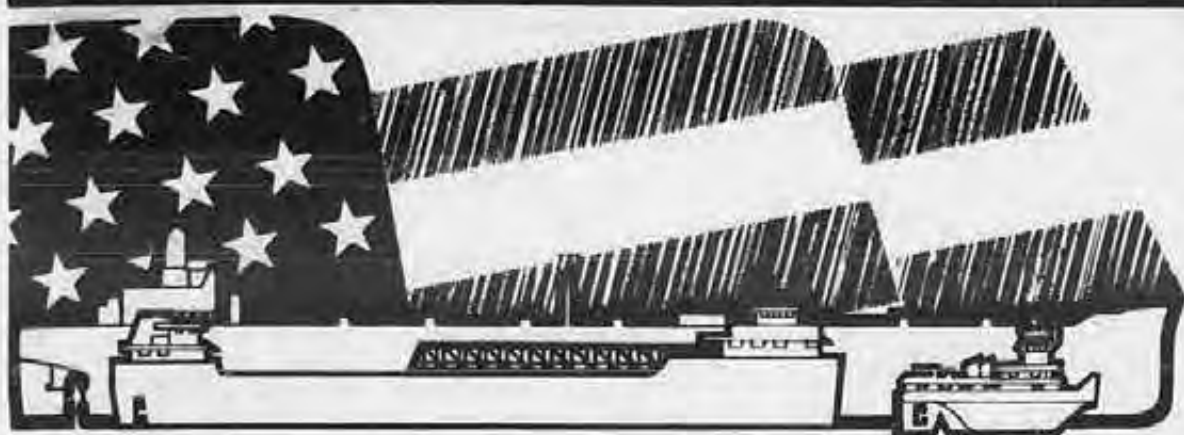


SIU V.P. Paul Drozak Dead at 50

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LOG

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Seafarers Man New Tanker Overseas Washington

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1,000th Inland Vacation Check Given

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SIU Patrolman David Jones, left, turned over the 1000th check issued under the SIU industry-wide Inland Vacation Plan to Boatman Harvey Gallop and his wife, Callie, at the Norfolk Hall this month. Gallop is an engineer with Steuart Transportation of Piney Point, Md.



New Boat Petrel Gets SIU Crew

See Page 26

MTD Executive Board Holds Mid-Winter Meeting

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Congress Offering Remedy to Illegal Rebate Plague

A situation that has plagued America's foreign liner cargo industry and hurt job opportunities for American seamen in recent years may soon be cleared up by Congress.

The "plague" is illegal rebating by both U.S. and foreign-flag liner companies to shippers and freight forwarders.

Under present law, a shipping company cannot charge rates lower than their published rates on file with the Federal Maritime Commission (FMC).

However, to attract business in a very competitive field, many liner companies have been charging their published rates and then giving some of the money back to their customers under the table. It is illegal to both give and receive such rebates.

The FMC, which has authority in this area, began a widespread investigation of the rebate malpractice in 1976.

Since then, one major U.S.-flag company has been fined \$4 million for illegal rebating between 1972 and 1976. Just this month, the FMC fined three shippers for accepting rebates.

The FMC is now conducting 27 rebate investigations—18 against foreign liner companies and nine against U.S. lines.

The foreign lines have so far refused to cooperate with FMC investigations. The net result of their refusal is that U.S. lines, which must cooperate with subpoenas and other legal actions, find themselves at a competitive disadvantage.

In the middle of all this is the American seaman, who also stands to lose job opportunities if a solution is not worked out soon.

The solution may be a bill, sponsored

by Rep. John Murphy (D-N.Y.), chairman of the House Merchant Marine and Fisheries Committee.

The bill has already cleared House committee and has been reported favorably to the full House for a vote. The bill is not a high priority item on the House calendar. So it could be more than a month before the vote is taken.

The Senate has held hearings on the bill also. But it has not yet been voted out of committee.

The measure contains three important provisions aimed at clearing up the rebate problem.

- It gives the FMC the authority to suspend tariffs on foreign lines that refuse to cooperate in rebate investigations. This, in effect, would ban these lines from participation in America's liner trades.

- It reduces illegal rebating from a criminal to a civil violation, retroactive to 1972. Presently, the Justice Department can prosecute violators—who have already paid fines to the government—for conspiracy to defraud. In such cases, company officials could draw jail sentences.

- It is hoped that the immunity clause to criminal prosecution will encourage violators to come forward voluntarily with information on the rebating issue.

- The bill quintuples fines for violators of the anti-rebate law. The increased fine, though, would only be applied to those who violate the law after passage of the bill.

The bill does not address the problem of overcapacity, which the companies claim is the cause of illegal rebating. Overcapacity means simply that there are more ships available than needed to carry the available liner cargoes.

However, Rep. Murphy said that legis-

lation would be introduced to deal with the overcapacity problem individually. This legislation could include provisions setting up "closed shipping conferences," or a pooling arrangement to divvy up the liner cargoes evenly among conference members.

In reference to his anti-rebate bill, Rep. Murphy said it was "landmark legislation since it attempts for the first time . . . to establish a national shipping regulatory policy that will eliminate malpractices and provide for fair competition by all carriers."

Unemployment Rate Falls to 6.1%, the Lowest in 3 Years

WASHINGTON, D.C.—Last month the country's jobless rate fell to 6.1 percent from January's 6.3 percent. This is the lowest unemployment rate since the 5.9 percent level of October 1974. It is nearly a full percentage point below the 7 percent average for last year.

The February decline in unemployment benefited most of the nation's workers except teenagers. Their rate rose last month from 16 percent to 17.4 percent, the U.S. Labor Department's Bureau of Labor Statistics reported. At the same time, black teenagers had a jobless rate of 38 percent compared to 14.8 percent for white teenagers!

In 1977, the official unemployment rate went down a substantial 1.5 percent. Last month's drop was the fourth monthly decline in a row. It is under the 6.2 percent jobless figure set by the Carter Administration by the final quarter of 1978.

February's dip came about from a slight decrease of 14,000 in the labor force to 99,093,000 persons working last month, down from January's 99,107,000 working. Total unemployment in February was 6,090,000—136,000 fewer than the month before—against 6,226,000 in January. Also in February, total employment was

93,003,000, up from 92,881,000 in January.

The impact of the coal strike was the layoff of 20,000 workers in the transportation field, particularly affecting the inland waterways and Lakes industries.

The jobless rate for blacks and adult women showed the largest declines.

Black's joblessness went down almost a full percentage point to 11.8 percent in February. The women's rate went from 6.1 percent to 5.7 percent. For adult men, the lowest of any group, the rate dipped from 4.7 percent to 4.5 percent. The jobless rate for Vietnam veterans 20 to 24 years of age was 12.5 percent. For non-veterans, it was 9.7 percent in the same age groups.

U.S. Department of Labor Secretary Ray Marshall warned that "while the (unemployment) report is encouraging, we still have some serious problems."

He said, "we still have high rates of unemployment in rural areas, central cities and among minorities and Vietnam era veterans."

Average duration of joblessness last month was down to 12.5 weeks from 13.1 weeks the previous month. Those out of work 27 weeks or more fell 153,000 to 671,000 over the month.

Continued on Page 26



Paul Hall

The PRESIDENT'S Report

1000 Dreams Realized Via GED

The SIU membership has done a great deal to improve our industry. The way we accomplished this was simple—but it wasn't easy. We built the Harry Lundeberg School.

Because of our achievements at the Lundeberg School, the American maritime industry is known to have workers who understand and can safely handle LNG; workers who can expertly navigate the inland waterways or the Great Lakes; workers who can operate and troubleshoot automated engine rooms and cargo systems. Through HLS, we are solving our problems as maritime workers. We have improved our communication as SIU members; we have increased our understanding of the economic problems in our industry; we have built job security for ourselves; we have upgraded to better jobs and better wages.

Our School gives us every kind of educational opportunity. As a result, we have made ourselves among the best trained, most skilled seafarers in the world. Any industry is only as good as its workers. So by improving ourselves, we improve our industry.

But our School makes it possible for us to achieve even more. Seafarers are not just workers. We are people, too. And each of us has hopes and dreams and goals that are ours alone.

Through the Lundeberg School, SIU members are reaching their goals. A very special program at the School makes this possible—the High School Equivalency (GED) Program.

Of course, the skills our members learn as they study for a high school diploma are important on the job. Mathematics is important to a member

who wants to upgrade. English skills help a brother's reading comprehension when he uses a manual or studies for a Coast Guard test. A high school diploma is a real asset to a maritime worker. But we all know it's not required as part of a Seafarer's job. So why bother to get one?

Because you want to be a high school graduate. That's the best reason. And that's the reason the GED Program was started. To help SIU members get the education they want. To help them do something that is important to them as people.

Many members have been in the seafaring profession since they were very young. Some oldtimers started out in the industry as kids working as the ship's "boy." We didn't get the chance to go to school because there were families to support and bills to pay. We had to earn a living. But that didn't mean we didn't want to go to school. It meant we couldn't go.

Well, now we can. We can go to the Lundeberg School and start working towards the goal of a high school diploma.

We can be pretty sure we'll succeed, too.

In the eight years that HLS has offered the GED Program, we've learned a lot about helping our brothers to get ahead. The educators at our School work with our people as individuals. At HLS, each of us is special. This is a different kind of education. This is why our program works.

Over 95 percent of the GED students at HLS pass their exams and earn a diploma. For those students who can't complete the whole course of study at once, there's a program called "partial testing" so these members can study for and pass one or two exams at a time.

Over 1,000 members are now high school graduates because they came to HLS and took the GED Program. The youngest graduate was 16; the oldest was 76. Seafarers from the oceans, Lakes, and waterways have gotten their diplomas through the School. Union officials, entry ratings and licensed personnel have all graduated thanks to HLS. Several graduates of the program have gone on to win Seafarers college scholarships so they can advance their education even further.

Every one of these Seafarers has two things in common—they are the rank-and-file SIU and they achieved a dream and a goal that was important to them as people and as Seafarers.

The SIU is proud of these members who have worked hard and made their dreams come true.

As president of the SIU, I am proud that our Union has done so much to help every Seafarer become a better worker and a happier person.

SIU V.P. Paul Drozak Is Dead at 50

Paul Drozak, a self-made man who rose from the Depression era poverty of a small Alabama town to the vice presidency of the SIU, is dead of lung cancer at the age of 50.

Drozak first entered Methodist Hospital in Houston on Christmas Day. He died there at 5:30 in the morning, Thursday, March 9.

With his death, the SIU has lost one of its most capable leaders. And SIU members have lost one of the toughest, most dedicated fighters for American seamen in the history of the maritime labor movement.

SIU President Paul Hall said of him: "It's impossible to calculate what Paul Drozak has meant to the growth and well-being of this organization. All of us in the SIU and throughout the labor movement who knew him well and worked with him closely realize that we have lost a good friend who could be trusted and who we could depend on completely."

At his death, Paul Drozak held many posts and responsibilities.

He was SIU Vice President in Charge of the Lakes and Inland Waters, a post he had held since 1972. He was Gulf Coast Area Director of the SIU-affiliated United Industrial Workers Union.

He served as Port Commissioner in Houston, the second largest port in the nation, since 1974.

He was Executive Vice President of the Harris County Central Labor Council. He was Secretary-Treasurer of the West Gulf Port Council of the AFL-CIO Maritime Trades Department. And he was Vice President of the AFL-CIO Texas State Labor Federation.

30 Years of Dedication

Paul Drozak's career as a merchant seaman and Union official spanned more than 30 years of hard work and dedication.

He, along with his identical twin brother, Frank, who is Executive Vice President of the SIU, was born in Coy, Ala., Wilcox



Paul Drozak, second from right, talks with three SIU members after a monthly membership meeting in Houston, Tex. Photo was taken in Aug. 1975.

County, on Dec. 24, 1927.

The two, inseparable through youth, were raised by their grandmother, Mary Jordan, in this small, poverty stricken farming community.

Like so many other young Americans of their time, Paul and Frank Drozak were victims of the Depression. They dropped out of school in the seventh grade to work on a farm.

Along with their grandmother, they moved to Mobile in the early 1940's where they found work in the Alabama Shipyard.

While employed there, they met a Captain of a damaged Liberty ship who encouraged them to go to sea.

They took his advice, got their Coast Guard papers and shipped out through the War Shipping Administration. Their first ship at the age of 16 was the *SS Margaret Lehend*, which they caught in Mobile in 1944. They joined the SIU the following year.

After the death of their grandmother, the two continued to ship together and live together ashore until 1951. At that time, Paul went to work for the SIU as an organizer in the port of Seattle. He made a few trips after that as bosun. But Paul Drozak had found

a job he loved—working to better the lives of his fellow SIU members.

In 1954, Paul entered the U.S. Army serving for two years. He returned to work for the Union in 1956 as patrolman in the port of New York.

In 1961, he became agent in the port of Houston, a job he held for 11 years. Then in 1972, he was elected SIU Vice President in Charge of the Lakes and Inland Waters. He held this post until his death.

Spearheaded Inland Organizing

During his 17 years of working out of Houston, Paul Drozak spearheaded the SIU's organizing efforts in the towing industry.

Drozak nurtured the old SIU-affiliated Inland Boatmen's Union from its infancy in 1961 to a position years later where it became the largest trade union representing American boatmen in the United States.

Drozak served as National Director of the Inland Boatmen's Union from 1972 until late 1976 when IBU members and SIU A&G members voted a merger of the two organizations.

Extremely shaken by the death of his brother, Frank Drozak said:

"I feel that I've lost more than a brother. I've lost part of myself."

He continued, "when we were kids, times were tough, and it was a matter of going out there and work or starve. But we always stuck together through it all, because we knew that we could always rely on each other."

Recalling the personal make-up of his brother, Frank Drozak said: "Paul was the kind of person that never questioned his job. If I told him to meet me in New Orleans, he would never ask why. He would just say, 'where and what time.' He knew he had a job to do and he simply went out and got it done."

Frank Drozak continued: "Paul was a self-educated man. He was a devoted husband and father. He always made every effort to be home on the weekends when the job allowed."

"He loved football and baseball, and he always looked forward to going to the Kentucky Derby each year. He didn't get much chance to do it in recent years, but Paul loved to grab a fishing pole, sit out by some creek bank and try his luck."

Looking back at his brother's career, Frank said, "this Union put shoes on our feet. It gave us a chance to make our livings. Paul was thankful for that, and that's why he dedicated his life to this organization. I'm going to miss him an awful lot."

Services for Paul Drozak were held at the Forest Park Funeral Home in Houston on Saturday March 11. He was buried that day at Forest Park Cemetery.

The chapel was crowded with friends from Magnolia, Tex., where he made his home; with friends from the SIU, and with friends from the labor movement throughout Texas and the nation.

In addition to his brother, Frank, Paul Drozak is survived by his wife, Jean, and three daughters, Debby, 23, Donna, 18, and Denise, 10. Also surviving are a brother, David, and a sister, Mary Walhaven.

The family asks that anyone wishing to make contributions in his memory make them to Methodist Hospital in the name of Paul Drozak. The address of the hospital is 6516 Bertner, Houston, Tex. 77030. Please note that the money is for cancer research.

Texas AFL-CIO Dedicates Convention to Paul Drozak

SIU Vice President Paul Drozak, who died of cancer Mar. 9, 1978, was held in the highest esteem by his Union Brothers throughout the labor movement, and especially in the State of Texas.

Shortly after his death, the Texas
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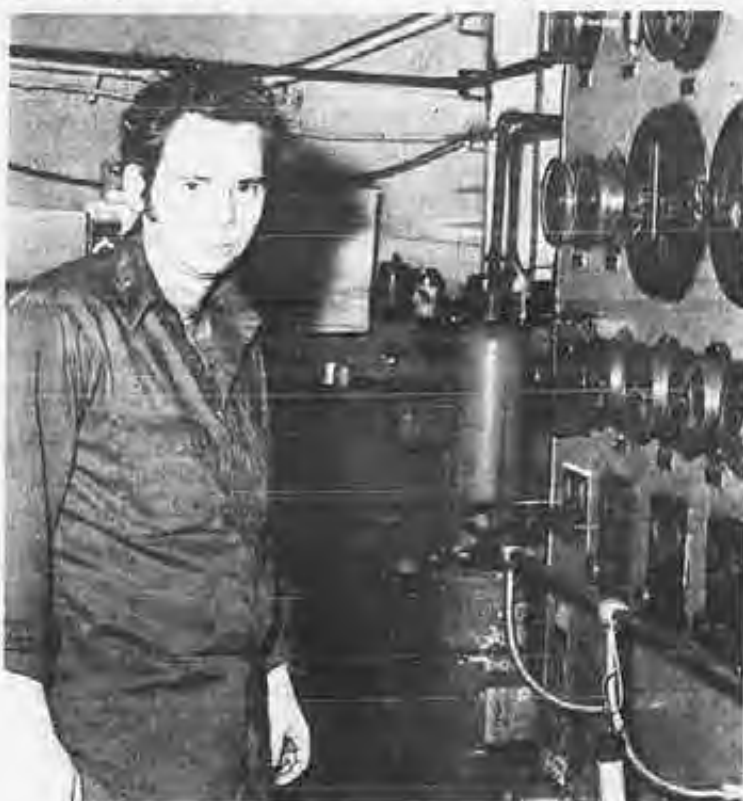
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The *Cove Communicator* came into New Haven on Feb. 28 carrying a load of crude oil from the Gulf.

Cove Communicator Comes to New Haven

The tanker *Cove Communicator* (Cove Tankers) made a visit to the Connecticut port city of New Haven on Feb. 28. The SIU-contracted vessel was there to discharge crude oil which she carried up from the Gulf, and to pay off the crew. New York Patrolman Ted Babkowski was on hand to be at the payoff and settle beefs. The seafaring crew had few complaints and all were pleased with the meals prepared by Steward/Cook Crisanto Modellas and his very competent galley gang. Recertified Bosun Ballard Browning said the ship would be returning to ports in Texas to pick up another load of crude. The *Cove Communicator* has been on a regular coastwise run for the entire winter.



