be in the poor farm." Thanks to the plan he won't have to worry about that.

Fred has been working for ACBL for the past five years as lead deckhand. He generally moves from boat to boat wherever his services are required.

Boatman Shekell is proud of



SIU Boatman Fred Shekell

his membership in the SIU and says he's gotten back "all he's paid in" over the years and more. As Fred says "our union is tops."

## Cove Ranger Committee



In the Brooklyn, N.Y. Seatrain Shipyard on Apr. 16 is the SS Cove Ranger (Cove Shipping). On deck with the Manhattan skyline in the background is the Ship's Committee and two crewmembers (l. to r.) Chief Cook Barney Johnson, steward delegate; AB Joe Cosentino, deck delegate; OSS William Mitchell and Bobby Goldhirsch, Bosun Franz Schwarz, ship's chairman and Chief Steward Simon Gutierrez, secretary-reporter.





## Dispatchers Report for Deep Sea

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

**PRESIDENT**  
Paul Hall  
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(213) 834-8538

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(415) 543-5855

### MARCH 1-29, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	6	1	1	7	7	1	6	2	2
New York	108	31	9	93	51	2	149	32	16
Philadelphia	7	2	1	20	5	1	11	2	0
Baltimore	21	6	3	19	7	1	40	6	4
Norfolk	19	5	11	21	17	9	26	6	8
Tampa	11	3	4	10	3	10	10	1	0
Mobile	28	4	2	30	10	4	23	7	1
New Orleans	72	15	6	57	26	4	142	24	15
Jacksonville	47	9	5	46	11	6	64	7	1
San Francisco	55	10	7	41	15	7	68	15	6
Wilmington	20	9	10	10	7	3	34	14	20
Seattle	33	4	14	21	6	8	71	6	18
Puerto Rico	9	0	0	39	20	7	21	3	0
Houston	84	19	12	66	30	14	139	24	22
Piney Point	4	0	0	4	10	1	0	0	0
Yokohama	1	0	0	2	0	0	4	0	0
<b>Totals</b>	<b>525</b>	<b>118</b>	<b>85</b>	<b>486</b>	<b>225</b>	<b>78</b>	<b>810</b>	<b>149</b>	<b>113</b>
<b>ENGINE DEPARTMENT</b>									
Boston	2	6	2	2	4	0	1	4	2
New York	75	27	5	82	35	1	94	53	16
Philadelphia	13	3	0	9	3	0	13	7	0
Baltimore	21	8	1	11	9	0	32	13	0
Norfolk	18	3	1	7	5	1	21	7	2
Tampa	5	3	0	9	5	1	7	5	0
Mobile	24	9	0	30	10	1	27	13	2
New Orleans	58	15	0	40	8	0	108	46	5
Jacksonville	23	13	1	24	12	1	43	15	3
San Francisco	46	9	4	34	16	4	59	14	4
Wilmington	13	2	2	12	2	1	31	6	7
Seattle	18	3	3	18	5	1	33	10	9
Puerto Rico	7	1	0	15	12	5	14	6	0
Houston	68	18	7	51	22	5	123	21	13
Piney Point	6	0	0	6	10	0	0	0	0
Yokohama	0	0	1	0	0	0	1	0	1
<b>Totals</b>	<b>397</b>	<b>120</b>	<b>27</b>	<b>350</b>	<b>158</b>	<b>21</b>	<b>607</b>	<b>220</b>	<b>64</b>
<b>STEWARD DEPARTMENT</b>									
Boston	2	3	0	4	7	2	3	1	0
New York	43	12	7	62	50	16	53	14	8
Philadelphia	4	1	0	3	2	5	8	2	0
Baltimore	7	7	0	17	10	4	12	7	0
Norfolk	14	2	1	13	11	3	20	9	3
Tampa	7	1	0	11	0	4	8	0	1
Mobile	17	2	0	22	6	2	15	3	1
New Orleans	37	4	0	38	17	1	73	7	0
Jacksonville	25	3	1	25	14	3	29	3	0
San Francisco	18	1	6	22	5	16	41	5	6
Wilmington	19	3	0	9	2	1	20	4	4
Seattle	12	3	5	10	8	10	22	5	11
Puerto Rico	4	1	1	15	10	6	13	4	1
Houston	45	7	2	41	15	7	66	8	5
Piney Point	4	3	0	4	41	0	0	0	0
Yokohama	0	0	0	1	0	0	0	0	0
<b>Totals</b>	<b>258</b>	<b>53</b>	<b>23</b>	<b>297</b>	<b>198</b>	<b>80</b>	<b>383</b>	<b>72</b>	<b>40</b>
<b>ENTRY DEPARTMENT</b>									
Boston	7	4	5				6	3	13
New York	31	99	95				37	142	167
Philadelphia	9	13	5				8	24	3
Baltimore	14	12	21				21	34	40
Norfolk	11	16	11				12	15	18
Tampa	3	6	11				5	9	7
Mobile	6	14	6				5	16	4
New Orleans	27	46	15				51	90	42
Jacksonville	13	28	8				17	30	13
San Francisco	20	22	42				34	27	91
Wilmington	6	27	30				12	46	72
Seattle	8	21	23				14	43	51
Puerto Rico	10	13	10				15	18	14
Houston	22	62	40				37	87	89
Piney Point	4	54	0				0	0	0
Yokohama	0	3	1				1	3	1
<b>Totals</b>	<b>191</b>	<b>440</b>	<b>323</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>275</b>	<b>587</b>	<b>625</b>
<b>Totals All Departments</b>	<b>1371</b>	<b>731</b>	<b>458</b>	<b>1133</b>	<b>581</b>	<b>179</b>	<b>2075</b>	<b>1028</b>	<b>842</b>