Eddie Jordan (l), fireman-watertender, makes sure everything is running smoothly in the engine department. G. Hernandez (center), an AB, checks the oil level on the tanker. In photo at right, putting the finishing touches on the crew's dinner, is Steward/Cook Crisanto Modellas.



SIU Patrolman Ted Babkowski (seated far left) talks with the crew of the *Cove Communicator*. Standing from the left are: Jim Edmonds, AB; Jim Wilson, AB/deck delegate; B. Browning, recertified bosun/ship's chairman, and L. Gracia, cook and baker/steward delegate. Seated (from the left) are: Babkowski; Crisanto Modellas, chief steward/secretary-reporter, and J. Hipolito, oiler.



Taking a look at the latest issue of the *Log* are, (l. to r.): Edward Collins, AB; L. Dueitt, AB, and Ed Jordan, FOWT.

Program for 2-Million Jobs

AFL-CIO Asks Carter for \$29.5B to Boost Economy

The AFL-CIO Executive Council called on the Carter Administration to implement a \$29.55 billion economic stimulus program. The program, among other things, would create two million new jobs for unemployed Americans.

In statements made at their annual mid-winter meeting (Feb. 20-27) in Bal Harbour, Fla., the Executive Council said that reducing unemployment was the "key to fighting inflation." This is because joblessness is one of the "chief causes of inflation," the Council said.

Labor's economic program calls for \$13.5 billion in direct job creating funds; \$10.9 billion in personal tax reductions, and a \$5.4 billion cut in Social Security taxes.

The Executive Council said that the tax reduction program would indirectly create one million jobs through increased sales and services.

In addition, the Council said that the \$13.5 billion in direct job creating funds should be used to produce one million new jobs in the following areas:

- \$3 billion for the creation of 120,000 jobs in the public works sector. The money should go to help older cities with high unemployment, finance major construction such as water systems, bridges, and highways.
- \$4 billion to provide 400,000 jobs in the public service area.
- \$1 billion for youth job training programs that will provide 200,000 jobs for unemployed young people.
- \$2 billion to create 80,000 jobs through increased mass transit funding



The AFL-CIO Executive Council, in session last month, called on the Carter Administration to come up with a \$29.55 billion economic recovery package which would, in part, create two million new jobs for American workers.

and railroad rehabilitation.

- \$2 billion to provide 80,000 jobs for new housing projects.
- \$1.25 billion for guaranteed loans to help enterprises locate, remain or expand in cities with high unemployment. This would create an estimated 70,000 new jobs.

Trade Crisis

In line with the nation's unemployment problems, the AFL-CIO Executive Council said that America's international trade policy is causing heavy losses in the job market for U.S. workers.

The Council pointed out that in 1977, the U.S. suffered a trade deficit of \$27 billion—the largest in U.S. his-

tory. They projected a similar deficit for 1978.

AFL-CIO President George Meany told a news conference that America's present trade policy "is slowly but surely converting the U.S. into a service industry country, and there is a possibility that we will lose our position before long as a major manufacturing nation, not only to foreign competition but to competition from American corporations who produce overseas."

The Council affirmed that Congress must take strong steps to protect American jobs against unfair trade policies, such as product dumping and tax loopholes that encourage such practices.

In particular, the Council stated that compensation benefits must be pro-

vided to all workers who directly or indirectly lose their jobs due to competition from foreign imports.

Labor Law Reform

The Executive Council also announced an all-out final drive for passage of the Labor Law reform bill in the Senate.

The bill is designed to speed up the judicial process of the National Labor Relations Act. It faces strong opposition in the Senate from big business interests.

The Labor reform bill contains four crucial features, including:

- An end to unnecessary delays in resolving unfair labor practice cases.
- More adequate compensation to workers harmed by illegal employer actions.
- Assurance of a timely election when petition for union representation.
- Denial of Federal contracts to firms that repeatedly and willfully violate employee rights.

The Council said that the AFL-CIO was prepared to match the bill's opponents "postcard for postcard, letter for letter, telephone call for telephone call, visit for visit" to insure passage of the bill in the Senate. The vote on the bill is due late this month.

In other actions during the weeklong meeting, the AFL-CIO Executive Board adopted statements calling for action on national health insurance; welfare reform; lower interest rates for housing mortgages, and an expanded program for aid to the handicapped.

Hall Says Liner Policy 'Strangles' Shipping

U.S. liner shipping policy "strangles" American shipping.

SIU President Paul Hall made this charge and called for major changes at a national transportation forum in New York City on Mar. 14.

The purpose of the forum, held by Northwestern University, was to "search for a rational liner shipping policy" for this country. Hall was a featured speaker at the two day event, along with business, academic, and Government leaders in the maritime field.

"A rational shipping policy is plainly something this country sorely lacks," Hall maintained. If it were rational, he said, it would strengthen the American economy and our national defense. But just the opposite is true.

Our shipping policy doesn't make any sense, Hall explained. It has allowed the U.S.—"the largest trading nation in the world"—to carry only five percent of its foreign trade on its own ships. This has caused a serious decline in the U.S. merchant fleet, which in turn, has reduced American job opportunities and national defense capabilities.

"It is now time for the U.S. to recognize that even at five percent, we have not yet reached the bottom," Hall warned.

Current U.S. shipping policy does not support measures that would stop this dangerous trend. The maritime industry has not been able to get an oil cargo preference law, for example, which would guarantee a larger percentage of our trade for U.S. tankers. Many critics of the recent oil bill which was defeated in Congress last year, said that it went against America's free trade policy.

But free trade is an "outmoded" pol-



SIU President Paul Hall presented his view of what's wrong with U.S. liner shipping policy at a national transportation forum in New York City on Mar. 14.

icy, Hall pointed out, which only the U.S. seems to find it necessary to follow.

"We have genteely labored under a nineteenth-century code of free market concepts while the competition, which does have a rational liner shipping policy, has played a different ball game. We have worn tuxedos to a barroom brawl.

"If left unchecked, a handful of other countries, led by the Soviet Union, will come to monopolize our trade in a manner that should frighten even the most dedicated of free-market advocates."

Hall further demonstrated how some of the same critics who cried "free trade" when the U.S. was considering the cargo preference bill, practice something quite different than what they preach.

"Saudi Arabia plans to build up a fleet of oil tankers under its own flag and protected by cargo preference. It is an interesting footnote that one of Saudi Arabia's announced partners is

none other than Texaco. Texaco's and other oil majors' spokesmen include the American Petroleum Institute and the so-called Federation of American Controlled Shipping, both of which vehemently attacked the U.S. version of a cargo preference bill last year."

Hall also dismissed "those critics of the U.S. maritime industry who would like to have you believe that inefficiency, high wages and labor instability are the reasons why the U.S. fleet carries such a small share of our foreign trade." He cited the Merchant Marine Act of 1970, which was passed to significantly expand the U.S. merchant fleet, as a joint achievement of maritime labor and management. The fact that "there has not been a seagoing dispute of any consequence in the U.S. since 1969" is another example of labor and management cooperation.

Hall also pointed out that wages for maritime labor are low when compared with wages for similar work in most

major U.S. industries. And he maintained that the wage differential between U.S. and foreign operations is not large enough to account for the low level of business going to U.S. shipping companies.

"These are not the reasons why the Merchant Marine Act has failed to live up to expectations," he concluded. The reasons have to do with the gap between U.S. policy and U.S. practices. The 1970 Act made a strong merchant marine a matter of national policy. But Hall listed a number of Government practices that stand in the way of that important goal:

- Maritime policy in the U.S. is not coordinated. Regulatory agencies, such as the Federal Maritime Commission, the Department of Justice, and the Interstate Commerce Commission, set rules and procedures that have often proved counterproductive.
- Setting strict standards, such as environmental regulations, on U.S. ship operators, but not on foreign-flag operators, in effect, cripples the ability of U.S. operators to compete.
- U.S. regulatory agencies have renounced the way other nations operate as anti-competitive. But they have not provided a workable substitute that U.S. operators can follow.

"Until we change those laws and practices that strangle U.S. shipping," Hall concluded, "we will never achieve a rational liner shipping policy for the U.S. And this country will remain weakened in a key segment of its economy and will remain unprepared to guarantee its own national survival."



St. Louis

A new 10,500 hp. tugboat, the *Dick Conerley*, was crewed by SIU Boatmen in this port on Mar. 15. She will push barges, from 30 to 50 at a time, from Cairo, Ill. to New Orleans, La. She was built at the St. Louis Shipyard, and is owned and operated by SIU-contracted Ozark Marine. She is also the largest boat the SIU has under contract on the rivers.

Jacksonville, Fla.

SIU-contracted Caribe Tugboat will now carry refrigerated vans in its roll-on barge operation between this port, Miami, Lake Charles, La. and San Juan, P. R. The company has ordered 120 of these vans and about 40 are now in service, carrying mostly frozen foods. Refrigerated cargo is a first for Caribe.

The company has also expanded its liquid and dry bulk cargo service. Twenty-five 7,000 gallon, 40 foot stainless steel tank trailers have been added to carry petroleum products in the roll-on operation. They are the largest in the trade. In addition, 250 40 foot dry vans are also on order.

Houston

A new three year contract with Western Towing has been ratified by the SIU membership in this port. The new agreement establishes an industry-wide vacation plan. It also provides wage increases and many beneficial work rule changes.

All Ports

Continued industrial growth in 1978 is expected to increase tonnage carried on the nation's inland waterways by four percent above the 1977 level, the U.S. Department of Commerce predicts. The figure will be about 267 billion ton miles. Business firms reported 388 new plants or expansions along the waterways in 1976. These resulted in the investment of \$6 billion and created an estimated 46,000 jobs.

Fuel cost is now one of the larger expenses of the barge industry. It has more than tripled since 1973 and now equals about 27 percent of total operating cost.

Hall Named Head of Labor Policy Group on Trade

SIU President Paul Hall is the new chairman of the Labor Policy Advisory Committee on Trade Negotiations. This is one of three committees that are actively involved in advising the federal government on its trade policies and programs.

Hall was nominated by AFL-CIO President George Meany to succeed former United Steelworkers of America President I. W. Abel to the position following Abel's retirement.

The Labor Policy Advisory Committee, as well as the advisory committees for agriculture and manufacturing industries, was established under the Trade Act of 1974. They are designed to provide the federal government with information and technical advice on trade issues.

Some 35 unions participate in the committee's activities. They do this through six subcommittees established to bring expertise on particular trade problems.

In addition to being chairman of the Labor Policy Advisory Committee, Hall is chairman of the Sector Committee on Services.

Met in January

The Labor Policy Committee met in January and heard reports by Robert Strauss, the President's Special Representative for Trade Negotiations. He talked about the current round of worldwide trade negotiations being conducted in Geneva, Switzerland.

The Labor Policy Advisory Committee has generally been critical of efforts to reduce tariffs and other protections



Paul Hall

established to insure the viability of U.S. industries. The loss of existing trade protections would expose American industries to a rising flood of imported products that would take over U.S. markets.

Of the three policy advisory committees, only the Labor Committee elects its own chairman.

The Agricultural Policy Advisory Committee is co-chaired by Strauss and Secretary of Agriculture Robert Bergland. The Manufacturing Industries Policy Advisory Committee is co-chaired by Strauss and Secretary of Commerce Juanita Kreps.

Hall has also accepted an invitation by Strauss to continue serving as a member of the Advisory Committee on Multilateral Trade Negotiations.

This committee is the top U.S. advisory committee on trade.

Thomas Jefferson Committee



The *Thomas Jefferson* (Waterman) paid off recently at Pier 7 in Brooklyn, N.Y. Shown here is part of the Ship's Committee. From the left are: Electrician Lyle Clevenger, educational director; Johnny H. Green, steward delegate; Chief Steward Bill Kaiset, secretary-reporter, and Horace Gaskill, deck delegate.

Overseas Washington

The *SS Overseas Washington*, a newly built, SIU-contracted supertanker, has joined her three sister ships and will soon be plying the Alaska oil trade.

The *Washington*, like the *SS Overseas Chicago*, the *Overseas Ohio* and the *Overseas New York* before her, is an 89,700 dwt vessel built by Mari-

time Overseas Corp.

The four ships, built at the National Steel Shipyards in San Diego, Calif., were all engineered to travel the Alaska oil route. The first one launched, the *Overseas Chicago*, was ready in June of 1977.

All four ships are 894 feet long, have a beam of 106 feet, and a 49-foot draft.

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Mark Twain, "Life on the Mississippi"

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Headquarters Notes

by SIU Executive Vice President
Frank Drozak

The SIU has just wrapped up another productive and informative educational conference for SIU Boatmen. (See pages 13-15 of this Log.)

Since these conferences began a year ago they have brought together SIU Boatmen from all areas of the nation. There were conferences for Boatmen who work the Western Rivers and Great Lakes. There were educational sessions for Boatmen involved in shipdocking and coastwise towing on the Gulf and East Coasts.

Initially, the purpose of these forums was to bring members and officials together to talk about goals and plans for the future concerning new contracts, new educational programs, and a wide range of other issues.

However, as the conferences progressed, it became apparent that a potentially dangerous problem existed. There was a lack of understanding between members and officials in a number of areas.

For instance, it became apparent that many members did not fully understand the benefits available to them through the Seafarers Welfare Plan and through the Lundeborg School. They did not completely understand how the new pension law affected their benefits under the Seafarers Pension Plan. And they were not fully aware of the extent of the SIU's activities in such crucial areas as organizing and the political arena.

At the same time, it became apparent that SIU officials were not completely aware of some of the special problems, needs and desires of the membership concerning contracts, benefits, and working conditions.

No blame can be attached here because I believe that both Union officials and Union members are making an honest effort to understand and communicate with one another.

However, as these conferences have been pointing out, we must all participate more fully in the all important job of communication.

I believe that the educational conferences the SIU has been conducting have gone a long way in breaking down any barriers of communication that may have existed. But the Union cannot continue to hold an unending number of conferences month after month.

So what we all have to do is to take better advantage of the tools of communication that are already available to us.

One of the most effective tools of communication the Union has to offer its members is our newspaper. The Log carries stories and information on virtually every issue concerning the good and welfare of SIU members.

When you receive the Log on your ship or boat, it should be circulated among the membership. Then, during your weekly Union meetings aboard your vessel, the Log should be used as an educational tool—as a focal point for discussion on important issues that affect us all.

Secondly, SIU members must make a more concerted effort to attend monthly Union meetings at the local Union hall. The monthly meeting is the perfect place to bring up any problems that may exist. By not attending these meetings, and by not communicating your thoughts, small problems can get blown out of proportion. You won't solve anything by keeping problems to yourself.

SIU members should also make greater use of the telephone. If you have a problem or question concerning anything to do with the Union, call your local representative and let him know the situation. Again, problems don't solve themselves. And your local representative can do nothing to help unless he knows what the problem is.

On the other hand, Union officials, themselves, must make a greater effort to get out in the field and meet with the membership on a one to one basis. The more contact between officials and members the better; and the less chance of any communication barriers being thrown up unnecessarily.

One more thing. SIU members who have participated in Union educational conferences and forums should not hoard their knowledge. Make an effort to communicate what you have learned to your fellow members who have not had the opportunity to participate in such programs. Such interaction among members themselves fulfills another important aspect of communication throughout our Union.

Overall, I believe that very few communication problems exist in the SIU today. But, communication is an ongoing job. And we should never take anything for granted when it comes to issues important to the Union and our livelihoods.

We have a good Union with a good solid job structure. We can all help to keep it that way simply by talking to each other.

Drozak: Need U.S.-Canada Bilateral Shipping Pact

Foreign-flag ships dominating deep sea transport is not a new problem for the SIU. But when these vessels threaten to start cutting into the U.S.-Canadian trade on the Great Lakes—then it's time to look for new solutions.

That was the thrust of a statement SIU Executive Vice President Frank Drozak made at the Great Lakes-Seaway New Venture Workshop held in Cleveland, Ohio on Mar. 7.

Drozak said, "the Seafarers International Union suggests that a vehicle designed to improve the status of our foreign trade fleet in the Great Lakes and which also minimizes the threat of third-flag shipping to both Canada's and the United States' fleets lies in a bilateral shipping agreement between the U.S. and Canada."

This would mean guaranteeing that

cargo moving between the U.S. and Canada be carried on American and Canadian-flag vessels only.

Figures from a Maritime Administration report show that only seven percent of U.S.-Canadian cargo is carried on American vessels.

Drozak pointed out that "the United States stands out as the only major maritime nation which lacks an overall maritime policy designed to bolster its merchant shipping capabilities."

Just as it is impossible, Drozak said, for U.S.-flag ships to compete with foreign vessels that are subsidized by their country of origin, it is "understandably impossible for our ships in the U.S.-Canada trades to compete against a Canadian fleet which is strongly aided and supported as a matter of national policy by the Canadian

government."

Drozak noted that a "sharing arrangement" between the U.S. and Canada on the Great Lakes would have several advantages:

- it would screen possible third-flag vessels from Great Lakes trade;
- it would provide stable work and job protection for U.S. and Canadian seamen whose jobs are now threatened by foreign shipping;
- it would allow for expansion by both American and Canadian fleets by guaranteeing them both cargoes;
- the financial costs to both countries would be minimized. This is because aid that would have been provided to the Lakes fleets could be directed to deep sea foreign trades where it would do more good. Though Canada's fleet on the Lakes is currently very strong,

its deep sea fleet isn't. Some of the money Canada now spends on its Lakes fleet could be diverted to deep sea.

Bilateral trading agreements between countries with common borders are nothing new. They are a common practice in Europe, South America, and Asia. Such agreements enable two countries to work together for a common goal.

A bilateral arrangement could aid both the U.S. and Canada by stressing cooperation between the two countries instead of competition.

"We believe," Drozak said, "that the U.S. fleet as well as the Canadian fleet should not be forced to compete against each other but should work together to counteract the competition of third-flag shipping which seeks to dominate both our trades."