\*"Total Registered" means the number of men who actually registered for shipping at the port last month.  
\*\*"Registered on the Beach" means the total number of men registered at the port at the end of last month.

Shipping was very good to excellent at all SIU halls for deep sea members. A total of 1,893 deep sea jobs were shipped through the Union's hiring hall system last month. That's an increase of 675 jobs over the previous month. It's interesting to note that of the nearly 1,900 jobs shipped, only 1,133 were taken by "A" seniority members. This indicates that shipping is good for all members in all ratings and all seniority categories.

# Young Engineer Says SIU Gave 'Best Opportunity I Ever Had'

There are some things in life a man never forgets, such as the timely opportunity that comes along setting him up in a rewarding career.

Seaman Ed Rivers, 31, has been an MEBA (Dist. 2) engineer for the last 10 years, but he still maintains that, "the

best opportunity I ever had in my life was getting into the SIU."

The *Log* spoke with Rivers at the MEBA Upgrading Center in Brooklyn, N.Y., where he's preparing for his First Assistant (steam, any horsepower) license examination.

Rivers attended the "old" Harry Lundeberg School when it was still located in Jersey City, N.J. He shipped as OS on the *Morning Light* (Waterman) but switched to the black gang as wiper for his second trip.

"That second trip was one I'll never

forget," said Rivers. "It was on the *Maiden Creek*. We were running between Bremerhaven and New York and got caught in a North Atlantic storm in December."

It took the *Maiden Creek* some 17 days to finally straggle into New York, almost twice as long as it normally would take. Crewmembers at the time reported 60-foot waves, and considerable damage was done to the ship. (The *Seafarers Log* ran a story on the ordeal in January, 1966).

That North Atlantic experience didn't deter Rivers from pursuing his career at sea. He continued to ship out, and upgraded to FOWT in 1966. Soon after, he found himself on the Vietnam run where he had a couple of close calls.

Rivers sailed as oiler on three Vietnam-bound vessels. He was in Da Nang on one occasion, off the *De Pauw Victory*, quenching his thirst in a local establishment, when some marines came crashing through the door firing their guns behind them. He and his shipmates had to spend the entire night there until the "all clear" was sounded.

On another occasion, the ship ahead of his in the Saigon River came under heavy Viet Cong fire, killing at least one man.

Rivers upgraded once again in 1969, to third assistant engineer. Then, in 1975, he successfully stood for his second assistant's license.

He's well on his way to the top of the black gang totem pole now, but Ed Rivers has never lost sight of where he came from. "The SIU really helped me," he said, "and I'll never forget it."

## Dispatchers Report for Inland Waters

MARCH 1-29, 1979

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	1	0	0	1	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	7	3	0	1	0	3	14	3
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	2	0	2	0	0	0	7	2	3
Mobile	5	0	0	0	0	0	15	0	0
New Orleans	0	2	9	0	0	3	5	5	17
Jacksonville	2	1	2	0	0	1	5	3	5
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	3	1	0	0	0	4	10	4
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	6	0	0	3	0	1	10
Houston	3	9	8	5	12	8	9	11	8
Port Arthur	10	14	12	8	15	11	15	2	72
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	4	13	8	3	1	4	7	16	18
Piney Point	1	30	0	1	32	0	0	5	0
Paducah	1	1	45	1	1	10	1	2	73
<b>Totals</b>	<b>30</b>	<b>81</b>	<b>96</b>	<b>18</b>	<b>63</b>	<b>40</b>	<b>71</b>	<b>71</b>	<b>213</b>
<b>ENGINE DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	1	0	0	0	0	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	0	0	0	0	1	0	0
Jacksonville	0	0	3	0	0	3	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	3	0	0	0	0	0	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	0	0	0	1
Houston	1	0	1	0	1	1	4	0	0
Port Arthur	0	1	0	0	1	0	0	2	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	1	0	1	1	0	0	2
Piney Point	0	1	0	0	1	0	0	0	0
Paducah	0	0	0	0	0	0	5	2	10
<b>Totals</b>	<b>2</b>	<b>2</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>10</b>
<b>STEWARD DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	1	0	0	0	1
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	1	1
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	1	0	0	0	0	0	7
Jacksonville	1	0	2	0	0	0	1	0	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	1	0	0	2
Houston	0	0	0	1	0	0	0	0	1
Port Arthur	0	0	0	0	0	1	0	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	1	2	1	0	0	0	1	3	6
Piney Point	0	2	0	0	2	0	0	0	0
Paducah	0	0	4	0	0	1	3	1	12
<b>Totals</b>	<b>2</b>	<b>4</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>35</b>
<b>Totals All Departments</b>	<b>34</b>	<b>87</b>	<b>115</b>	<b>19</b>	<b>70</b>	<b>47</b>	<b>82</b>	<b>78</b>	<b>258</b>

\*\*Total Registered" means the number of men who actually registered for shipping at the port last month.

\*\*\*Registered on the Beach" means the total number of men registered at the port at the end of last month.



Ed Rivers

## A MESSAGE FROM YOUR UNION

I CAN HANDLE IT!

**NARCOTICS ARE FOR LOSERS**

IF CAUGHT YOU LOSE YOUR PAPERS FOR LIFE!

THINK ABOUT IT!



**Felix Aponte, 65,** joined the SIU in 1947 in Puerto Rico. Brother Aponte hit the bricks in the 1961 Greater N.Y. Harbor beef. He graduated from the Union's Bosuns Recertification Program in June 1975. Seafarer Aponte was born in Puerto Rico and is a resident of Ponce, P.R.



**Mack Donald Brendle, 61,** joined the SIU in the port of Lake Charles, La. in 1955. Brother Brendle sailed 35 years. He graduated from the Bosuns Recertification Program in September 1974. Seafarer Brendle also attended the 1972 Piney Point Crews Conference. He is a veteran of the U.S. Navy in World War II. Born in Bastrop, La., he is a resident there.



**Raoul P. Cabrera, 62,** joined the SIU in the port of New York in 1953 sailing as a fireman-watertender and engine delegate. Brother Cabrera also sailed as a 3rd assistant engineer in 1966 after graduating from the MEBA Engineering School, Brooklyn, N.Y. He was born in Delaware and is a resident of Philadelphia.



**Rocco N. Caruso, 56,** joined the SIU in 1948 in the port of New Orleans sailing as an AB. Brother Caruso sailed on the Calmar Steamship Co. Line and was on the Baltimore Shoregang from 1966 to 1974. He is a veteran of the U.S. Army in World War II. And he is a tailor. Seafarer Caruso was born in Italy and is a resident of Baltimore.



**William C. Crawford, 48,** joined the SIU in the port of Baltimore in 1959 sailing as a chief cook. Brother Crawford sailed 26 years. He sailed deep sea from 1953 to 1971 and on the inland waters for the Curtis Bay Towing Co. from 1971 to 1979. And he is a veteran of the U.S. Army during the Korean War. He was born in Ohio and is a resident of Baltimore.



**Anthony R. Ducote, 65,** joined the SIU in the port of New York in 1951 sailing as an AB and cook and baker for 29 years. Brother Ducote is a veteran of the U.S. Air Force in World War II. He was born in Markesville, La. and is a resident of New Orleans.



**Robert L. Wroton, 58,** joined the SIU in 1944 in the port of Norfolk sailing as a fireman-watertender for 42 years. Brother Wroton was born in Virginia and is a resident of Norfolk.



**Ventura Gilabert, 65,** joined the SIU in 1948 in the port of New York sailing as an AB for 33 years. Brother Gilabert also sailed on the inland waters. He walked the picketline in the 1961 N.Y. Harbor strike and the 1965 District Council 37 beef. Seafarer Gilabert was born in Madrid, Spain, is a naturalized U.S. citizen and a resident of Brooklyn, N.Y. His son, Edward is a 1975 Union scholarship winner.



**Valloyd L. Foisy, 63,** joined the Union in the port of Cleveland in 1961 sailing as a tug deckhand and lineman for the Great Lakes Towing Co. from 1950 to 1979. He sailed for 27 years. Brother Foisy also worked as a carpenter for the American Ship Co. and was a member of the AFL-CIO Carpenter's Local 2291 from 1939 to 1946. He is a veteran of the U.S. Army in World War II. Laker Foisy was born in Lorain, Ohio and is a resident there.