SUP's Morris Weisberger Goes Into Retirement

The SIUNA-affiliated Sailors Union of the Pacific bid a reluctant goodbye to its secretary-treasurer for the past 21 years. Morris Weisberger, who headed the 93-year-old union since the death of Harry Lundeborg in 1957, retired in February. Weisberger retired because of ill health.

Paul Dempster was voted president/secretary-treasurer for the 1978-1979 term; Jack Ryan was named vice president.

Weisberger has been a part of seafaring for more than 50 years. He received his AB ticket in 1928 and was one of the survivors of the SS Morro Castle, a U.S. passenger ship that burned off Asbury Park, N.J. on Sept. 8, 1934. He took on his first position as a SUP official in 1936 when he was named patrolman for the San Francisco/Honolulu area.

In 1939 Weisberger was made the SUP's New York port agent. He worked

the East Coast until the death of Harry Lundeborg in 1957 when he was unanimously elected to fill the union's top post. He moved his wife, Ann, his son and daughter, to union headquarters in California.

Addressing the SUP membership after the election, Weisberger said: "This is a grave responsibility to which you have elected me. I do not consider this so much an honor as it is a solemn responsibility and a duty of the highest character."

During his 21 years as the SUP's highest elected official, Weisberger also served in a number of other posts. This included: executive vice president of the SIUNA; a vice president of the California Labor Federation; a member of the AFL-CIO General Board and Social Security Committee; president since its inception of the San Francisco Maritime Trades Department Port Council, as well as the MTD's Western Area

Executive Board member, and president of the Board of Pilot Commissioners for San Francisco, San Pablo, and Suisun Bays.

Weisberger also served as a trustee of the Seafarer's Medical Center in San



Morris Weisberger

Francisco and was a labor delegate to various international conferences on Safety of Life at Sea.

Paul Dempster, who ran for and won the president/secretary-treasurer position (the office was retitled two years ago) after Weisberger decided to retire, has been around the union for quite awhile. He was the union's tanker business agent out of Point Richmond, Calif. for 15 years. Before that he sailed in the deck department on tankers and freighters.

The SUP's newspaper, *The West Coast Sailor*, in its story about Weisberger's retirement, spoke of the role Weisberger had played in the union. "Morris Weisberger made a significant contribution to the development of the Sailors Union of the Pacific," the paper said, "and while he has consented to stand by to assist and counsel the incoming administration, he will be sorely missed in the difficult days ahead."



The Lakes Picture

Algonac

The five vessels of the Huron Cement Fleet fitted out at the end of February. Two of the fleet are in Green Bay, Wisc., and one each is berthed in Superior, Wisc., Cleveland, Ohio, and Detroit, Mich.

The *Medusa Challenger* (Cement Transit Co.) fitted out on Mar. 6 in Milwaukee.

Environment

Original reports following the crash of the Soviet nuclear-powered satellite *Cosmos 954* in January in Northwest Canada indicated that there was no environmental danger in Canada or the Great Lakes area. However, a professor of radiological physics at the University of Pittsburgh does not agree.

In a Feb. 19 article in the *Boston Globe*, Ernest Sternglass disputed statements from both the U.S. and Soviet governments that said the reactor posed no danger to the air and water of Canada and the Great Lakes.

"In fact," Dr. Sternglass said, "as the uranium and fission products did vaporize into the atmosphere, they were transformed . . . to the most hazardous chemical form for the production of lung cancer."

Dr. Sternglass said the amount of radioactivity released into the air, water, food and milk supplies of the world equals "the detonation of about 10 modern atomic weapons."

It is easy, though, for the possible health hazards to be minimized by both governments because "lung cancers, congenital defects and rises in other chronic diseases many years later cannot be readily traced to a given nuclear incident."

All the Lakes

The Great Lakes region has weathered not only a bad winter, but the effects of back-to-back strikes by ore and coal miners which have seriously affected shipping in the area.

Snow and ice caused problems for several SIU-contracted ships during February. The *Roger M. Kyes* and the *Adam E. Cornelius*, both American Steamship Co. vessels, got stuck in the ice around Ashtabula, Ohio and had to wait for Coast Guard icebreakers to free them. The *H. Lee White* (Am. Steamship) got into trouble a half mile off Burns Harbor and it was two days before a path could be broken through the ice to the harbor.

The Great Lakes may also run into trouble when all the ice begins melting. The Great Lakes basin, an area covering 300,000 square miles, had above-average rainfall during the first nine months of 1977.

Now, instead of a too-low water level, the Lakes may face the reverse problem this spring with waters expected to rise about a foot with the thaw.

Though settlement of the ore miner's strike caused the extension of the normal shipping season, the ongoing coal miners strike has already disrupted Great Lakes shipping.

Orders to fit out four SIU coal carriers had been given by Boland and American Steamship Companies but they were cancelled until further notice—which means, until the coal strike ends. SIU Rep Jack Allen said, "it's a touch-and-go situation" as far as Lakes shipping is concerned.

Duluth

The *Harry L. Allen* (Kinsman Lines), which was totaled in a grain elevator fire on the Duluth waterfront last month is being replaced in the Kinsman fleet. The company purchased the bulk freighter *Richard V. Lindabury* from U.S. Steel and renamed it the *Kinsman Independent*. The *Allen's* entire SIU crew will now man the *Independent*.

Smooth Sailing

The St. Lawrence Seaway Authority is in the process of planning a test program designed to increase the capacity of the Welland Canal. The tests involve two shutters, self-propelled floating platforms which attach to the bow and stern of a ship and guide it through canal locks. The shutters, each powered by 3,650 BHP diesel engines, are now being built. They are expected to reduce lockage time for large vessels by at least 20 percent.

Great Lakes Survival Suits

The waters of the Great Lakes can be pretty cold. Seamen forced to abandon their vessels didn't, until recently, stand a very good chance of surviving the cold wearing only regulation life jackets for protection.

But last fall, Great Lakes shipping companies began carrying foam survival suits on all Lakes vessels. The suits are 3/16 of an inch of neoprene foam and can be put on in less than a minute. They keep the wearer buoyant and warm for 18-24 hours, even in water temperatures as low as 35 degrees.

Though Great Lakes ship owners are not yet required to carry survival suits as standard equipment, both the SIU and MEBA are working on making it mandatory. Both unions have drafted proposals requiring all Great Lakes ships to carry these suits in upcoming contracts.

MEBA, which is now manning Lakes vessels on an extension of their old contract, made carrying the suits a provision of the extension.

There's One Problem

The only problem with the survival suits is that they keep disappearing from the ships. SIU reps on the Lakes can't figure out why. The suits, with their attached hoods, boots, and gloves aren't exactly the picture of fashion. In fact, they've been dubbed "Ugly Suit."

They also can't be used for scuba diving, duck hunting, or other sports requiring foul weather gear.

So far, most of the missing suits have been recovered and returned to their vessels.

Great Lakes ships are carrying these suits for the protection of the crews. Should a situation ever occur where the crew needed survival gear and came up short on the suits, who'd be the man who'd volunteer to jump into Lake Michigan without one?



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The SIU in Washington

Seafarers International Union of North America, AFL-CIO

MARCH 1978

Legislative, Administrative and Regulatory Happenings

U.S. Seeks to End Rate-Cutting By Soviet Fleet

There's a bill in Congress—HR 9988—which is aimed at controlling rate-cutting practices by foreign state-owned and state-operated shipping lines. The bill is an effort to preserve "legitimate competition" among all ocean carriers engaged in the United States liner trades.

Several state-owned and state-operated carriers—notably the Soviet merchant fleet—have increasingly penetrated the U.S. trades through predatory rate-cutting practices.

Recently, the House Merchant Marine and Fisheries Committee began hearings on the bill. The Transportation Institute, Washington-based maritime research and education organization, has strongly endorsed the measure. In a statement to the House Committee, TI President Herbert Brand cited the immense growth of the Soviet merchant fleet, its penetration into the U.S. trades and its history of rate-cutting as ample reasons for enacting U.S. rate regulations.

Under the proposed legislation, state-owned carriers operating in the U.S. liner trades would have to file their rates with the Federal Maritime Commission 30 days before their effective date. If the FMC finds the rates to be unjust or unreasonable, they can suspend the rates and prescribe minimum rates to be charged which would be "fair and reasonable."

Bill Is Offered To Allow State Withholding Tax

A bill to permit the voluntary withholding of State income taxes from seamen's wages has been introduced in Congress, and was referred to the Senate Committee on Commerce, Science and Transportation.

The legislation would enable a seaman who is employed in the coastwise trade between ports in the same state to enter into an agreement with his employer to have the employer withhold State income taxes.

Under existing law, state taxes cannot be withheld even if the seaman wants such an agreement.

The bill was introduced by Senator Spark Matsunaga (D-Hawaii) in response to seamen who move barges between Hawaiian ports. If enacted, the bill would also affect seamen operating coastwise within any other state in the U.S.



Seniority Upgraders in Washington For Briefing on Political Action

Nine more SIU "A" Seniority Upgraders came to the nation's capital recently for a first-hand look at their Union's political and legislative activities. During their day-long visit, the Upgraders visited the AFL-CIO Maritime Trades Department, Transportation Institute, and the Congress.

During lunch at the National Democratic Club, they met and talked with Congressman Fred Rooney (D-Pa.), a member of the House Merchant Marine and Fisheries Committee, and Congressman William Clay (D-Mo.), a member of the House Education and Labor Committee.

At the Maritime Trades Department, the group met with Dave Dolgen, SIU Director of Legislative and Political Activities; John Yarmola, MTD National Field Coordinator; Jean Ingrao, MTD Administrator, and Betty Rocker, SIU Legislative Representative. At the Transportation Institute, they met with TI President Herb Brand, Legislative Analyst Jim Patti, and other staff members.

The Upgraders attending the educational program were Kenneth Couture, Miguel Alicea, Timothy Burns, Jose Perez, Kirk Piper, Jessie Hall, James Jones, Norman MacBean and George Muzzola. Seen in the photo with them are Betty Rocker, Piney Point Port Agent Pat Pillsworth, and SIU Representative Darry Sanders.

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

On the Agenda in Congress...

Hearings

BUY AMERICAN. In the House, the Subcommittee on Legislation and National Security of the House Government Operations Committee began hearings this month on the administration of the Buy American Act. Later this month, the Senate Committee on Governmental Affairs will also conduct hearings on the Act.

NOTE: Our Washington legislative staff will monitor these hearings closely. As we have been reporting, two important bills—the Outer Continental Shelf Bill and the Deep Seabed Mining Bill—contain provisions requiring that equipment be built in America, and that American workers be hired to man the vessels and equipment to be used in both industries. Working with the legislative and political staff of the AFL-CIO, our efforts will be toward protecting the jobs and job security of American workers.

COAL SLURRY PIPELINES. The Senate Energy and Natural Resources Committee has begun hearings on the relationship between energy production and supply. Included in the hearings will be yet another examination of the "coal slurry pipeline" system. In addition to being costly and environmentally unsound, such pipelines would cut deeply into the coal barge transportation industry. We have successfully opposed the pipeline system for a number of years, and we will continue to oppose any moves in Congress or the Department of Energy to resurrect the slurry pipeline proposal.

LIQUEFIED NATURAL GAS (LNG). The Energy Subcommittee of the House Interstate and Foreign Relations Committee commenced hearings Mar. 21 on the Natural Gas Pipeline Safety Act. This will involve transshipment of Liquefied Natural Gas (LNG). Because we are now becoming heavily involved in the ocean transport of LNG, the SIU's Washington staff is monitoring all Congressional and Federal Agency actions relating to LNG production and transportation.

COAST GUARD. Two hearings are being held. The Coast Guard subcommittee of the House Merchant Marine and Fisheries Committee is meeting on a number of issues including the Coast Guard's authority to intercept and inspect vessels on the high seas which are carrying hazardous cargo. In the other hearing, the House Merchant Marine and Fisheries Committee will finalize its recommendation on the Coast Guard budget for next year.

Inland Vacation Plan Hits Milestone—1,000th Check

Harvey Gallop, an engineer with Steuart Transportation, this month received the 1000th check issued under the SIU industry-wide Inland Vacation Plan.

Gallop's check is a significant benefit for himself and a milestone for all SIU Boatmen. It means that the Union has come a long way in a short time toward bringing bigger and better benefits to inland members.

Before the first Inland Vacation Plan was negotiated in August, 1976, most Boatmen got the short end of the stick when it came to vacation benefits. Many, like those from some companies on the Rivers and the Gulf, got no benefits at all. Those who did receive some form of company benefit, usually had to take a lot of drawbacks along with it.

For example, they had to work at least a year to be eligible for the benefit and could only collect once a year after that. If they left the company, they lost the benefit and had to start from scratch accumulating eligibility at another company. Moreover, the company benefits



INLAND WATERS

were generally small and took years of work to build up to anything.

In only a year and a half since the first SIU Inland Vacation Plan began, all that has changed. One thousand checks have been issued to Boatmen like Gallop, each time bringing more benefits and advantages than they had before.

Gallop's check is a good example. It paid him \$552 for 90 days of work. This is more than Gallop received from Steuart for each full year during the three years that he worked at the company before the Plan went into effect there. And he can collect it now for every 90 days that he continues to work.

This is where the money comes from. The Plan is a trust fund built up through company contributions. The companies pay a certain amount into it for each day that each Boatman works. The amount is determined by the Boatman's rating and increases each year that the

Plan is in effect under the contract.

In other words, the more you work, the more vacation benefits you get. And you can get the money after every 90 days of employment instead of waiting a full year.

That's not all. Boatmen like Gallop, who were eligible for a company benefit before the Plan started, get even more money.

This was done to make sure that no one lost any benefits he had before the Plan went into effect. The company benefit stays the same, but the trust fund benefit grows in each year of the Plan.

Gallop keeps the company benefit only as long as he stays with Steuart. But if he goes to work for a new SIU-contracted company that has the Vacation Plan, he is still assured of its benefits. That's why it's called an industry-wide plan. And the growing number of SIU-contracted inland companies

that have it means that Boatmen have greater benefit protection throughout the industry.

In short, the industry-wide Inland Vacation Plan means more opportunities to get more money, more often. The Boatmen who have received the 1000 checks so far know what that means. In time, all inland members will, too, since the Union's goal is to negotiate the Plan under all new contracts.

To Boatman Gallop and his family, it means the ability to have the things that they can all enjoy. The first two vacation checks he collected helped to pay for the new car that he bought for his wife, Callie, as a Christmas present. This check will go towards a new outboard motor boat which the couple is looking forward to using for fishing this summer, along with their favorite fishing companion, Linda, Mrs. Gallop's seven-year-old niece. They all live in an ideal spot for it, on Roanoke, Is. off the coast of North Carolina.

"I really like the Vacation Plan," Gallop said as he received the check in the Norfolk Union Hall this month. His family couldn't agree more.

OK of U.S. Tuna Boats Switch to Foreign Flags Hit

Over strong objections by the SIU, the U.S. Commerce Department will continue to approve applications by U.S. tuna boat owners to transfer their vessels to foreign registry.

Applications for these transfers increased last year. This occurred after the U.S. tuna fleet was laid up for three months in early 1977 due to the porpoise mortality question.

Since then, the West Coast tuna fleet has been fishing under strictly enforced conservation rules and regulations. These rules place a quota on the number of porpoise that may be taken incidental to tuna fishing. An observer from the National Marine Fisheries Service accompanies each tuna boat to see that the boat does not exceed its quota.

SIU President Paul Hall wrote a letter to Commerce Secretary Juanita Kreps on the issue. He charged that the increase in transfer requests to foreign registry "are a reflection of the relatively strict enforcement of U.S. conservation regulations on the operation of the U.S. fleet compared to the lax and often nonexistent rules abroad."

Hall also charged that the U.S. enforcement of tuna conservation regulations "has not been even-handed." He said, "the emphasis has been on enforcing the rules on U.S. tuna boat operators, while the catch on foreign boats, which the U.S. imports, has not been brought under equally effective Federal regulatory control."

Transfers Could Grow

Hall warned that "unless equal rules apply to foreign and U.S. tuna boat operators, the incentive for transfers will grow."

Hall also warned that the long-term consequence of allowing foreign transfers "will be the shift of U.S. tuna canneries to Mexico or other South American countries." He said that such a shift "would be catastrophic for the U.S. cannery industry and its thousands of American cannery workers."

He added that granting such transfers "removes the future incentive to build replacement vessels in the U.S. and it destroys employment opportunities in the U.S. fishing and shipbuilding industries."

President Hall called on the Commerce Department to adopt a three-point plan to insure the health and well-being of a strong U.S. tuna and cannery industry. The plan urges:

- That all further U.S. tuna vessel transfer applications pending before the Commerce Department be suspended until final action is taken on regulations governing tuna imports.

- That any transfers considered by the Department in the future include as a consideration the need to maintain a U.S. tuna fleet sufficient to catch at least 50 percent of our tuna needs. This is the minimum portion of this vital protein market that should be handled by U.S. vessels and crews.

- That the adverse impact on the U.S. tuna canneries be considered when cannery owned boats serving domestic canneries ask to be transferred. The SIU believes there is a direct connection between the maintenance of a U.S. tuna fleet and a continued U.S.-based cannery industry.

In response to President Hall's letter, Commerce Secretary Kreps said that her Department "considers the transfer of tuna boat registry a matter of great importance."

However, she said that not enough "reliable economic data" existed to

support the SIU's position that the transfer situation would cause adverse economic effects on employment for U.S. fishermen and cannery workers.

Mrs. Kreps also disagreed with the SIU's charge that the transfer applications were due to uneven enforcement of conservation regulations.

She said that American operators were also worried about "the increased desire of many Central and South American countries to reserve tuna in their 200-mile fishing zones to their domestic fleets."

Not Alter Approach

Mrs. Kreps maintained that her Department has as a goal "the protection of U.S. jobs" in the U.S. fish and cannery industry.

However, she concluded that the Commerce Department would not "alter our regulatory approach at this time."

Despite Mrs. Kreps explanation, it seems naive on the Commerce Department's part to think that the transfer of U.S. tuna vessels to foreign registry will not have an economic impact on the U.S. tuna industry.

The SIU maintains that the Commerce Department should take stronger steps to insure the continuance of a viable U.S. tuna industry.