## Pensioner's Corner



**Woodrow L. Mull, 62,** joined the Union in the port of Frankfort, Mich. in 1961 sailing as a porter and coalpasser for the Arcadia (Mich.) Railroad No. 1 and the Ann Arbor (Mich.) Car Ferries Railroad from 1960 to 1979. Brother Mull was born in Garwell-Farwell, Mich. and is a resident of Frankfort.



**John Aloysius Reardon, 67,** joined the Union in the port of Chicago in 1964 sailing as an AB and quartermaster for McKee Sons and the Gartland Steamship Co. Brother Reardon attended the U.S. Maritime School, Hoffman Is., N.Y. during World War II. He is a former member of the NMU and was a member of the Teamsters Union for 20 years. Laker Reardon was born in Brookfield, Ill. and is a resident of Three Rivers, Mich.



**Arvid C. Saxon, 65,** joined the Union in the port of Detroit in 1960 sailing as an AB and pilot for 41 years. Brother Saxon was born in Stambaugh, Mich. and is a resident of Escanaba, Mich.



**Chester Cochran, 56,** joined the Union in the port of Detroit in 1956 sailing as an oiler for the Erie Sand Steamship Co. and for the Boland Steamship Co. Brother Cochran sailed 28 years. He was born in North Carolina and is a resident of Mebane, N.C.



**Allen A. B. Ellis, 65,** joined the SIU in 1939 in the port of Baltimore sailing as a fireman-watertender. Brother Ellis was born in Florida and is a resident of Tampa.



**Edward J. Kleczkowski, 65,** joined the Union in the port of Baltimore in 1956 sailing as a deckhand for the Curtis Bay Towing Co. from 1956 to 1979. Brother Kleczkowski is a former member of the ILA Local 1337. He was born in Baltimore and is a resident there.



**Woodrow F. Seward, 64,** joined the Union in Port Arthur, Tex. in 1963 sailing as a tankerman and assistant engineer for the Port Arthur Towing Co. in 1956 and for the Sabine Towing Co. from 1957 to 1979. Brother Seward is a former member of the United Marine Division Local 340 and the Retail Clerks Union from 1960 to 1963. He was born in Galveston, Tex. and is a resident of Port Arthur.



**Oskar Kirs, 65,** joined the SIU in 1944 in the port of New York sailing as an AB and bosun for 32 years. Brother Kirs was on the picketline in the 1961 N.Y. Harbor beef. He upgraded at the HLSS in 1976. Seafarer Kirs was born in Mustjala, Estonia, U.S.S.R. and is a naturalized U.S. citizen. He is a resident of Brooklyn, N.Y.



**Eugenio Ojeda, 49,** joined the SIU in the port of New York in 1955 sailing in the steward department for 35 years. Brother Ojeda was born in Bayamon, P.R. and is a resident there.



**Albert R. Packert, 58,** joined the SIU in 1944 in the port of New York sailing for 35 years. Brother Packert graduated from the Bosuns Recertified Program in February 1976. He is a veteran of the U.S. Navy in World War II. Seafarer Packert was born in Brooklyn, N.Y. and is a resident of Seattle.



**Clarence M. Smith, 72,** joined the SIU in 1944 in the port of Philadelphia sailing as a bosun. Brother Smith sailed for 36 years. He was born in Cape May, N.J. and is a resident of Clementon, N.J.



**Stanford A. Smith, 65,** joined the SIU in 1938 in the port of New Orleans sailing as a cook and baker for 31 years. Brother Smith is a veteran of the U.S. Navy in World War II. He was born in New Orleans and is a resident of Metairie, La.



**Raffaele Spiteri, 66,** joined the SIU in the port of New York in 1957 sailing as a bosun. Brother Spiteri sailed 36 years. He upgraded to quartermaster at Piney Point in 1974. Seafarer Spiteri was on the picketline in the Chicago maritime beef. He was also a rigger at the Todd Shipyards. Born in Malta, he is a naturalized U.S. citizen and a resident of New York City.



**George W. Stidham, 62,** joined the SIU in the port of Wilmington in 1955 sailing as a deck maintenance for 28 years. Brother Stidham is a veteran of the U.S. Navy's Seabees' 83rd Division in World War II. He was born in Eureka, Calif. and is a resident of Los Angeles.



**Alfred Edison Howse, 54,** joined the SIU in 1944 in the port of Mobile sailing as an AB, deck maintenance and ship's delegate for 36 years. Brother Howse also sailed inland for the Mobile Towing Co. He was born in Cullman, Ala. and is a resident there.



**Woodrow Wilson Burnham, 65,** joined the Union in the port of Mobile in 1974 sailing as an engineer for the Radcliffe Materials Co. from 1957 to 1979. Brother Burnham was born in Freeport, Fla. where he is a resident.



**Delmas A. Cornelius, 63,** joined the Union in the port of Norfolk in 1960 sailing as a tankerman and captain for GATCO from 1952 to 1962 and for IOT from 1962 to 1979. Brother Cornelius is a former member of the UMW Local 50. He was born in North Carolina and is a resident of Hertford, N.C.

**Deposit in the  
SIU Blood Bank—**

**It's Your Life**

## N.O. Port Agent C. J. Buck Stephens Retires

New Orleans Port Agent C. J. Buck Stephens, 62, an original member of the SIU, retired recently. Former Piney Point and Mobile Agent Jerry Brown is his replacement.

Brother Stephens will stay on, though, in his post as secretary-

treasurer of the New Orleans Maritime Trades Department.

He's "taking it easy" and doing "work around the house I couldn't do in 30 years." Buck is looking forward to "going fishing."

Sailing since 1935 with all ratings in



C. J. Buck Stephens

the engine department. Stephens joined the SIU on Dec. 8, 1938 in the port of New Orleans, his hometown. The next year he was dispatcher at the Union Hall. In 1940, he was elected the port's joint patrolman. He was elected port agent in 1960.

During World War II he sailed in all combat zones. He holds a 2nd assistant engineer and stationary engineer licenses and picked up his firefighting endorsement in 1973.

A veteran of many SIU organizing drives and strike picketlines, Stephens in 1939 was riding the *SS Steel Ranger*

(Isthmian) when that company was first organized and struck. That same year he hit the bricks in the Bonus Strike. In 1946, he was in the General Strike and the Isthmian Strike, when the company signed. And he led the picketline in the Dixie Carriers organizing drive in the 1960s.

Buck has received awards from the Boy Scouts of America, the A. Philip Randolph Institute Award in 1977 and as chairman of the Father Twomey Dinner Committee for Loyola University's Institute of Human Relations in 1971.

He's enjoying his retirement with his wife, Eudora; daughter, Mrs. Carol Jean Zanka and grandson.

### Take One Giant Step

### Toward Building a Better Future

Upgrade at HLS



#### These Courses Starting Soon

LNG—May 28

Marine Electrical Maintenance—April 30

Diesel Engine for QMED's—May 28

Welding—June 25

Towboat Operator Scholarship—June 1

(completed applications due)

Lifeboat—May 24, June 7, 21

Tankerman—May 24, June 7, 21

Chief Steward—May 28

Chief Cook—May 14, June 25

Cook and Baker—May 14, June 25

Assistant Cook—June 11

Maintenance of Shipboard Refrigeration Systems—June 11

To enroll contact HLS or your SIU Representative

Sign Up Now!

Upgrading Pays Off  
When It's Time to Pay Off

### Notice From Mesford Family

Mrs. Agnes Mesford, widow of the late Harvey Mesford, Seattle port agent who died Jan. 7, 1979 of cancer, has requested that the Log print the following notice:

"The family of Harvey Mesford would like to thank everyone for the kind expressions of sympathy which were deeply appreciated."

## Monthly Membership Meetings

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	May 7	2:30 p.m.	7:00 p.m.
Philadelphia	May 8	2:30 p.m.	7:00 p.m.
Baltimore	May 9	2:30 p.m.	7:00 p.m.
Norfolk	May 10	9:30 a.m.	7:00 p.m.
Jacksonville	May 10	2:00 p.m.	—
Algonac	May 11	2:30 p.m.	—
Houston	May 14	2:30 p.m.	7:00 p.m.
New Orleans	May 15	2:30 p.m.	7:00 p.m.
Mobile	May 16	2:30 p.m.	—
San Francisco	May 17	2:30 p.m.	—
Wilmington	May 21	2:30 p.m.	—
Seattle	May 25	2:30 p.m.	—
Piney Point	May 12	10:30 a.m.	—
San Juan	May 10	2:30 p.m.	—
Columbus	May 19	—	1:00 p.m.
Chicago	May 15	—	—
Port Arthur	May 15	2:30 p.m.	—
Buffalo	May 16	—	—
St. Louis	May 18	2:30 p.m.	—
Cleveland	May 17	—	—

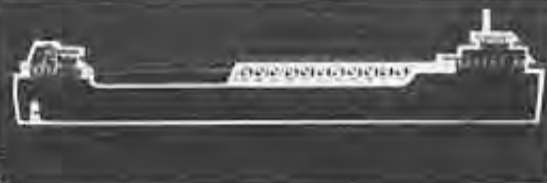
### Waterman May Build 4 More LASH Ships

Waterman has asked bids to build four new LASH ships. This is in addition to the two they are now building. Seafarers man three others.

In early April, MARAD okayed Waterman construction money for 150 lighters. They're for the LASH ships ready next year. The 61.5 foot, 360 dwt lighters will cost \$14.6 million. They'll be built at the Equitable Shipyards, New Orleans or Madisonville, La.