Mobil VP Writes Hall

The following letter was received by SIU President Paul Hall from Herbert Schmertz, vice president of Mobil Oil Corporation.

January 10, 1978

Mr. Paul Hall
Seafarers International Union
275 20th Avenue
Brooklyn, N.Y. 11215

Dear Paul:

I just finished reading the November article in "Log" in which you make reference to Bill Tavoulareas, President of Mobil.

I was surprised and a little disappointed that you would single Mobil out in such an adverse way since we alone have been the only oil company to support the concept of legislation which would create an American flag tanker fleet. Our support for this concept stems directly from our belief that the national security of the United States requires and demands a U.S. flag tanker capability and, in this vein, I think that our principles and yours are identical.

Sincerely yours,
Herbert Schmertz

HS/abw

Baltimore Committee



Here's the SS Baltimore (Sea-Land) Ship's Committee and a crewmember of (seated l. to r.): Recertified Bosun Joe Puglisi, ship's chairman; Deck Delegate Ed Caravona; Engine Delegate Fred Neil, and (standing l. to r.): Steward Delegate James Dodd, and AB Don Averill. Recently the vessel paid off in Port Elizabeth, N.J.

Engineering Course at HLS

More Training, More Skills, More Job Security

One of the main goals of our union is making sure that every Seafarer, Boatman and Laker has job security. To build job security for its students, the Harry Lundeborg School offers courses to teach the skills that are needed in industry.

HLS keeps in touch with the needs of the towing industry by having regular meetings of the Towboat Advisory Board. The Board is a group of people from the SIU, the Coast Guard and towing companies which have contracts with the SIU. This group tells the staff at HLS which skills are important for workers in the towing industry. With this information, HLS can make sure that every course teaches the students exactly what they need to know.

The Diesel Engineering Course is an example of how the Advisory Board helps HLS improve its courses. At a recent meeting, Board members told the HLS staff that they were very pleased because almost every Boatman who took the Engineering course passed the Coast Guard exam. The course was very good, they said, and the only way it could be made better was by even more on-the-job training.

So the school bought more diesel equipment and put more time for OJT work in the course.

The first group of members have just completed the revised course. As part of their training, they worked on two GM 6-71 Series engines and one Cummings Model 220. They also used two other engines like the ones on towing vessels except that they are smaller.

During their course, the members took the engines apart and put them back together again. They practiced engine tune ups and fixed broken parts. All of the students had training and practice with instruments, gauges, air compressors, pressure switches, purifiers, batteries, water treatment tests and valve repairs.

Every student worked in the Machine Shop to complete individual piping projects. Each one also stood an engine room watch aboard the HLS pushboat *Susan Collins*.

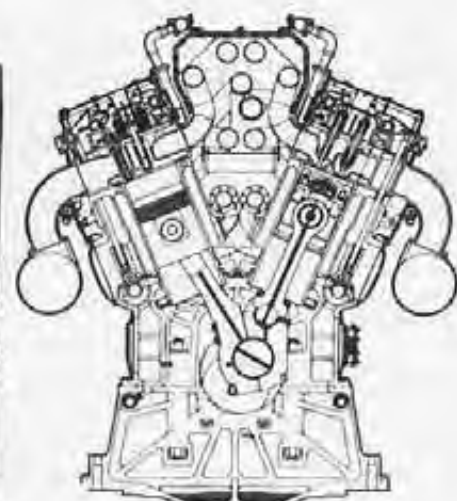
Now that these SIU members have completed the course, they have important skills that the towing industry needs. Cooperation between the SIU and management helped to make the engineering course and all other courses, too, better than ever. So every student who graduates from the Lundeborg School has more job security. HLS and the SIU are helping every seafarer to learn the skills he needs to get a good job and to keep it.



B. W. Morrison is shown in the HLS Machine Shop as he oils down the cylinder walls on one of the Lundeborg School's diesel engines.



James Redditt (center) and Ted Willms (right) learn the step-by-step procedure for starting a diesel engine.



Steve Williams practices cleaning a gasket during a practical training session.



As part of their OJT, all the diesel engineering students practice compressing the rings on cylinders. Here, Bill Eglinton, the instructor, demonstrates this skill for James Redditt (left) and Ted Willms (right).

For qualified Seafarers, the Diesel Engineering course is eight weeks in length and prepares students for the Coast Guard licensing exam. Any interested Seafarer may attend the first four weeks in order to gain a basic understanding of diesel engines. Next Diesel Engineering course starts in July.



The SIU-contracted supertanker *TT Williamsburgh* was built with Construction Differential subsidies. These types of subsidies are part of the President's annual fiscal budget for the maritime industry. The subsidies were made possible by the Merchant Marine Act of 1970.

U.S. inland operators can get loans to build new boats and barges under the Mortgage Guarantee program established by the Merchant Marine Act of 1970. The President's fiscal budget sets the guarantee ceiling each year.

We All Have a Stake in Carter's '79 Budget

This is the 19th in a series of articles which the Log is publishing to explain how certain organizations, programs and laws affect the jobs and job security of SIU members.

The airlines, the trucking industry, the railroads, maritime, and a lot of other U.S. industries get it. Because without it, they'd find it very difficult to exist on a competitive basis.

What they all get is government money in one form or another. The amount they get is determined by the President's annual Fiscal Budget.

President Carter recently unveiled his budget requests for Fiscal Year 1979. Unlike the calendar year, the Fiscal Year runs from Oct. 1, 1979 to Sept. 30, 1980.

Congress, of course, must give its okay to all the President's budget requests. There is often a great deal of bickering and opposition to certain budget items. However, there is usually not too much controversy over the maritime budget. Even Congressmen and Senators who consistently oppose legislation beneficial to the maritime industry, do not oppose the President's annual budget requests for maritime.

Compared to other years, President Carter's 1979 maritime budget is a good one. Yet compared to the amounts of money other major maritime nations reserve for their fleets, America's budget is a modest one.

Overall, the SIU considers President Carter's fiscal requests for 1979 adequate for the maritime industry's needs across the board.

For the privately owned domestic fleet, the budget calls for funds for construction and operational differential subsidies; maritime research and development, and training. It also includes a request for funds for the maintenance of the USPHS system.

Carter's maritime budget also calls for funds for Naval shipbuilding, the Army Corps of Engineers, the U.S. Coast Guard, the Food for Peace Program, and the continued buildup of the Strategic Petroleum Reserve.

Keeping Up The Domestic Fleet

Funds for the private sector of the U.S. fleet are distributed through the U.S. Maritime Administration, which is part of the Commerce Department.

A breakdown of President Carter's 1979 budget requests for the private sector is as follows:

• **Construction Differential Subsidy (CDS)** — President Carter has requested \$157 million for the construction of six merchant vessels in 1979. This includes money for two LNG ships for El Paso Gas, two containerships for American President Lines and two RO/RO's for Waterman Steamship.

An additional \$122 million which will not be used in Fiscal 1978, will be carried over to next year's budget for the construction of three LNG's for Pacific Lighting and two LASH ships for Waterman.

The CDS program does not cover the total cost of construction of these vessels. CDS funds simply make up the difference in cost between building the vessel in an American yard as opposed to a lower cost foreign yard.

In line with the construction program, legislation will soon be introduced to raise the Mortgage Guarantee Ceiling from \$7 billion to \$10 billion. The Mortgage Guarantee program has been particularly important for inland operators.

With the government backing them up, towing companies can get easy loans from commercial banks to build new tugs, towboats, and barges.

• **Operational Differential Subsidy (ODS)** — The President's Fiscal Budget calls for \$268.8 million in ODS funding. The ODS program enables certain American-flag operators to remain competitive with cut-rate foreign-flag lines on critical trade routes.

It is estimated that an additional \$89.2 million will be carried over from the 1978 budget into next year's program.

• **Research and Development** — The President has requested \$17.5 million for research in advanced ship development, advanced ship operations, and advanced maritime technology.

• **Operations and Training** — \$57.3 million is requested for the operation of the U.S. Merchant Marine Academy in Kings Point, N.Y. and various state maritime schools. It is expected that legislation will be introduced in 1979 that will attach a service requirement on U.S.-flag ships for graduates of these institutions. No such requirement presently exists for these students.

• **USPHS System** — The budget for the USPHS system is handled by the Department of Health, Education and Welfare. For 1979, President Carter has requested \$157 million for the maintenance and operation of the eight remaining USPHS hospitals and 26 clinics. The SIU estimates that these funds will not only provide for the medical care of merchant seamen, Coast Guard personnel and other recipients. They will also enable the hospitals to upgrade and expand their services to those eligible for USPHS care.

In addition to primary recipients, such as seamen, the USPHS hospitals also provide special medical services to thousands of community residents.

Naval Shipbuilding

The President's budget for new Navy ships in 1979 is fairly cut and dry. He has requested funds

for the construction of 10 vessels, including:

- \$322.6 million for one destroyer tender.
- \$1.5 billion for eight guided missile frigates designed for convoy and escort duties.
- \$192.1 million for one cable repair ship.

The SIU has already registered opposition to the construction of this vessel. The Union feels that the *CS Long Lines*, which is unemployed a good part of the year, can easily perform the job of the proposed new cable ship at a great saving to the government.

Army Corps of Engineers

The President has requested a total of \$1.274 billion in his budget for the Army Corps of Engineers. The Corps uses these funds to perform the job of river and harbor dredging, flood control, and protection of the shoreline. These funds do not include money for special construction projects such as replacement of Locks and Dam 26 on the Mississippi.

In addition, President Carter has asked for \$37.6 million for construction of a shallow draft hopper dredge. The Corps will utilize the dredge for work on the lower Mississippi and various sites on the West Coast.

In other budgetary areas, the President has earmarked \$944.5 million for the U.S. Coast Guard. These funds are used primarily for search and rescue operations, aids to navigation and marine safety.

Food for Peace

Carter has also requested \$1.1 billion to be used for the shipment of an estimated 6.7 million tons of food to underdeveloped nations of the world. This program, known as Food for Peace, is important to American seamen since the maritime law requires that 50 percent of these cargoes be carried in American-flag ships.

Lastly, President Carter has requested \$4.3 billion for continuation of the buildup of the Strategic Petroleum Reserve. The goal of this program is to complete a buildup of 1 billion barrels of oil in reserve in case of national emergency or another Arab oil boycott. It will take until 1985 to complete the program. Again, American ships, by law, must carry 50 percent of these cargoes to the various reserve sites in the U.S.

Either directly or indirectly, the President's annual budget requests affect the jobs of thousands of U.S. maritime workers.

Deep sea sailors, inland boatmen, shipyard workers and thousands of workers in maritime support and supply industries have an important stake in these budgetary affairs.

The SIU closely studies the budget each year to insure that no one area of the maritime industry is unduly neglected. It's all a part of protecting the best interests of SIU members and maritime people in general.



James Brown, an AB with Harbor Towing, talked about how much he had learned about the Union during the Conference.



Conference delegates visited the Maritime Trades Dept. in Washington, D.C. which was formed for workers in different maritime unions who had similar goals. Seated, front row are Joe Air, SIU rep (I.) and J. C. Hudgins, a captain with Mariner Towing.



HLS Vice President and SIU Headquarters Rep. Mike Sacco spoke about the history of the Union and the inland industry.



Chuck Mollard, SIU inland coordinator, explained the Union's industry-wide vacation plan concept. Under the concept, "Union members could work for any SIU-contracted company and build vacation time," Mollard said.



Conference Delegate John McDermott, a deckhand with Mariner Towing, was one of the recipients of the Towboat Operator scholarship. McDermott plans to attend an upcoming session of the 12-week course.



Piney Port Port Agent Pat Pillsworth talked about the basic entry level course at the Lundeberg School saying, "it's a good course. The guys really work hard at it."



Making his wrap-up comments at the end of the six-day educational Conference is Robert Batson, an AB with IBC.

1st IOT Confab Hi-Lites Union's Progress

Another in the series of Atlantic Coast Inland Educational Conferences was held at the Harry Lundeberg School at Piney Point, Md. from Feb. 27 through Mar. 4. This was the first Conference for Boatmen from Interstate Oil Transport and its subsidiaries.

The impact of the Conference was summed up at the final session by dele-

gate John Lindwall, an Interstate tankerman, who said: "Last week I didn't really know anything about this Union. But now I think we have the best organization in the country."

Many of the 29 delegates also felt that way. Most came away from the Conference with the feeling that their Union was working hard for them and

that they should be informed, active members of their organization.

Mike Sacco, HLS vice president and SIU headquarters representative, set the tone of the Conference when he spoke of the need for "communication and better understanding" in the Union. Sacco led the delegates and port reps from the Atlantic Coast in a series of

discussions on the workings of the SIU. Delegates toured the HLS facilities which were new to many of them. They also heard presentations from HLS President Hazel Brown and other staff members on the academic and vocational opportunities the School offers.

The Conference began with back-

Continued on Page 14



Bob Vahey, a researcher at the Transportation Institute, came to Piney Point to talk to the delegates about the economics of the inland industry. He pointed out that, though there are 44,000 workers in the inland industry, only 32 percent are organized.



The trip to Washington, D.C., included lunch with several Congressmen and Congressional aides. Delegate Genaro Decola, (I), a cook with IOT, had a chance to talk with Greg McGowan who's an aide to Congressman Robert Nix (D-Phila.).



Captain William Boyd Horner, who works for IOT, spoke about the big difference the Union had made in his wages. "When I first started sailing I earned about \$35 a month," Horner said. "Now I earn a whole lot more than that."



J. C. Hudgins, a captain with Mariner Towing said, "I really appreciate the chance I had to come down here to Piney Point and learn about the Union."



Jacksonville Port Agent Leo Bonser talked about organizing non-union workers. "Each one of you," Bonser told delegates, "is an organizer for this Union."



"There's strength in numbers," John Fay, Philadelphia port agent told the delegates as he pointed out how the Union has grown over the years. Fay said the inland shipping industry was the fastest growing part of the SIU.



John Yarmola, national field coordinator of the Maritime Trades Dept., told delegates that the MTD serviced the interests of both maritime workers and labor in general.

Better Communication and Understanding

Continued from Page 13

ground information on the history of the inland industry and of the labor movement in general. This was followed by detailed presentations of Union welfare and pension benefits.

Pat Pillsworth, the Piney Point port agent, told the delegates about the Lundberg School's success with trainee and upgrading programs. Pillsworth said that education is the first basic step toward developing the full potential of

Union members. He added, "the most effective union is one with an informed membership."

George Costango, Baltimore port agent, explained the four different pension plans of the SIU.

"If you want to improve the benefits, you have to increase the contribution," Costango said. "You have to make a decision on how you want to spend the money at contract time."

As important as the inland contract

and benefits were to the delegates, the two days that were devoted to politics and law made it clear that the Union has a role to play in the world around it.

Chuck Mollard, SIU inland coordinator, talked about the function of various governmental agencies and departments and what such legislation as the Jones Act and the user charge on inland waterways means to the SIU membership.

Politics was also the subject of the day when the delegates paid a visit to Washington. The group toured the AFL-CIO Maritime Trades Department, an organization representing nearly 8 million workers in 43 international unions. The MTD, headed by SIU President Paul Hall, fights in Washington for the interests of maritime workers.

Richard Saul of the Transportation Institute (TI) explained the workings



Congressman Joe Addabbo (D-N.Y.), reminded Conference delegates that political participation goes hand-in-hand with the interests of the Union. It's up to each individual, Rep. Addabbo said, "to make sure your Congressman is listening to you and doing what's good for you."



Betty Rocker, a legislative rep at the Maritime Trades Department, addressed the delegates during lunch at Washington's Hyatt-Regency Hotel.



When Conference delegates paid a visit to the Piney Point Hiring Hall, Gordon Spencer, Norfolk port agent, explained the Union shipping rules to them. "Those rules," Spencer said, "were written to protect the men in this Union."



At the shipping hall delegates heard an explanation of the difference between company seniority and Union seniority. Delegates are (front row, l.-r.): Jack Parsley, utility, Mariner Towing; Craig Conklin, tankerman, Mariner Towing, and John George, an AB with Mariner.



At the end of the Conference Edmund Ruberto, a tankerman with IOT, was ready to go back to his port and spread the word about the SIU. "These people went out of their way to teach me something," Ruberto said, "so I can go back and talk to other people about the Union."



Terry Kukowski, a tankerman with Gellenthin Barge, said the six days spent at Piney Point made him realize what the Union was all about.



Captain Leslie Collier of Mariner Towing thanked the Union for all the support they'd given him over the years. Capt. Collier's son was a 1977 SIU scholarship winner.



SIU Rep. Jack Caffey discussed the Union's constitution which was revised in 1976, following the merger of the Inland Boatmen's Union and the SIU.



Attorney Carolyn Gentile, head of the Union's legal department, explained the Employee Retirement Income Security Act of 1974 and how it affects the pensions of SIU members.



Making wrap-up comments at the close of the Conference is Jack Ull-yot, an IOT tankerman.

Keynote Boatmen's Conference

of that organization which represents the interests of inland and deep sea companies. He spoke of the importance of having a "fixed presence in Washington to monitor on a day-to-day basis the different governmental agencies."

The delegates had lunch in Washington with several Congressmen and Congressional aides from New York, Pennsylvania and Virginia. Rep. Joseph P. Addabbo (D-N.Y.) reminded everyone that getting involved in issues that af-



Delegate John Lindwall, a tankerman with IOT, pledged a monthly donation to SPAD, the Union's voluntary political fund.

fect maritime means a lot. "If you want legislation that's not only important for you, but for our nation, you have to live and work with us," the Congressman said.

Friday was a full day that began at the Piney Point Hiring Hall with an explanation of shipping rules by Gordon

Spencer, Norfolk port agent and John Fay, Philadelphia port agent.

The Union's industry-wide inland vacation plan was the subject of a lot of discussion. The delegates were interested in including the vacation plan in their contract when their agreements are renegotiated. The plan would sub-



The first day of the Conference included a tour of the Lundeberg School's facilities. Stopping off at the machine shop, delegates listened as Bob Kalmus, director of vocational education (second from right) talked about upgrading courses.



stantially increase members' vacation benefits.

When the Conference ended the delegates were full of praise for HLS and for the Union and the work it is doing.

"The SIU to me was like an interesting puzzle," said John Blank, a captain with Mariner Towing. "Some of the pieces were missing; some of them weren't clear. You put it together for me."



Baltimore's Port Agent George Costango spoke of the importance of contributing to the Seafarers Political Action Donation (SPAD). "It's through SPAD," Costango said, "that we as members donate our money to people who are going to help the interests of Seafarers and Boatmen when they get into office."



Don Anderson, the port agent out of Port Arthur, told delegates that the success of the organization depended on how much each member was willing to do for the Union.



Tom Cranford, head of the SIU's Claims Department, told the delegates to go to their SIU reps with any questions they had concerning their welfare benefits. "Make sure your SIU rep does whatever he has to do to get you the benefits you're entitled to," Cranford said.



Asking a question about ID cards and the U.S. Public Health Service is Captain John Blank of Mariner Towing.



Edra Ziesk, assistant editor on the Log staff, talked about the importance of the Log as a tool of communication for Union members. The Log is the official monthly publication of the SIU.

LETTERS



TO THE EDITOR

Deaf Woman Gains Courage Writing of the Sea

I'm a deaf woman. There isn't anything spectacular about that. Nor is the fact that my first anniversary is coming up. I'll have been a non-hearing person for one year on March 23, 1978. It's not spectacular because there are many, many deaf or hearing impaired people. No, we are not the "silent minority," we are a "silent majority."

I'm also a volunteer at the Houston International Seamen's Center at the Port of Houston. I work one night a week in the store. My step-father is a seaman, but my real interest was aroused by Jack London. I read his *Sea Wolf* then moved on to such classics as *Moby Dick* and *Mutiny on the Bounty*.

Even before this, I knew I wanted to be a writer, but these tales made me want to write about the sea in particular. That's why I volunteered at the Center in August 1976.

I soon after became interested in the modern seaman, the stereotype of the past and of the present. Even modern writers turn to the days of sail as though shipping died with them. I wanted to learn about and write about the life of a modern seaman. Then I lost my hearing and without conversation things began to drift out of my reach. Now I seldom go to the dances, and the one night a week I work, I just hang away at the cash register rarely talking to other volunteers much less the men on the other side of the counter.

God made me a listener then took away my hearing. He also made me a writer. It makes me sad not being able to listen anymore. I hardly look to the left or right as I walk in or out the front door of the Center. Catching an eye is to risk being spoken to.

And so I now give to you the only thing I feel capable of giving, the written word. I want to talk about loneliness. I read a book, *Supership*, that gave me some insight which I coupled with what I picked up at the Center.

The loneliness I want to talk about, though, is a little different. I want to talk about the loneliness of giving away a radio of once high personal value that had overnight become a worthless possession. The loneliness of selling a stereo of sentimental value because it was a gift from a loved one for \$25 because it wasn't so valuable to others. The ache felt when a loved one's mouth moves but the familiar voice no longer comes out. And the music . . . it's gone, just gone.

But in *Supership* I became more aware of an invisible wall in the seaman's life. The wall that keeps the man separate from his home. But that wall can be penetrated unlike the wall separating me from remembered voices. It's as simple as one word, communication. Even my own wall is diminishing in size as I forget voices and learn to lipread and to read and talk in signs. It's all communication, whether it's conversation, reading a book someone else wrote or even writing a book oneself.

But even more than communication, one must have self-respect as well as respect for others for the individuals they are. I, for one, am as insignificant as a speck on this earth as anyone. Neil Armstrong looking towards earth from the moon couldn't see me anymore than he could see anyone else.

For those of you who believe in God, take one brief moment to stop and reach within yourself instead of out. People say God is with each individual at all times. I've never heard another being ever mentioned that is also always there. That individual's self. I guess you could say it's team work seeing as how oneself and God are the only two a person can always count on being there.

For those who don't believe in God, there is still something there. Believe in your own ability as a human being. Like it says in the Rolling Stones song *Ruby Tuesday*. ". . . lose your dreams and you will lose your mind . . ." Look forward to your future as there is no going back. If one dream is shattered be ready with another. It sounds so brave in print, but there is just no reason to go and jump off a ship while it's at sea. Easy for me to say, right? Okay, I hadn't intended to but I'll give you the clencher if it'll help you find strength within yourself. Have you ever met a woman who couldn't cry? Well, you're meeting one now. My facial nerves went the way of my hearing and balance nerves. I am physically unable to shed tears, and I have what would pass for half a smile.

At the end of next summer I'm going away to college. I hope to write professionally. I just felt that I wanted to share what I'm forever holding inside. That is the love of life. This is the only way I know to share with you this 'something' God gave me an over abundance of. Good luck.

Sincerely,
Roxanne Van Pelt
Houston, Tex.

Helped Get His Disability

I want to say thanks a million for all the help the Union has given me in the last few years.

I was injured aboard the *SS Tallula* in 1974. When we tied up in Houston, Tex., I went to the USPHS hospital in Galveston. I was admitted with a back injury. After being in and out of the hospital several times, I finally got back surgery at a hospital in Dallas.

The SIU has been very concerned about me and has showed much interest in my condition. The Union helped me get my disability from Social Security. Also Paul Hall wrote me several letters of encouragement, which helped.

In addition, the people at the SIU Welfare Plan office in New York have been kind and courteous in paying medical bills.

Again, may God bless and keep all in the Union healthy and happy.

Fraternally,
Harvey Fairburn
Grand Saline, Tex.

Should Replace Lost S.S. Cards

Just want to pass on a note of advice to fellow members who may have lost their Social Security cards over the years. I lost mine 30 years ago and never thought to have it replaced.

The problem I ran into is this. I went to the Coast Guard a few months back to get my discharges from 32 years of sailing. Even though my Social Security number was on every discharge, the Coast Guard made me go to the Social Security Administration to get a duplicate. It took me nine fits and six weeks to get a replacement.

So if you have lost your card, replace it now so that if and when you really need it you won't have to go through a bunch of hassels.

Fraternally,
Daniel Backrak
Reno, Nevada

Like to Hear From Old Buddies

I'm a retired Lakes member. Each time I receive the *Log*, I see more and more of the old friends I sailed with in the Pensioners or Final Departures columns. It seems the number of people I sailed with in the Union is getting smaller and smaller.

I just read the story about Mike Pesenak (page 30 Dec. 1977 issue) and have seen the things he has made in his hobby. I sailed with Mike a long time ago. I hope he still remembers me.

Like Mike, I have my own hobby to keep me busy. In fact, a number of my friends still carry my leather billfolds, change purses and social security plates I made for them while sailing on the old *Hennepin*, *Chicago Trader* and *John T. Hutchinson*.

The first boat I ever sailed on was the *E.C. Collins* in the summer of 1925. There was no Union back then, and I could write a book about some of the stories from the old days. I had a few hair raising experiences, too.

Now that I am on retirement, I think about my old buddies a lot, and I would sure like to hear from them.

As far as the financial end goes, it's a little tough making it on a fixed income these days with the prices of everything, especially doctor bills, going up all the time. However, I manage to supplement my income a bit with my leather craft sideline. I sell a few pairs of shoes now and then. And I guess some of my old friends still wear leather items they bought from me over the years.

I just want to say hello to all my friends who still remain in the Union. And I want to thank the Union for all the help I received while sailing.

Fraternally,
Glen Whitehead
Toledo, Ohio



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Man-American Clause in OCS Bill a Must

A House-Senate Conference Committee will soon begin haggling over the final form of a crucial and complicated maritime bill.

The bill in question is the Outer Continental Shelf Lands Act. It is aimed at controlling the offshore development of oil and gas reserves found on the U.S. outer continental shelf.

The bill passed in the Senate last July. The House of Representatives passed it overwhelmingly last month.

The problem is that the two versions of the bill differ substantially in a few critical areas. The job of the House-Senate Conference, then, will be to come up with a compromise measure that will make everyone in Congress happy.

The SIU is very concerned, however, that in their effort to make each other happy, the Conference Committee will leave American workers holding the dirty end of the stick.

Essentially, the SIU is concerned about one very important clause in the bill that may be in danger of being chopped out.

It is the so-called "man-American" provision in the House version of the bill. This section maintains that American workers must be employed in the manning of all equipment involved in oil and gas exploration on the U.S. outer continental shelf. This equipment includes both the oil rigs, themselves, as well as supply and support vessels. In addition, this clause demands that the rigs would have to meet U.S. environmental and safety standards.

The "man-American" clause would create thousands of jobs in the operation and maintenance of the drilling rigs. In addition, it would create some 3,000 to 5,000 jobs for American seamen and tugmen in supply and support roles.

The Senate version of the bill, however, does not include anything resembling a "man-American" clause. As far as the Senate bill is concerned, America's entire offshore oil and gas industry could conceivably be run by foreign workers.

A rational person would think that it should be fairly easy to get the Conference Committee to agree on the "man-American" provision. Especially now during a high period of unemployment.

But Congress has not acted rationally on many job issues during the recent unemployment crisis. In fact, Congressional actions or inactions in the last few years have led to the exportation of countless thousands of American jobs in the textile, steel, manufacturing, rubber, maritime and other U.S. industries.

Congress has never been shy about pushing the best interests of American workers into the background. And, there's no guarantee that the House-Senate Conference will protect the interests of American workers in the final version of the OCS bill.

Another point that must be mentioned here is that the oil companies would like to see the "man-American" clause removed from the bill. Recent history in Congress seems to indicate that whatever the oil companies want, the oil companies get.

It should be pointed out, too, that the oil lobby succeeded in defeating a measure in the House version of the bill that would have required that all offshore equipment be built in the U.S. The measure, heavily supported by the labor movement, went down in a narrow 208 to 201 vote. It was a very tough loss to American shipyards and shipyard workers.



HARPOON. USE THE HARPOON!

It is the SIU's position that the OCS bill has been stripped down in respect to American jobs far enough.

American consumers will sooner or later pick up the tab for the oil industry's massive program for developing the nation's offshore oil and gas reserves. Therefore, we feel that American workers should benefit from the jobs this expanding industry will create. Congress has already done the nation a disservice by killing the "build-American" clause in the OCS bill.

We would consider it an act of criminal negligence should Congress remove the "man-American" provi-

sion—the last job creating feature of the OCS bill.

One last point. The Congress is elected by the people to protect the best interests of this nation. To us, that means working to provide a job for every American willing and able to work.

Congress must stop folding in the face of pressure from the oil lobby and other big business groups especially when it comes to jobs for Americans.

Congress has already caved in on the "build-American" issue. Similar action on the "man-American" provision would be a complete disgrace.



The SIU is working to insure that all equipment involved in work on the U.S. outer continental shelf be manned by Americans.

Won Awards in 1967

SIU Scholarship Winner Is Now Teaching Biology

When Bronwyn Adams, daughter of Boatman Edgar Adams, Jr., won the SIU four-year college scholarship in 1967, she became the pride of her home town.

Patterson, La., with a population of about 2,000, didn't have many high school graduates winning \$6,000 scholarships. "When they introduced me at graduation and announced I'd been awarded a \$6,000 scholarship," Ms. Adams said, "mouths dropped. It was the largest award that had ever come into this area."

[The SIU scholarship has since been raised to \$10,000.]

Ms. Adams used the scholarship to attend the University of Southwestern Louisiana from 1967-70 and finished her B.A. at Nichols State University in Louisiana.

She decided in college to go into teaching and majored in education with an emphasis on biology. The career choice was a good one. "I'm pretty pleased with what I decided to do," she said. "It's turned out real well."

Teaches Biology

What Bronwyn Adams is doing—and has been doing for the past seven years—is teaching biology at Patterson



Bronwyn Adams

High School. Before the high school job she taught for 2½ years on the junior high level.

Teaching ninth through 12th graders has lots of rewards for Ms. Adams.

She likes the challenge of teaching and the fact that it's not a routine job. She also likes being involved with kids, especially on the high school level where, she said, "the maturity level changes every year. There's a big difference between ninth and 12th graders."

One of the things Bronwyn Adams likes best is seeing the results of her teaching. "When a kid comes back and says, 'Hey, I'm doing O.K. in college chemistry,' you know you were successful."

Working on Masters

Education is a big part of Ms. Adams' life. In addition to teaching she's going to school herself—working on a Masters degree in Administration and Supervision at Nichols State University. She's also a sponsor of an organiza-

tion called the Beta Club, a scholastic leadership group for high school students that holds annual competitions. "This is an exceptional group of kids," Bronwyn said of the club's members. "They really keep me on the go."

Acting as her school's representative to the St. Mary's Teachers Association, the local arm of a statewide teachers organization, is another activity that keeps Adams busy. The association makes recommendations to the school board and acts as a "sounding board" for teachers.

Enjoys Gardening

When she has the time—which isn't often—Bronwyn Adams enjoys gardening, at least on a small scale. She has a flower bed around the patio of her apartment that she keeps well stocked.

Brother Edgar Adams, Jr., Bronwyn's father, spent 10 years on the Mississippi River as an engineer. He and her mother were "very pleased" when she won the SIU scholarship.

Bronwyn Adams herself was "pretty surprised and very happy," about the award. "It allowed me to do what I wanted to do without putting financial pressure on my parents," she said. "It was a great opportunity."

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



New York

Following the defeat of the Oil Cargo Preference Bill in Congress last year, CBS anchorman Walter Cronkite had this to say about the U.S. merchant marine: "Ten years ago there were about 66,000 merchant marine jobs in this country; today, the number has shrunk to about a third of that. Many more jobs related to the industry have been lost and still more may disappear if the present trend continues . . . a shrunken merchant marine poses not only economic problems, but problems of legitimate concern for any Administration. . . ."

VLCC Massachusetts

The Military Sealift Command has chartered the 264,073 dwt *Massachusetts* (JOM) for March, April and May to lift almost 1.6 million barrels of Strategic Petroleum Reserve crude oil from Kharg Is., Iran to South Riding Point Terminal, the Bahamas.

From there Seatrail shuttle tankers will transship the crude to Sunshine, La., or Nederland, Tex. for storage in underground natural salt domes.

This is the first time that the MSC has chartered a supertanker for the movement of the Strategic Petroleum Reserve crude from the Persian Gulf.

SS Newark

In a seven-part newspaper column series, *Seattle Times* maritime editor Glen Carter told of sailing on the containership *SS Newark* (Sea-Land) to Alaska. He left on Feb. 14 dispatching his reports of shipboard life as he went along for 16 days and 12,960 miles.

Carter wrote as he left the port of Seattle that the former 523-foot converted troopship was comfortable. At her launching in 1945, she was named for Marine Corps Gen. H. B. Freeman, he said. And he learned that the ship's speed was upped from 14 to 17 knots three years ago so she could cut through the 50-60 miles of ice in Cook Inlet outside of Anchorage, Alaska. Of the 39-man crew, he discovered that only seven were under 50.

Seattle Seafarers recall that in the mid-50s the *Gen. Freeman* rescued the crew of the *SS Washington Mail*.

Bosun Wally Mason of the *Newark* showed the newspaperman the stern's gear locker converted from a five-cell brig. Remaining are hand-cranked battle phones, Navy pea-green paint, vestiges of gun positions, and steel blackout covers for the portholes.

Making Carter feel at home was Chief Steward Ken Hayes who supplied him with extra blankets. On deck, Seafarer Walt Rogers was also a help.

Two hundred miles off Cape Flattery in the Gulf of Alaska, Carter realized that tables and the movie projector were permanently fixed into position. As he saw 30-foot waves, he was told that the freighter had once rolled 55 degrees! Even his typewriter carriage was sliding back and forth as the ship pitched like a rocking horse.

In the officers messroom, Messman George Arnold poured water from a pitcher onto the cloth place mat before he placed a plate of pancakes down for the journalist. "Keeps dishes from skidding," he explained. It didn't skid an inch as the ship rolled 35 degrees.

Coming into the harbor of Anchorage, Carter said the *Newark* bucked 45-knot winds and below zero temperatures. The helicopter from shore carrying the vessel pilot alighted on the 30-foot square landing pad on the containership's stern. Carter found out that last December the *Newark* had joined a fruitless search for ship pilot Jack Hopkins and chopper pilot Gary Terry lost in Cook Inlet when their plane crashed. Later someone found the frozen body of the ship pilot in a liferaft.

Sixteen hours later in the port of Kodiak, Chief Cook Bill Theodore said he never sets foot ashore until he returns to Seattle. "I used to make runs up here in a Navy supply ship and saw enough of the beach. Nothing much has changed." Most of his shipmates prefer to stay on board, too.

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Is American Worker Facing Extinction?

Miami, Fla.—The embattled American worker is facing a new and more serious threat to his well-being than ever before.

That threat is extinction. Extinction in the sense that so many traditional American jobs—productive jobs—in textiles, manufacturing, electronics, clothing, shoes, shipbuilding, and other industries are rapidly being lost to unchecked foreign competition.

This situation poses an even more serious threat to the American labor movement, since so many of the jeopardized jobs are in heavily unionized industries.

The labor movement is acutely aware of the situation. And addressing this problem was the major thrust of last month's mid-winter Executive Board meeting of the AFL-CIO Maritime Trades Department.

The MTD is the largest industrial department of the AFL-CIO. It represents 43 national and international unions with a combined membership of nearly eight million American workers. The MTD is headed up by SIU President Paul Hall.

In a series of reports and resolutions, the MTD Executive Board first outlined how a lack of government action and control over imports of foreign goods and services is eroding the fabric of the American job structure.

The MTD also outlined the steps that must be taken by Congress and the Carter Administration to preserve the traditional posture of the American workforce.

MTD President Paul Hall warned, however, that "labor can expect little help from the outside to achieve our goals. We in the labor movement must do the leg work and apply the pressure where it has to be applied to get the job done."

Manufacturing Hit Hard

In its reports, the Executive Board said that some of the hardest hit areas due to foreign competition are the clothing and textile industries and other manufacturing industries such as electronics, shoes, and steel.