Waterman is also building two R/O R/O container ships. They'll cost \$137.4 million. And they're being built at the Sun Shipyards, Chester, Pa.

The two new LASH ships presently being built costing \$139.5 million will sail from the East Coast and the Gulf to the Far East. They're being built at the Avondale Shipyards, New Orleans. They'll replace old breakbulk ships on the Far East run, and have a MARAD operating subsidy to 1997.



## Dispatchers Report for Great Lakes

### MARCH 1-29, 1979

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqrs.)	60	17	6	79	38	3	33	11	8
ENGINE DEPARTMENT									
Algonac (Hdqrs.)	66	21	5	90	45	4	29	13	7
STEWARD DEPARTMENT									
Algonac (Hdqrs.)	21	6	3	48	11	1	11	2	1
ENTRY DEPARTMENT									
Algonac (Hdqrs.)	107	99	49	0	0	0	64	76	58
<b>Totals All Departments</b>	<b>254</b>	<b>143</b>	<b>63</b>	<b>217</b>	<b>94</b>	<b>8</b>	<b>137</b>	<b>102</b>	<b>74</b>

\*"Total Registered" means the number of men who actually registered for shipping at the port last month

\*\*"Registered on the Beach" means the total number of men registered at the port at the end of last month

# Hero Seafarer Saves Drowning Passenger Off Delta Panama

It takes a special kind of heroism to dive fully clothed with no regard for personal safety into the ocean in rough seas to save a drowning person.

But that's exactly what Seafarer Hernando Salazar did recently. And his efforts saved the life of an elderly woman, who was a passenger on Salazar's ship.

Like so many mishaps at sea, it happened very quickly. Salazar, a few crewmembers and 14 passengers were returning by launch to their ship, the *Delta Panama*, after a day ashore in Buenaventura, Colombia.

The vessel was anchored five miles outside the port awaiting berthing space to unload.

The seas were very choppy with three to four foot waves. The launch pulled cautiously alongside the ship and the deck-watch lowered the gangway.

The rough waves rocked the launch, and as passenger Mrs. Thorton Fell waited to leave the launch she was pitched over the side.

Mrs. Fell started to fight the waves and she began to be swept away.

Seafarer Salazar, without even taking off his shoes, dove in after her and swam toward her. When he reached her, she was struggling under the weight of her clothes and was near panic.

Salazar grabbed Mrs. Fell lifeguard style and guided her back to the launch



Seafarer Hernando Salazar

where other crewmembers helped the two aboard.

Brother Salazar was rewarded with a hug and a kiss from Mrs. Fell and a sincere "thank you for saving my life."

Saving a life, although not routine duty to Salazar, is also not completely new to this brave seaman.

He had received lifeguard training as a young man in his native Colombia. And some years ago, he saved a woman swimmer in a pool in Miami.

Salazar said, "I've always been a strong swimmer, I'm just happy that I was able to lend a hand."

During his rescue heroics, Brother

Salazar lost an expensive watch and a new pair of shoes. Delta Steamship, happily came through with a check to help defray some of the cost of the lost items. He keeps the check stub in his wallet for a souvenir.

Brother Salazar has been a member of the SIU since 1978. His first seafaring job was as a messman. He later switched to the engine department. He now sails QMED and reefer engineer. He makes his home in Miami.

## HERE ARE THE BARE FACTS

If you know reefer maintenance, you can make good money. So be a refrigerated container mechanic. Take the course. Get the skills. Enroll now! See your SIU Representative or contact:

Harry Lundeborg School  
Piney Point, Maryland  
20674

Phone: (301) 994-0010

Refrigerated Container  
Mechanic Course  
Starts June 11



### Notice to Members On Job Call Procedure

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

- membership certificate
- registration card

- clinic card
- seaman's papers



### KNOW YOUR RIGHTS

**FINANCIAL REPORTS.** The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

**TRUST FUNDS.** All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of Union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

**SHIPPING RIGHTS.** Your shipping rights and seniority are protected exclusively by the contracts between the Union and the employers. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the employers, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Frank Drozak, Chairman, Seafarers Appeals Board  
275 - 20th Street, Brooklyn, N.Y. 11215

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

**CONTRACTS.** Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard your ship or boat. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in the proper manner. If, at any time, any SIU

### KNOW YOUR RIGHTS



patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

**EDITORIAL POLICY — THE LOG.** The Log has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for Log policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

**PAYMENT OF MONIES.** No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to Union headquarters.

### KNOW YOUR RIGHTS

**CONSTITUTIONAL RIGHTS AND OBLIGATIONS.** Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

**EQUAL RIGHTS.** All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify Union headquarters.

**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests, and American trade union concepts.

If at any time a member feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Paul Hall at headquarters by certified mail, return receipt requested. The address is 675 - 4th Avenue, Brooklyn, N.Y. 11232.