The MTD noted that cheap foreign imports caused plant closings with the accompanying loss of 51,000 U.S. jobs in 1977 alone.

The Board also pointed out that Zenith, the last all-American TV manufacturer, closed its American plants and transferred operations to Taiwan last year.

In addition, the MTD said that a surge in imported fabricated steel from Japan was causing widespread layoffs in the U.S. steel industry.

The Executive Board said that the major cause of these job losses is unchecked product dumping on the U.S. market. U.S. businesses import huge amounts of products made by low paid foreign workers in Hong Kong, Korea, Taiwan, the People's Republic of China and underdeveloped nations. These workers labor under systems with no minimum wage or safety standards, the MTD maintained.

To make a bad situation worse, U.S.-made products are effectively barred from many foreign nations through high tariffs and other restrictive trade practices.

The MTD said that to halt the loss of jobs in American manufacturing industries, the following steps must be taken:

- The U.S. should close its domestic markets to the products of countries that discriminate against U.S. products sold overseas.

- Funds should be provided to retrain workers who have lost their jobs from foreign competition. And modernization funds should be provided to private American industries hard hit by trade so that they can become more competitive.

- International treaties must be negotiated which result in improved labor conditions in coun-



Paul Hall, president of the AFL-CIO Maritime Trades Department, chairs MTD Executive Board meeting last month. The MTD Board outlined programs that Congress and the Administration should adopt to curb the loss of American jobs due to an overabundance of imported foreign goods and services. Seated alongside Hall is Mrs. Jean Ingrao, administrator of the MTD.

tries that now seek to attract American industries at the expense of their own workers.

- Congress must end those provisions in the tax law which provide incentives for U.S. corporations to move their operations to underdeveloped nations abroad at the expense of American jobs.

Shipbuilding on Decline

The MTD Executive Board maintained that another area that will soon feel the job crunch is American shipbuilding.

The Board said that in the past 18 months "only a handful of new shipbuilding orders have been placed with American shipyards."

Taking this factor into consideration, a loss of 45,000 shipyard jobs (out of a current level of 176,000 workers) is expected by 1980.

Shipyard unemployment will also reflect itself in other support industries. The MTD noted that "50 percent of the cost of a U.S. built ship consists of materials supplied from all areas of the nation, produced by workers in all areas of the nation."

The Executive Board blamed the projected loss on "the failure of the Federal Government to develop and implement a national maritime policy." A policy such as this should reserve a wide range of cargoes for U.S. ships that are now dominated by foreign carriers.

The MTD stated that the following steps to preserve America's shipbuilding industry should be taken:

- Any deep seabed mining legislation passed by Congress must require the use of American built and registered mining vessels and ore carriers. This could result in the construction of 20 mining vessels and 60 ore carriers.

- The Jones Act must be amended to require that all cargoes carried between the U.S. mainland and the U.S. Virgin Islands be carried on American-flag ships. This would create the need for 25 additional American-flag vessels.

- The Federal Government must actively pursue the development of bilateral shipping arrangements with U.S. trading partners assuring a certain

percentage of the cargoes for U.S.-flag ships. Increased cargoes would provide a further boost to the U.S. shipbuilding industry.

Aircraft Industry Losses

Job losses in the U.S. aircraft manufacturing industry are being felt for the first time due to foreign competition, according to the MTD.

The Executive Board said that U.S. companies are being lured to relocate overseas in countries with state-controlled aircraft industries, such as France. These countries then establish trade barriers to keep U.S. aircraft products out.

Another threat to U.S. aircraft jobs is the exportation of U.S. technology to Europe and Japan for the construction of advanced military planes.

The Executive Board said that two steps should be taken to curb the loss of these jobs now "while the U.S. aircraft industry is still relatively healthy." The MTD said that:

- Controls must be placed on all technology transfers and co-production agreements that undermine the U.S. aerospace industry.

- The U.S. Government must seek legislation that would offset the trade advantages presently being provided to foreign aircraft manufacturers. These advantages enable them to both penetrate U.S. markets or keep U.S. built aircraft out of their markets.

The MTD's position on these issues is not the position of an alarmist. The threat of unfair foreign competition has already caused the loss of countless thousands of American jobs.

Unchecked, American businesses and multinational corporations will continue to move anywhere overseas that will increase their profits. They have little or no regard for the American workers who lose their jobs because of such moves.

The MTD and the labor movement as a whole has pledged to work to halt this dangerous process. But as stated by MTD President Hall, "it will be a rough road and we have to go it alone."

More Information on Following Pages



SIU Executive Vice President Frank Drozak talks of need to curb foreign imports to preserve American jobs at last month's MTD Executive Board meeting.



Mrs. Jean Ingrao, administrator of the MTD, gives rundown of the Department's activities to Executive Board members.



Participating at Board meeting were Fred Kroll, left, president of the Brotherhood of Railway and Airline Clerks, and Joseph Hellman, secretary-treasurer of the Graphics Arts International Union.



Anthony Scotto, president of Local 1814 of the Longshoremen's Union and president of the New York Port Council gives report of his Council's activities over the previous year.



Rep. Leo Zeferetti (D-N.Y.) was guest speaker at the MTD Executive Board meeting. He talked about need to retain "man-American" amendment in the Outer Continental Shelf Lands Act. This bill awaits action by a House-Senate Conference Committee.

MTD Board: Stem Tide of Foreign Imports to Preserve U.S. Jobs



Jesse Calhoun, president of the National Marine Engineers Beneficial Association, is one of the MTD's Executive Board members.



Julius Isaacson, president of the International Union of Dolls, Toys, Playthings, Novelties and Allied Products, tells Board how foreign imports has hurt job opportunities for his members.



Foreign imports has had an extremely detrimental effect on jobs for American pottery workers as noted by Lester Null, president of the International Brotherhood of Pottery and Allied Workers.



Joseph Tonelli, president of the United Paperworkers International Union, emphasizes need for Congressional action to stem tide of foreign imports.



Talking about the special problems in his industry is Dominic Carnevale of the United Association of Journeymen and Apprentices of the Plumbing and Pipefitting Industry of the U.S. and Canada.



MTD Executive Board member Page Groton of the International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers.



Steve Leslie, general vice president of the International Union of Operating Engineers, reports on his union's activities to MTD Executive Board.



Dave Dolgen, legislative director of the MTD, gives report of the Department's legislative activities in recent months and the Department's legislative goals for the coming year to Executive Board meeting.



Tom Donahue, assistant to AFL-CIO President George Meany, talks about labor movement's fight to enact Labor Law Reform.



Executive Board member Leon Schachter, vice president of the Amalgamated Meat Cutters and Butcher Workmen of North America.



Imported foreign workers have cut into job opportunities for U.S. bricklayers as noted by Thomas Murphy, president of the International Union of Bricklayers and Allied Craftworkers.



Richard Daschback, chairman of the Federal Maritime Commission, was guest speaker at the Executive Board meeting.

MTD Supports Northern Tier Pipeline

The Executive Board of the AFL-CIO Maritime Trades Department threw its unanimous support behind the proposed all-American Northern Tier Pipeline.

The line would run from Washington State to Minnesota through Idaho, North Dakota and Montana.

The pipeline is necessary to relieve a surplus of Alaskan oil on the U.S. West Coast. The line would carry the surplus crude to the oil short Northern Tier States.

The MTD also expressed their opposition to an alternate route for the pipeline taking it mainly through Canada, which would be built by Canadian workers.

The MTD said that the all-American North-

ern Tier line would create significant job opportunities in the construction of the line as well as in maintaining the line after it is completed.

The board also pointed out that the Northern Tier line would "generate \$23 million in taxes during construction and \$16 million per year (after completion), all to be realized by the U.S. and the Northern Tier States."

In addition, the MTD said that the all-American line would insure that U.S.-flag tankers would continue to be used to carry Alaskan oil under provisions of the Jones Act. The alternate Canadian route would enable foreign vessels to enter the trade.



From the left are MTD Executive Board members: Robert Cooney, vice president of the Iron Workers; Wayman Stewart, president of the Florida West Coast MTD Port Council, and Steve Leslie, vice-president of the International Union of Operating Engineers.

Board Sees Need for Sea-Level Canal

The MTD Executive Board called on Congress to conduct a study reviewing the possibility of constructing a new sea-level canal across Panama to accommodate technological advances in the world shipping industry.

The Board said that there are 1,300 merchant ships plying the world's seaways too large to use the present Panama Canal. An additional 1,700 vessels can only use the canal if they are not fully laden. The sea level canal would have no locks.

The Board said "there is evidence that the present Canal will be increasingly incapable of accommodating the larger ships that will be built in the future."

In addition, the MTD Board said that "U.S.-flag superships, hauling oil or minerals from Alaska, cannot now pass through the Canal."

The MTD recommended support of the Senator Mike Gravel (D-Alaska)-Senator Warren Magnuson (D-Wash.) proposal. This calls for a review of the Canal Study Commission (1970) and a review of the potential environmental effects of a sea level canal.

The Executive Board said, "national security considerations, along with modern technological ship requirements, demand that our nation fully examine all options available to it concerning a sea-level canal."

MTD Urges Quick Action to Get LNG Projects Under Way

A hang-up in pricing is preventing the U.S. from obtaining an important new source of clean energy. Without this energy source there may be industrial plant closings in the U.S. and resultant layoffs of American workers.

The controversy surrounds the importation of liquid natural gas. These imports are needed since domestic gas supplies are rapidly being depleted. Also, gas made from coal will not be developed in large enough quantities until the late 1980's.

Several Government agencies want LNG imports to be priced on an incremental basis. This means imported LNG would be priced separately from other U.S. energy supplies, instead of aver-

aging out the cost of imported LNG into all the fuels bought by public utilities.

The MTD Executive Board said that forcing industry to pay the high incremental cost of imported LNG "penalizes industrial users forced to use imported gas because of the unavailability of domestic gas supplies."

The MTD also said that incremental pricing would kill proposed plans for \$1 billion worth of construction of LNG terminals and U.S.-flag LNG ships. That is because this pricing system would make the projects economically unfeasible.

The Board said that without these projects, "industries which are dependent upon natural gas to

make their products, such as ceramics, glassblowing, chemicals, textiles and fertilizers, will face curtailments resulting in a loss of jobs for workers in these industries."

In addition, thousands of construction and shipyard jobs for U.S. workers would be sacrificed if the proposed LNG projects are not carried out.

The MTD Executive Board urged the Department of Energy to abandon any plans for an incremental pricing system for imported LNG. The Board also called on the Energy Department to approve plans for the construction of shoreside LNG terminals. The Board said that "thousands of American jobs depend on it."



Shown from the left are MTD Executive Board members Alvin Heaps, president of the Retail, Wholesale and Department Store Union, and Roger Desjardins, secretary treasurer of the St. Lawrence and Tributaries Port Council of Quebec.

Participating at recent Executive Board meeting was Richard Livingston, left, secretary-treasurer of the United Brotherhood of Carpenters and Joiners of America, and Bernard Puchalski, president of the Greater Chicago and Vicinity Port Council of the MTD.

44 MTD Affiliates

1. American Guild of Variety Artists
2. The Journeymen Barbers, Hairdressers and Cosmetologists' International Union of America
3. International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers
4. Boot and Shoe Workers' Union
5. International Union of Bricklayers and Allied Craftsmen
6. United Brotherhood of Carpenters and Joiners of America
7. United Cement, Lime and Gypsum Workers International Union
8. Communications Workers of America
9. Distillery, Rectifying, Wine and Allied Workers' International Union of America
10. International Union of Dolls, Toys, Playthings, Novelties and Allied Products of the United States and Canada, AFL-CIO
11. International Brotherhood of Electrical Workers
12. International Union of Elevator Constructors
13. International Union of Operating Engineers
14. International Association of Fire Fighters
15. International Brotherhood of Firemen and Oilers
16. Glass Bottle Blowers' Association of the United States and Canada
17. American Federation of Grain Millers
18. Graphic Arts International Union
19. Hotel and Restaurant Employees' and Bartenders' International Union

20. International Association of Bridge, Structural and Ornamental Iron Workers
21. Laborers' International Union of North America
22. AFL-CIO Laundry and Dry Cleaning International Union
23. International Leather Goods, Plastics and Novelty Workers Union
24. International Association of Machinists and Aerospace Workers
25. Industrial Union of Marine and Shipbuilding Workers of America
26. National Marine Engineers' Beneficial Association



27. Amalgamated Meat Cutters and Butcher Workmen of North America
28. Office and Professional Employees International Union
29. Oil, Chemical and Atomic Workers International Union
30. International Brotherhood of Painters and Allied Trades
31. United Paperworkers International Union
32. Operative Plasterers' and Cement Masons' International Association of the United States and Canada
33. United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the United States and Canada
34. International Brotherhood of Pottery and Allied Workers
35. Brotherhood of Railway, Airline and Steamship Clerks, Freight Handlers, Express and Station Employees
36. Retail Clerks International Association
37. Retail, Wholesale and Department Store Union
38. United Rubber, Cork, Linoleum and Plastic Workers of America
39. Seafarers International Union of North America
40. Sheet Metal Workers International Association
41. American Federation of State, County and Municipal Employees
42. United Telegraph Workers
43. United Textile Workers of America
44. International Chemical Workers Union

ELIZABETHPORT (Sea-Land Service), January 29—Chairman, Recertified Bosun J. Gorman; Secretary R. De Boissiere; Educational Director W. Brack; Engine Delegate J. A. Dobloug; Steward Delegate F. Motus. Some disputed OT in deck department. A vote of thanks was extended to all delegates and the steward department for a job well done. Report to the Log: "Vote of thanks to Capt. Kuhn, officers and mates for a smooth trip." A farewell to the SS *Elizabethport*—Sea-Land voyage #157; to be changed with a new stern and named the *Sea-Land Leader*. Diesel Engine—Kobe, Japan—Feb. 8, 1978." Next port Kobe, Japan.

COASTAL CALIFORNIA (T. M. McQuilling), January 25—Chairman, Recertified Bosun Fred A. Olson; Secretary Jimmie Bartlett; Educational Director Bobby J. Edwards; Steward Delegate George M. Bronson. \$38.25 in ship's fund. No disputed OT. The ship's chairman informed the crew that after January 3, 1978 no member will be able to register without a passport. This was published for all to read in the last issue of the Log. Observed one minute of silence in memory of our departed brothers. Next port, Moss Landing.

DEL RIO (Delta Steamship), January 8—Chairman, Recertified Bosun John Hazel; Secretary Lanier; Educational Director Villagran; Deck Delegate Michael Curry; Engine Delegate Keith Swille; Steward Delegate Maurice Formonte. Some disputed OT in deck department. Report to Log: "A burial was held and Brother John McKenna's ashes were scattered as per his request on Jan. 5, 1978, 55 miles west of Martinique in the Caribbean." Observed one minute of silence in memory of our departed brothers. Next port, Recife.

WALTER RICE (Reynolds Metal), January 2—Chairman, Recertified Bosun W. Jefferson; Secretary W. Benish; Educational Director F. Homer; Steward Delegate Ferdinand Bernard. \$174.44 in ship's fund. Some disputed OT in deck and engine department. The following features from the Log were posted: the need for passports when registering, public health procedures, and Piney Point upgrading dates. The crew would like some updated literature on retirement and welfare benefits. Next port, Longview.

JACKSONVILLE (Sea-Land Service), January 8—Chairman, Recertified Bosun S. Stockmarr; Secretary H. Alexander; Educational Director Ellis. No disputed OT. Chairman reported that there will be information about raises in an upcoming issue of the Log. Educational Director is going to try and get some books from the Seamen's Center. Requested that everyone bring books and magazines back to the library when you are finished with them. Chairman thanked the steward department for wonderful meals and the electrician for fixing cluster lights on the gangway.

MOUNT WASHINGTON (Victory Carriers), January 16—Chairman, Recertified Bosun R. D. Schwarz; Secretary F. Fraone; Educational Director Don D. White; Steward Delegate C. Miles. No disputed OT. Chairman held a discussion on Frank Drozak's report on conventions; on C classified men, and 2% raise. Suggested that all members read the Log and ask questions at the next meeting. Observed one minute of silence in memory of our departed brothers.



MASSACHUSETTS (Interocean Mgt.), January 1—Chairman, Recertified Bosun H. O. Leake; Secretary A. Hassan; Educational Director James Chianese. Some disputed OT in deck and steward department. Chairman reported that the Logs were received and passed out to the crewmembers. Held a discussion on the articles in the Log and the importance of donating to SPAD. He also advised all members that the School at Piney Point is available for all to upgrade themselves. Observed one minute of silence in memory of our departed brothers. Next port, San Sebastian.

TAMARA GULDEN (Transport Commercial), January 8—Chairman, Recertified Bosun Peter Loik; Secretary N. Hatgimisis; Educational Director Robert Henley; Deck Delegate Edward Dresz; Engine Delegate William Slayton; Steward Delegate Patrick Devine. Some disputed OT in engine department. Received a wire from Paul Hall in New York about the 2% increase in wages, O.T. and vacation. A vote of thanks to the steward department for the wonderful Christmas dinner and also for showing the movies. The gifts the steward got for the men from the Seamen's Church Institute were also appreciated. Steward gave a vote of thanks to the crew for helping to keep the messhall and pantry clean. Next port, Philadelphia.

MONTPELIER VICTORY (Victory Carriers), January 29—Chairman, Recertified Bosun Alfonso Armada; Secretary J. W. Givens; Deck Delegate Steven Damaue; Engine Delegate Albert Singleton; Steward Delegate B. Kazameski. No disputed OT. \$4.92 in ship's fund. Suggested that non-skid pads be put on gangway to avoid accidents. A vote of thanks to the steward department.