Larry Dockwiler



**Seafarer** Larry Dockwiler, 23, graduated from the Lundeborg School's Entry Program in 1977. He also completed the LNG safety course there before going aboard his first ship, the *LNG Aquarius*, also in 1977. He served as GSU in the first crew to ever work an American LNG ship. Brother Dockwiler upgraded to Cook and Baker in 1978. He will go aboard the newest American LNG ship, the *LNG Libra*, as Chief Cook, later this month. Dockwiler also has his lifeboat, firefighting, and cardio-pulmonary resuscitation endorsements. He lives in Texas and ships from the port of New York.

Bill Gizzo



**Seafarer** Bill Gizzo, 21, graduated from the Harry Lundeborg School's Entry Program in 1974, shipping in the engine department. He upgraded to FOWT in 1978. He also has his lifeboat and firefighting endorsements, as well as having received cardio-pulmonary resuscitation training. Brother Gizzo is a resident of Greenbelt, Md. and ships from the port of New York.

John A. Aelick



**Seafarer** John A. Aelick, 19, is a 1976 graduate of the Lundeborg School. He upgraded to FOWT in 1978. In addition, he holds lifeboat and firefighting endorsements, and has received cardio-pulmonary resuscitation training. He lives in Charleston, S.C. and ships from the port of Jacksonville.

Robert K. Firth



**Seafarer** Robert K. Firth, 22, graduated from the Harry Lundeborg School in 1977. Firth sails as a third cook. He has also received his lifeboat, firefighting, and cardio-pulmonary resuscitation training. Brother Firth is a resident of Jacksonville, Fla. and also ships out of the port of Jacksonville.

Jeff Kass



**Seafarer** Jeff Kass, 25, is a 1974 Harry Lundeborg School graduate. He upgraded to AB last year, and has also received lifeboat, firefighting, and cardio-pulmonary resuscitation training. Brother Kass ships out of West Coast ports.

Kadir Amat



**Seafarer** Kadir Amat, 21, is a 1975 graduate of the Lundeborg School's Entry Program. He upgraded from OS to AB in 1977. Brother Amat has his lifeboat and firefighting endorsements, and has also received cardio-pulmonary resuscitation training. He lives and ships from the port of New York.

Charles E. Zulauf III



**Seafarer** Charles E. Zulauf III, 25, graduated from the Harry Lundeborg School Entry Training Program in 1977. He upgraded to AB last year, and has also completed training for lifeboat, firefighting, and cardio-pulmonary resuscitation. Brother Zulauf lives in Baltimore and ships from the port of New York.

Sandon S. Pearson



**Seafarer** Sandon S. Pearson, 26, graduated from the Harry Lundeborg Entry Program in 1976. He upgraded to FOWT in 1978. He has his lifeboat, and firefighting endorsements, and has also completed the cardio-pulmonary resuscitation course. Brother Pearson lives in Springfield, Mass. and ships from the port of New York.

## It's Your Move . . .



### MAKE IT IN THE RIGHT DIRECTION—

Make your move toward good pay, excellent working conditions, a secure future. Enroll now in the LNG Course at HLS. Next class starts **May 28**. See your SIU Representative or contact the Harry Lundeborg School, Vocational Education Department, Piney Point, Maryland 20674.

## Montpelier Victory Committee



Recertified Bosun David Gilmore (left) ship's chairman of the *ST Montpelier Victory* (Victory Carriers) is here with a crewmember and the Ship's Committee of (l. to r.) Chief Steward Hans Spiegel, secretary-reporter, Wiper John "Buffalo" Orloff, engine delegate; OS Blaze Lianos and AB Louis Perez, deck delegate. The crew was paid off on Mar. 22 at Stapleton Anchorage, S.I., N.Y.

### 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."

What is job security? And what's the Union doing to protect the job security of the membership?

That was the main point of discussion at a recent ship's Union meeting aboard the **ST Ogdén Willamette**. And the answer Bosun Leo Paradise, ship's chairman, and steward Paul Franco, ship's secretary came up with was—plenty.

Brother Paradise pointed out an article in the January issue of the **Log** called "Common Cause Study Flawed." That article, originally published in an independent newsletter, scored a report by Common Cause which had praised Rep. Paul McClosky (R-Calif.) as a champion of the public interest because he worked to defeat the labor-backed cargo preference bill.