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

SEA-LAND COMMERCE
OVERSEAS ALASKA
FLOR
OVERSEAS ARCTIC
ANCHORAGE
SEA-LAND TRADE
OVERSEAS NEW YORK
POTOMAC
OGDEN WABASH
PORTLAND
MONTICELLO VICTORY
MARY
INGER
GUAYAMA
DELTA SUD
ALLEGANCE
SUGAR ISLANDER
YELLOWSTONE
OAKLAND
RAPHAEL SEMMES
ACHILLES
BALTIMORE
MOUNT VERNON VICTORY
BANNER

SEA-LAND FINANCE (Sea-Land Service), January 8—Chairman, Recertified Bosun J. Pulliam; Deck Delegate J. Long; Engine Delegate J. Fair; Steward Delegate M. Knuckles. Power Pac forward is still a problem. To get jitney service in ports where they don't have it. Put platforms on docks for lowering gangway in Seattle, Long Beach, Kobe, and Hong Kong. This is a safety factor. Report to Log: "Ship will soon be going in shipyard. Would it be possible to put more outlets at #2 hatch and remove the power pac? Mooring winches would be helpful forward and aft."

MARYLAND (Interocean Mgt.), January 8—Chairman, Recertified Bosun A. Schwartz; Secretary D. R. Fletcher. \$15.50 in ship's fund. No disputed OT. A letter was drafted and sent to Headquarters concerning mail delivery and transportation for those who need medical attention. Report to Log: "While anchored here in the Gulf the crew is getting some good fishing done and everything is running smooth."

DELTA MAR (Delta Steamship), January 15—Chairman, Recertified Bosun William M. Parker; Secretary Mike Dunn; Educational Director Eddy Synam. Some disputed OT in deck department. Chairman gave a vote of thanks to the steward department for a great Christmas and New Year's dinner. A wreath of flowers was sent to a Brother member's sister. Reminded the crew of Joe Fiesel's death by falling from the stack into the Mississippi River. No word has been received as yet as to whether or not they found the body. A discussion was held on getting some kind of books or magazines on board. Next port, New Orleans.

THOMAS NELSON
WESTWARD VENTURE
ZAPATA RANGER
SEA-LAND RESOURCE
PORT
COLUMBIA
JOHN B. WATERMAN
BOSTON
SEA-LAND GALLOWAY
OVERSEAS NEW YORK
SEA-LAND EXCHANGE
AQUILA
BRADFORD ISLAND
OGDEN CHAMPION
DELTA URUGUAY
JOHN PENN
JOSEPH HEWES
CONNECTICUT
SEA-LAND PRODUCER
SEA-LAND VENTURE
JEFF DAVIS
OVERSEAS ALICE
ZAPATA ROVER
ALEUTIAN DEVELOPER

OGDEN WILLAMETTE (Ogden Marine), January 1—Chairman, Recertified Bosun Ray Broadus; Secretary E. Kelly; Educational Director J. L. Neel; Deck Delegate M. Delacorda; Engine Delegate R. Couch; Steward Delegate C. Kreiss. No disputed OT. Chairman suggested that all crewmembers should read Frank Drozak's column in the Log. Also discussed the importance of donating to SPAD. Steward told about a brother that went to the Alcoholic Center at Piney Point and was cured.

COVE TRADER (Cove Shipping), January 22—Chairman, Recertified Bosun R. A. Sipsey; Secretary M. DeLoatch; Educational Director A. P. Clark; Deck Delegate Mark S. Patterson; Engine Delegate Mark Given; Steward Delegate Rene Hidalgo. No disputed OT. The crew gave the steward department a vote of thanks for a job well done and for very good food and service. Next port, Texas City.

SEA-LAND ECONOMY (Sea-Land Service), January 15—Chairman, Recertified Bosun A. McGinnis; Secretary L. Nicholas; Educational Director L. A. Acosta; Deck Delegate B. Jarratt; Engine Delegate R. Cleouis; Steward Delegate S. Morris. \$124 in movie fund. No disputed OT. Chairman reminded everyone of the opportunity to train for LNG ships at Piney Point. Also the importance of donating to SPAD. Chairman called for safety suggestions and the repair list. At all times there will be two men working on reefer boxes and two when plugging in or unplugging. This motion was submitted as a safety measure, as it has been brought to the attention of the safety meetings before. Report to the Log: "We are still having the problem with mail service of which we asked the Vice President to look into." Next port, Port Everglades.

BORINQUEN (Puerto Rico Marine Mgt.), January 8—Chairman, Recertified Bosun D. Mendoza; Secretary H. Galicki; Educational Director J. B. Callaghan; Deck Delegate O. V. Ortiz; Engine Delegate H. J. Toro, Jr.; Steward Delegate P. Warhola. \$7 in ship's fund. Some disputed OT in steward department. Chairman would like to thank all the brothers who donated to departed brother Frank Sarmento's daughter's fund. Next port, San Juan.

FORT HOSKINS (Interocean Mgt.), January 20—Chairman, Recertified Bosun W. Baker; Secretary F. Nigro; Educational Director C. Landa; Steward Delegate James J. O'Hara. \$10.18 in ship's fund. No disputed OT. The new bosun came on in Lake Charles and started working on the repair list and is finally doing some much needed repairs. Bosun also informed the membership to read the Log and to be informed as to what the Union is doing for its members. Also discussed the importance of donating to SPAD. A vote of thanks to the steward department. Next port, Philadelphia.

SEA-LAND MARKET (Sea-Land Service), January 5—Chairman, Recertified Bosun D. Rood; Secretary R. Hutchins; Deck Delegate Frank Fromm; Engine Delegate E. Liwag; Steward Delegate F. Bradley. No disputed OT. A vote of thanks was offered to the steward department for a beautiful meal for the holiday and a vote of thanks to all department delegates for making this a smooth voyage. Observed one minute of silence in memory of our departed brothers. Next port, Portsmouth.

Houston Monthly Membership Meeting



SIU Rep. H. Salazar, standing left, assists members at the counter in the Houston Union Hall before February membership meeting. The center photo was taken at the monthly membership meeting. It shows: Gene Taylor (seated left), SIU rep.; Port Arthur Port Agent Don Anderson (center), reading the minutes, and Houston Port Agent Joe Sacco. The right-hand photo shows pensioner Vasser Szymanski (l.), who recently received an Early Normal Pension supplement check, talking things over with Gene Taylor after the meeting.



SIU members attending the Houston A & G membership meeting on Feb. 14, 1978 listen as Don Anderson, Port Arthur port agent, reads the reports.



Seventy-one cents of every dollar spent in shipping on American-flag vessels remains in this country, making a very substantial contribution to the national balance of payments and to the nation's economy.

Use U.S.-flag ships. It's good for the American maritime industry, the American shipper, and America.

UFW Ends Nationwide Boycotts

The eight year, nationwide boycott of table grapes, lettuce, and Gallo wines is over. The boycott was officially ended last month by the executive board of the United Farm Workers Union, AFL-CIO. The UFW plans to focus their energies now on negotiating new contracts and servicing those in hand.

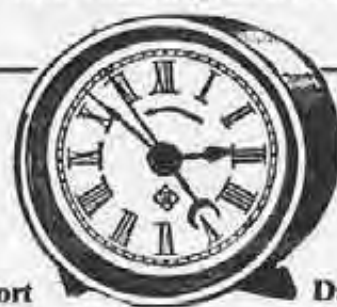
In 1975 California passed the Agricultural Labor Relations Act guaranteeing farmworkers secret ballot, union representation elections.

Since then the UFW has negotiated about 100 contracts covering 30,000 farm workers. The union says the "Don't Buy" actions were crucial to the

bill's passage.

Though the ALRA is not a smooth-running piece of legislation—delays between representation elections and contract signings average 16 months—passage of the law was an advance in the farm workers organizing struggle.

The history of the boycotts goes back to the early 1970's. The grape and Gallo boycotts were launched in 1973 when California growers opted for contracts with Teamsters rather than the farmworkers. The lettuce boycott, begun in 1970, grew out of a court injunction barring a strike by farmworkers against Salinas lettuce growers.



MEMBERSHIP MEETINGS' SCHEDULE

Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Apr. 3	2:30 p.m.	7:00 p.m.
Philadelphia	Apr. 4	2:30 p.m.	7:00 p.m.
Baltimore	Apr. 5	2:30 p.m.	7:00 p.m.
Norfolk	Apr. 6	9:30 a.m.	7:00 p.m.
Jacksonville	Apr. 6	2:00 p.m.	—
Algonac	Apr. 7	2:30 p.m.	—
Houston	Apr. 10	2:30 p.m.	7:00 p.m.
New Orleans	Apr. 11	2:30 p.m.	7:00 p.m.
Mobile	Apr. 12	2:30 p.m.	—
San Francisco	Apr. 13	2:30 p.m.	—
Wilmington	Apr. 17	2:30 p.m.	—
Seattle	Apr. 21	2:30 p.m.	—
Piney Point	Apr. 8	10:30 a.m.	—
San Juan	Apr. 6	2:30 p.m.	—
Columbus	Apr. 15	—	1:00 p.m.
Chicago	Apr. 11	—	—
Port Arthur	Apr. 11	2:30 p.m.	—
Buffalo	Apr. 12	—	—
St. Louis	Apr. 14	2:30 p.m.	—
Cleveland	Apr. 13	—	—

Do You Have One of These?



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

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

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

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

Worldwide Training Standards for Seamen to Be Set

Worldwide training standards for merchant seamen will be set at an international conference to be held in London this June.

The SIU has played an active part in compiling the proposed standards for this important conference. They are designed to improve maritime safety and will eventually become part of U.S. law and international treaty.

The conference will be held by the Intergovernmental Consultative Organization (IMCO), which is part of the United Nations. The purpose of the conference is to establish standards of training and watchkeeping for merchant seamen. Once accepted, they will become a binding treaty on the nations that belong to IMCO.

The groundwork for the conference has been laid in a number of meetings over the years held by IMCO's Subcommittee on Standards of Training and Watchkeeping (STW). The latest meeting, where all documents to be sub-

mitted to the June conference were finalized, was held in London last fall. It was attended by representatives from 21 IMCO member nations and nine independent agencies that have maritime interests.

SIU Had Role

The SIU had a direct role in this final session and in past STW meetings. It has this role through United States' membership in IMCO and through association with one of the agencies, the International Transport Workers Federation. Earl Shepherd, SIU vice-president, and Robert Kalmus, director of vocational education at the Harry Lundeberg School, were at the London meeting. They helped prepare some of the documents that will be submitted to the conference.

The proposed standards of training and watchkeeping cover qualifications for the officers and crews of most commercial vessels, except those that operate totally on inland waterways.

The watchstanding training qualifications apply to personnel standing an engine room or navigational watch. Like all of the proposed standards, they stress safety and preparation for emergencies. For example, watchstanders must have training in firefighting, first aid, and safety. These are presently included in the Lundeberg School courses for watchstanding ratings.

Throughout the years of preparation for the upcoming conference, the U.S.

has consistently worked for standards that are at least as high as those currently required of American merchant seamen. For example, the proposed international standards for engine room ratings will be close to U.S. standards for the FOWT endorsement.

The SIU's involvement has also been geared toward improving the training and skills of all merchant seamen and the Union will continue to pursue this goal at the conference in June.



Membership in organizations like the International Transport Workers Federation gives the SIU a voice in setting worldwide maritime safety standards. The ITF has been an active participant in planning the international conference on those standards which will be held this June. Shown at an ITF meeting in Dublin, Ire. are (l. to r.): SIU Vice-President Earl Shepherd; Bert Lanpher of the SIUNA-affiliated Staff Officers Association; Ed Turner, president of the SIUNA-affiliated Marine Cooks and Stewards Union, and John Fay, SIU port agent in Philadelphia.

Transport Safety Unit Urges Global Hazardous Materials List

The National Transportation Safety Board has come up with a way to cut through the many layers of regulations that govern the transportation of hazardous materials in international trade.

The regulations are designed to insure the safe carriage of these materials. But because they are set by many different countries and international organizations, the regulations are often confusing to the shippers and carriers who must comply with them. Most important, the confusion is dangerous because it can lead to violations of the safety regulations, NTSB stated.

The problem concerns the various names, reference numbers, and codes used to identify the different hazardous materials. These are increasingly important because of computerization. The U.S. Department of Transportation (DOT), which regulates the carriage of hazardous materials for all modes of transportation including U.S.-flag ships, uses one set of identification codes. International organizations, such as the Intergovernmental Maritime Consultative Organization (IMCO), which regulates ocean transportation, has another.

Possible "catastrophic results"

NTSB pointed out that "this... increases the likelihood of misinterpretation and violations by shippers and carriers. These violations, even unintentional, could have catastrophic results."

To insure the safer shipment of hazardous materials under U.S. jurisdiction, the NTSB recommended last month that DOT publish a complete hazardous materials list that cross-references its code numbers with those of international regulations.

The list would be arranged for convenient use and would provide valuable safety benefits, such as fewer incorrectly described shipments. It would also aid in checking shipments for compliance when they are turned over to carriers. Once established, the list could serve other purposes. NTSB suggested that it could tie in with the official information systems used for worker safety, environmental protection and customs.

NTSB is an independent Govern-

ment agency that investigates accidents and promotes safety in all modes of transportation under U.S. jurisdiction. It makes recommendations to other Government agencies, such as DOT and the Coast Guard, which are directly responsible for insuring safe transportation.

Upgrading pays off when it's time to pay off.

These courses starting at HLS in May:



Able Seaman—May 1

Lifeboat—May 11, May 25

LNG—May 1, May 29

Pilot—May 15

QMED—May 29

Tankerman—May 11, May 25

Chief Steward—May 1, May 29
(only 1 student per class)

Chief Cook—May 1, May 13, May 29
(only 2 students per class)

Cook/Baker—May 1, May 13, May 29
(only 2 students per class)

Maintenance of Shipboard Refrigeration Systems
—June 2

To enroll see your SIU representative

More Money • A Better Job • More Job Security

Offshore Group Discusses East Coast Organizing

The recent ruling by the U.S. Supreme Court giving a green light to offshore oil drilling on the Atlantic Coast prompted a meeting by the General Presidents Offshore Committee. The GPOC is a group of nine international unions, including the SIUNA, working to get American union crews on offshore oil rigs.

The meeting was held early in March in Providence, R.I. to discuss the member unions' organizing efforts on the East Coast. SIUNA Vice President

Frank Drozak represented the Seafarers.

The Court's ruling makes it likely that as many as 10 drilling rigs could commence work off the coast of New Jersey in the next few months.

The East Coast coordinator of the GPOC is currently holding meetings with Atlantic Coast companies involved in offshore construction work. Three different contracts covering the building, running, and maintenance of the

rigs have been drawn up by the Committee and are available for the companies to sign. The contracts include an offshore agreement, an onshore fabrication agreement, and a maintenance agreement.

Though there have been indications by the industry that it hopes to bring workers from other parts of the country to construct and man the East Coast rigs, the GPOC is working to counter that. The Committee wants to make sure the offshore industry on the East Coast will provide jobs for East Coast workers.

An earlier meeting by the Committee, held in Miami, Fla. on Feb. 15, focused more on the West Coast industry. The meeting yielded a signed agreement between the GPOC and Alaska Contractors, Inc. This company was awarded a contract to construct an oil platform off the West Coast. The agreement Alaska Contractors signed with the GPOC makes sure the platform will be manned by union workers.

The Committee also signed a measure which said that all maintenance work on oil platforms will be done by members of the nine affiliated unions. This agreement, which still needs to be signed by contractors, provides jobs during the life of the rig which can be 20 years or longer.

Maintenance crews on oil rigs are

basically the same as shore gangs on docked vessels, except a maintenance crew has to be on the rig seven days a week, 24 hours a day.

The Committee also reiterated their intention of working to convince the Senate to accept the House version of the pending bill on the Outer Continental Shelf. The House bill contains a man-American clause which the Senate bill does not have.

The GPOC was formed a year-and-a-half ago for the purpose of working to unionize and protect the jobs of American workers on offshore platforms on both Coasts and in Alaska.

The nine international member unions of the GPOC are: Seafarers International Union of North America; International Brotherhood of Electrical Workers; United Brotherhood of Carpenters and Joiners of America; International Union of Operating Engineers; International Brotherhood of Painters and Allied Trades; United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the U.S. and Canada; International Association of Bridge, Structural and Ornamental Iron Workers; International Brotherhood of Boilermakers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers; and the International Association of Heat and Frost Insulators and Asbestos Workers.

The Petrel's 'A Fine Boat'

"She's a fine-running workboat," the top-to-bottom SIU crew of the *Petrel* agreed about the latest addition to Allied Towing's fleet in Norfolk, Va.

The *Petrel*, a new 1,800 hp. tugboat, recently came out of the Modern Marine Power Shipyard in Houma, La. She is presently hauling petroleum between Norfolk and Baltimore on the Chesapeake Bay, but

will eventually work up and down the coast.

She's named not for her petroleum cargo, but after a sea-going bird, like most of Allied's 20-boat inland and ocean-going fleet. Petrels are small, but strong birds that can skim close to the surface of the ocean for long periods of time without landing. The tug *Petrel* promises to be an aptly named addition to Allied's rapidly growing ocean-going division.



The crew on the new tug *Petrel* are (l. to r.): Doyle Nixon, chief engineer; Clarence Hollowell, mate; Henry Griggs, cook; Ray Tolan, deckhand, and Earl Nixon, captain.

Texas Convention to Paul Drozak

Continued from Page 3

AFL-CIO held their Convention. And out of love and respect for Paul Drozak, they dedicated their Convention to his memory.

Following is the tribute paid to Paul Drozak during the opening session of the Texas Convention:

In Memoriam PAUL DROZAK

Texas working people assembled this thirteenth day of March, 1978, to make vital decisions concerning our future. But they unite this time with heavy hearts. They have lost one of their great friends and brothers—Paul Drozak.