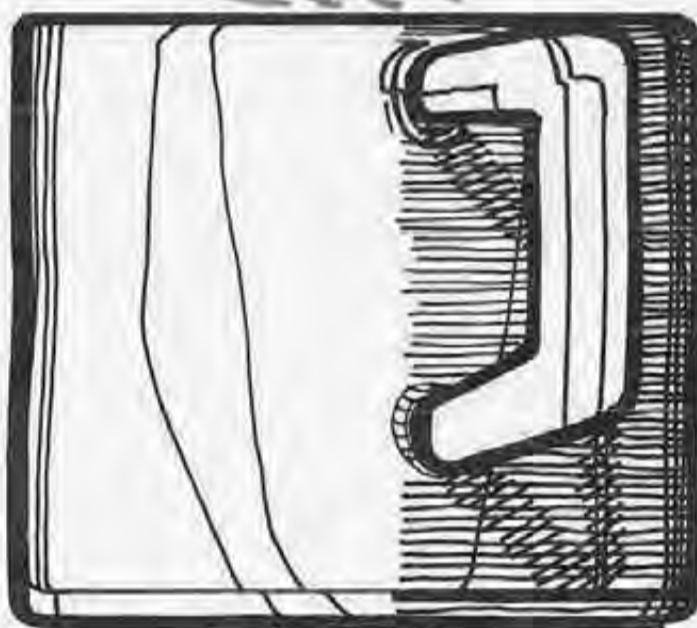
The article concluded that Rep. McClosky opposed U.S. maritime for one reason—because he lined his pockets with contributions from the oil industry and American-owned foreign flag interests.

"All SIU members should read this article, not once, but twice," Brother Paradise said. "Rep. McClosky is out to break all of us in the maritime industry. He's out to destroy everything we've fought for over the years—new ships, improved job security and a strong U.S. merchant fleet."

"It's our SPAD donations that fight the enemies of U.S. maritime like Rep. McClosky," Paradise said urging everyone to sign the new SPAD checkoff authorizing the Seafarers Vacation Plan to deduct 30 cents a day from their vacation benefits for the SPAD fund.

# FOR SALE! JOB SECURITY 30¢ PER DAY

"SPAD is the way—  
who misses  
30 cents a day?"



"Our voluntary SPAD contributions have brought the SIU out on top of battles before," Paradise continued, and if we all sign the SPAD checkoff we're giving our Union support to fight for us in Washington in the future."

"Now is the best time to sign the SPAD checkoff," Paul Franco, ship's secretary added. "The fight is in round one and there are 14 more rounds to go."

Round 2 is right around the corner. Brother Franco noted that the SIU has launched an all-out effort to get Congress to overturn a recent court ruling allowing the Amerada Hess Corp. to use foreign flag tankers for the Alaska oil run. (See December **Log**, "Hess Gets OK to Use Foreign Flags for Alaska Oil.")

"If Hess gets away with this," Brother Franco warned, "so will others. Think about how many of our jobs will be lost," Franco said, painting a picture of a job call at an SIU hall where Seafarers look up at a blank shipping board and then at each other, wondering what went wrong.

"That's when it's too late," Franco said, "but it's not too late now. Let's sign the SPAD checkoff to make sure our future will be secure."

The **Willamette** ship's committee talked about two of the ways in which SPAD contributions have enabled the Union to work to make the present and future jobs of Seafarers more secure.

"We wouldn't be at the top of the industry now if it weren't for SPAD," Brother Franco said, "and we have to fight to stay on top."

## ASSIGNMENT FOR SEAFARERS POLITICAL ACTIVITY DONATION (SPAD)

TO:

DATE .....

Seafarers Vacation Plan  
275 20th Street  
Brooklyn, N.Y. 11215

Effective from this date, I hereby assign, direct and authorize you to deduct from payments required to be made by you to me for vacation benefits and at the time of such payments, a sum equal to thirty cents per day for which I am entitled to vacation benefit payments and to pay and transfer such amounts to SPAD, 675 Fourth Avenue, Brooklyn, N.Y. 11232. This authorization shall remain in full force and effect unless written notice by certified mail is given by me to you of revocation of this authorization, in which event the revocation shall be effective as of the date you receive it and applicable only to vacation benefits both earned and payable to me thereafter.

I acknowledge advice and understand that SPAD is a separate segregated fund established and administered by my union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions and I have the right to refuse to make any contributions, including this authorization without fear of reprisal. I may contribute directly to SPAD such amount as I may voluntarily determine in lieu of signing this authorization and that the specified amount herein provided is to minimize administrative responsibilities and costs consistent with the facilitation for the making of voluntary contributions. And this authorization for contributions, constitutes my voluntary act. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

This authorization has been executed in triplicate, the original for you, copy to SPAD and copy to me.

Member's name (Print)

Member's Signature

Social Security Number

Members Home Address

City

State

Zip

Book Number

Port

OFFICE COPY



APRIL 1979

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lake and Inland Waters District • AFL-CIO