WHEREAS Paul Drozak dedicated each day of his life to promoting the welfare of mankind and in so doing became one of Texas Labor's great humanitarians; and

WHEREAS Paul Drozak lived for a cause that needs assistance, for the future in the distance, and the good he could do; and

WHEREAS Paul Drozak also believed that the crest and crowning of all good, life's final star, is brotherhood; and

WHEREAS Paul Drozak was known by thousands for his kindness and always wanted to "pass it on;" and

WHEREAS Paul Drozak is remembered by the passage "Have you had a kindness shown? Pass it on; 'twas not given for thee alone, pass it on; let it travel down the years, let it wipe another's tears, 'til in heaven the deed appears—pass it on;" and

WHEREAS Paul Drozak made untold contributions to the Texas Labor movement as a vice president of the Texas AFL-CIO and in a driving, productive role of leadership in the Seafarers International Union; and

WHEREAS Paul Drozak was widely known in his community, county and state through his tireless efforts of devotion to the progress of the Port of Houston Commission, the West Gulf Ports Council of the Maritime Trades Council and the Inland Boatmen's Union; and

WHEREAS Paul Drozak's warmth and goodness made him a great family man and an outstanding labor leader whose attributes are indelibly printed in the minds and hearts of union members all across this great state;

THEREFORE BE IT RESOLVED that this body of delegates in session for the 1978 Texas AFL-CIO COPE Convention proudly and respectfully dedicate this convention in memoriam to Paul Drozak.

Unemployment Rate Falls

Continued from Page 2

while their rate skidded to 11.2 percent from 13.2 percent.

However, AFL-CIO president George Meany declared that "in some geographical areas and among some groups, particularly blacks and teenagers, the level of unemployment is still disastrous. That's why programs targeted to meet these problems are essential."

He added that the February decline and the steady drop in unemployment

across the U.S. in the past year demonstrates the effectiveness of economic stimulus programs.

The decline, Meany said, was a direct result of increases in public works programs started last spring.

"However, these programs are now winding down," he noted. "Therefore, additional economic stimulus programs (like the Humphrey-Hawkins Full Employment Bill) must be enacted to continue the direct attack on unemployment."



The Transportation Institute's Towboat Operator Scholarship Program provides you with everything you need to earn your license—a special tuition-free program at HLS, room, board and books free, and a weekly stipend to help cover your expenses while you're away from home.

**APPLY
TODAY**

**SEE YOUR SIU
REPRESENTATIVE**

New Rule Also Gives 1½ Service Days for 12 Hours Worked

CG Cuts Working Time for Towboat Operator License

A recent Coast Guard ruling has made it possible to cut by a third the amount of working time necessary for a Boatman to get a towboat operator's license. The Coast Guard's reduced service requirements apply to all inland classifications for those Boatmen who have been both entry trainees at the SIU's Harry Lundeberg School in Piney Point, Md., and have completed the upgrading courses in their classification.

The minimum service requirement for towboat operators is 18 months. If a Boatman has gone through the HLS inland trainee program and then returns to Piney Point under the newly-inaugurated three-month towboat operator scholarship, he will have earned six months towards that requirement.

Another plus for towboat operators, according to HLS Vocational Director

Bob Kálmus, is the ruling granting towboat operators 1½ days of service for every 12-hour day they work. Let's take the example of an upgrader who's gotten a six month service credit for the HLS courses he's gone through. He needs another 12 months' time to qualify for his operators license. He can cut that to eight months if he works a normal 12 hour day.

Need Two Parts

The Coast Guard service requirement rulings, which are a real boon for upgraders, do have one catch. A Boatman must have been an HLS inland trainee to qualify for the service credit. Also, he must successfully complete the upgrader course to have the credit applied.



In other words, any inland entry trainee is eligible for a three-month service credit. He will receive this three month credit—and a three month credit for the Upgrading Towboat Operator Course, only when he completes that course. The Boatman will then have a six month service credit.

Service credits also apply to other inland ratings with the same stipulations—no credit for upgrading courses without first having gone through the trainee program.

Trainees are eligible for service credit according to the following:

AB—one month credit for upgrading course plus three months for trainee

course. **TOTAL:** Four month service course.

Mate or Master of Uninspected Vessel—2¼ months for upgrading course plus three months for trainee course—**TOTAL:** Five and a quarter months service credit.

Assistant or Chief Engineer—1½ months for upgrading course plus three months for trainee course. **TOTAL:** Four and one half months service credit.

First Class Pilot—1¼ months for upgrading course plus three months for trainee course—**TOTAL:** Four and three quarter months service credit.

Towboat Operator—1½ months for upgrading course (OR THREE MONTHS FOR SCHOLARSHIP UPGRADING COURSE) plus three months for trainee course—**TOTAL:** Four and a half or six months service credit.

LNG Aries Plucks 21 in Lifeboat at Sea Off Sunk Ship

On her maiden voyage to pick up her first gas cargo for Osaka, Japan, the SIU-contracted *LNG Aries* (Energy Transportation) plucked 21

crew survivors from a lifeboat on the high seas. The men had abandoned their leaking Panamanian ship which later sank.

It all began on Feb. 6 as the *Aries* was transiting the Makassar Strait between the Indonesian islands of Borneo and Celebes enroute to take on cargo in the port of Bontang.

Then shortly after noon, the *LNG Aries* radio emergency alarm was activated by an SOS signal. Her radio officer immediately established contact with the vessel in distress, identified as the *SS King Dragon I*. She was bound for Hong Kong with a cargo of logs from Bandjarmasin, Borneo.

When the *LNG Aries*' sparks asked the stricken ship's captain if help was needed he replied "Yes." He said the *King Dragon* was leaking badly and in immediate danger of sinking. The *LNG Aries* radio operator tried to keep in contact with the sinking ship, but right away the communications link was lost. Later it was

learned that the crew had abandoned ship.

However, at 3:15 p.m. the *LNG Aries* sighted the *King Dragon* about seven miles away. She was listing very badly to port and down by the stern. Fifteen minutes later the *Aries* crew saw the sinking ship roll over to port and sink by the stern, her

bow rising out of the water before plunging under.

Just about then a lifeboat was sighted. So the *Aries* maneuvered alongside the lifeboat taking 21 survivors aboard. Checking to see if no crewmembers were missing from the Panamanian vessel, the *LNG Aries* resumed course to Bontang.

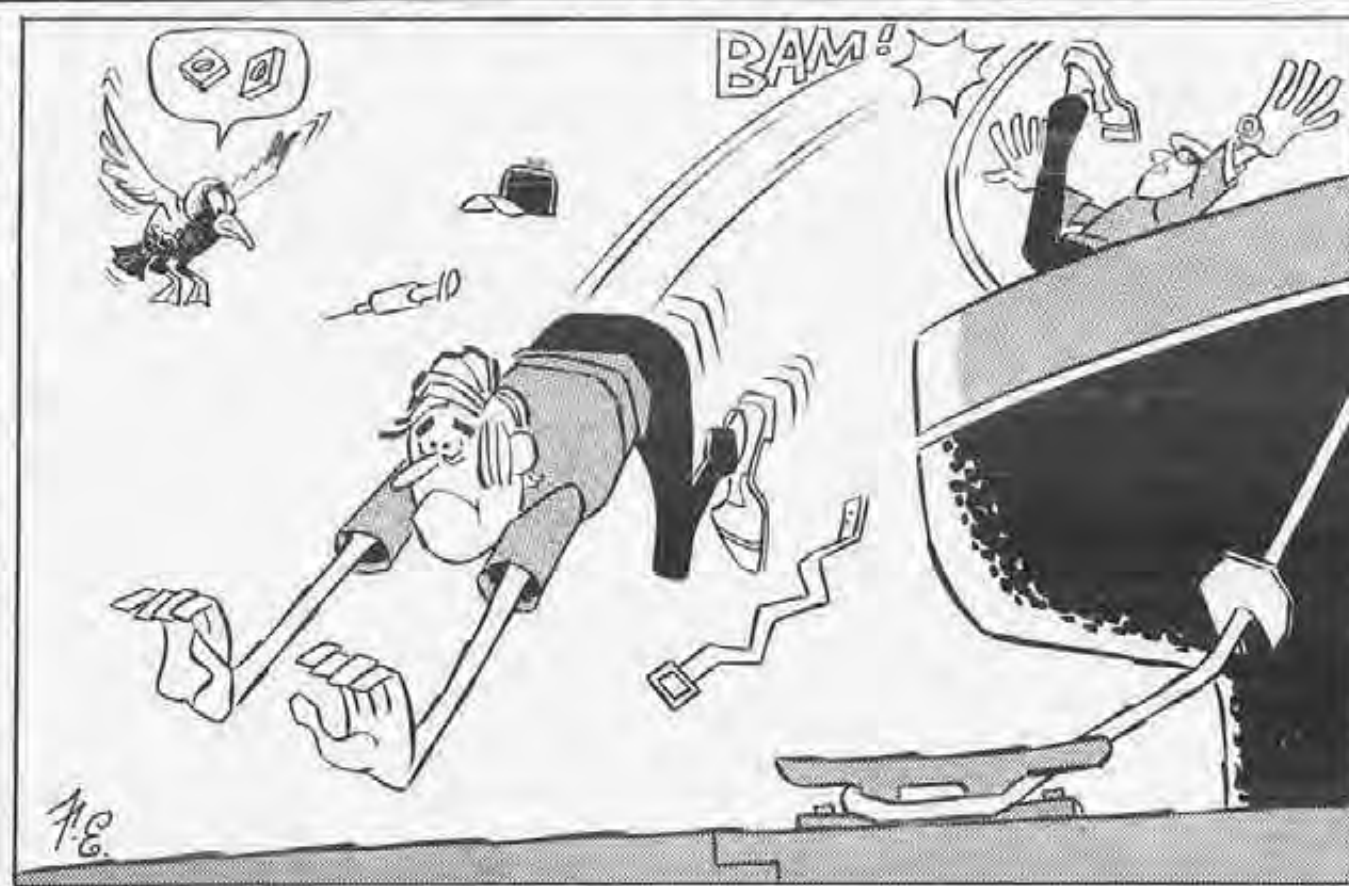


Recertified Bosun Roy Theiss of the *LNG Aries* at Bontang.



Here's the surviving crew of the ill-fated *SS King Dragon I* in their lifeboat headed for the safety of the *LNG Aries*.

A MESSAGE FROM YOUR UNION



**NARCOTICS
HAVE NO
PLACE
IN
A
PROFESSIONAL
SEAMAN'S
CAREER**

**... AND YOU
LOSE YOUR
PAPERS
FOR LIFE!**



Brotherhood in Action

...for SIU members with an alcohol problem

This month, Seafarer Lee Buchan will celebrate two years of sobriety. Brother Buchan's friends call him "Buck", and he now works as the cook at the Seafarers Alcoholic Rehabilitation Center.

Seafarer Buchan joined the SIU in 1973 and worked in the steward department on the Great Lakes. "There was always liquor in my life. I traveled around the world but never saw any of the sights, just the bars."

He found out about the rehab program at the Center through the Log. "When I first came to the Center for help, I felt like an abandoned child," he said, "that was two years ago." Now Brother Buchan helps his brothers who have alcoholism.

He spoke of his role at the ARC, "It's hard for those guys to grasp where we are coming from. They have to believe that we are trying to help them." Brother Buchan said, "We have contracted the disease of alcoholism and we have to accept the fact that we are alcoholics. Not just say so, but realize that it is true. This takes courage."

After receiving help at the ARC, Brother Buchan has started a new life for himself and his family. Because of his own experiences with alcoholism

and recovery, he really understands the feelings of his brothers at the ARC. He said that "it is necessary for us as alcoholics, to change our life style. We need to stay away from the gin mills and learn some kind of craft that will keep our minds and our hands busy when we aren't working."

"We have all gotten here the same way and alcohol has taken us there. We have a disease. We have to be honest with ourselves and help ourselves," Buchan stated.

Through his own courage and with the help of the ARC, Brother Buchan has improved his life. He said, "I now have a steady job helping my brothers. I have plans of buying a farm. Before I couldn't take care of anything and I always had a hangover from drinking. I now live comfortably without the effects of alcohol."

Mary Committee



On Mar. 2 the SS Mary (Asbury Steamship) paid off at Pier 12, Brooklyn N.Y. The Ship's Committee posed for this photo. They are: (sitting l. to r.): Deck Delegate E. Luzier; Steward Delegate Tom Baker, and Recertified Bosun Lonnie Cole ship's chairman. Standing is Deck Engineer Tom Conway, educational director.

Dispatchers Report for Inland Waters

FEB. 1-28, 1978

Port

	Class A	Class B	Class C
Boston	0	0	0
New York	0	0	0
Philadelphia	0	0	0
Baltimore	0	3	1
Norfolk	0	0	0
Tampa	2	1	2
Mobile	4	1	1
New Orleans	2	2	6
Jacksonville	2	1	9
San Francisco	0	0	0
Wilmington	0	0	0
Seattle	0	0	0
Puerto Rico	1	0	5
Houston	3	10	8
Port Arthur	5	3	12
Algonac	0	0	0
St. Louis	5	16	7
Piney Point	0	0	0
Paducah	6	4	38
Totals	30	41	89

Port

	Class A	Class B	Class C
Boston	0	0	0
New York	0	0	0
Philadelphia	0	0	0
Baltimore	0	0	0
Norfolk	0	0	0
Tampa	0	0	0
Mobile	1	0	0
New Orleans	0	0	1
Jacksonville	0	0	1
San Francisco	0	0	0
Wilmington	0	0	0
Seattle	0	0	0
Puerto Rico	0	0	1
Houston	1	1	0
Port Arthur	0	0	1
Algonac	0	0	0
St. Louis	0	0	0
Piney Point	0	0	0
Paducah	0	0	0
Totals	2	1	4

Port

	Class A	Class B	Class C
Boston	0	0	0
New York	0	0	0
Philadelphia	0	0	0
Baltimore	0	0	0
Norfolk	0	0	0
Tampa	0	0	0
Mobile	0	0	0
New Orleans	0	0	2
Jacksonville	0	0	0
San Francisco	0	0	0
Wilmington	0	0	0
Seattle	0	0	0
Puerto Rico	0	0	0
Houston	0	0	1
Port Arthur	0	0	2
Algonac	0	0	0
St. Louis	2	1	2
Piney Point	0	0	0
Paducah	1	0	6
Totals	3	1	13

Totals All Departments

35 43 106 29 34 53 93 39 165

***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.

Norfolk Opens Detox Facilities

Another U.S. Public Health Service hospital is now working together with the Seafarers Alcoholic Rehabilitation Center in Piney Point, Md. to help alcoholic Boatmen and Seafarers.

The Norfolk USPHS hospital opened a detoxification facility in January where alcoholics can go before starting the six week recovery program at the ARC. The ARC program offers complete counseling services, but does not provide any medical treatment for alcoholics. Detoxification is often a necessary step before counseling can begin. Previously, the only available facility in the Eastern half of the country was the Baltimore USPHS hospital.

ARC Director Bill Hibbert had met with representatives of the Norfolk Hospital to advise them of the need for a detox facility there.

One already operates out of the San Francisco USPHS hospital and another is being set up at the Staten Island USPHS hospital. Eventually all eight public health hospitals in the country should provide this service, thanks to ARC efforts.

The ARC program is one of the benefits available under the Seafarers Welfare Plan.

Alcoholism is a disease.



It can be treated.

"This is just too good a chance to pass up"

The towing industry needs licensed Boatmen to work in the wheelhouse. A qualified Towboat Operator can count on job security and excellent pay.

To help talented Boatmen earn this license, the Transportation Institute established a scholarship fund. The fund provides room,

"It's good to be involved with the towing industry. It's a growing industry, and I'm going to grow along with it."

John Norris, National Marine

board, books, tuition and a weekly allowance during a three month course at the Lundberg School.

The first Boatmen to receive TI scholarships are now going to school at HLS. The 23 men come from all over the United States. They represent 15 companies. The oldest student is 55. The youngest is 20. Some have been to HLS before and some have not.

All of these Boatmen have two things in common—they are getting ahead and moving up in their industry, and they are outstanding workers who will have very valuable skills when they complete their special course.

All of the scholarship winners are ambitious men—several of them said they had hoped to be able to

upgrade at HLS someday. But the scholarship program made this hope a reality. As Don Braddy of IOT said, "The money is a God-send!" Monte Cross from Caribe added, "The money really helps!" Alex Sweeney of Hannah Inland Waterways summed up the group's feelings when he said, "This program gives us guys a chance to get our licenses that we wouldn't have had otherwise."

Each of the Boatmen had high praise for the course HLS has prepared for them. Luis Garcia of Caribe said, "It's the best! It's the greatest! And this school is a fine school!" John Norris from National Marine added, "The teachers are real good. They stay with you—help you learn." "The Captains of the HLS pushboat, Erwin Gros and Jack Miller, are just dynamite!" concluded Paul Pont of IOT.

"The way this program is presented, it's quicker and easier to learn. I don't see how it can be improved."

Richard Kulakowski, IOT

During their stay at HLS, the Boatmen are spending many hours each day in class and also aboard the pushboat *Susan Collins*. During this time they are learning and practicing boat handling skills, rules of

"It's a beautiful program."

James Price, Hunt Oil

the road, chart navigation, use of instruments, aids to navigation and emergency signals.

When these scholarship winners leave HLS, they will have new skills to help them get ahead. They will return to a growing industry with plenty of jobs for people who have these skills.

The scholarship program has opened up many new opportunities

for these boatmen. As Darrel Lowney of Dixie Carriers put it, "I'm moving up, I'm going to better myself—earn more money." Or, in the words of John Brown from Crescent, "I'm gonna get my license and move up the ladder."

"I came from the ghettos, and now I have advanced. I'm going to keep going up, have a comfortable life and help my family."

Luis Garcia, Caribe



James S. James (left) and Fred Shiferdek (right) listen as Instructor Chuck Dwyer explains a principle of chart navigation.



Instructor Paul Allman (center) explains the principles of LORAN operation to John Brown (left) and Monte Cross.



Following an OJT session, Paul Pont enters his hours aboard the *Susan Collins* in the boat's log.



Frank Jewell clarifies a point about cloud formations during classroom instruction covering weather conditions.



Don Braddy (right) operates the radar aboard the *Susan Collins* under the direction of Captain Irwin Gros.

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(213) 549-4000

YOKOHAMA, Japan P.O. Box 429
Yokohama Port P.O. 5-6 Nihon Ohdori
Naka-Ku 231-91
201-7935

Shipping at deep sea ports remained good last month as 1,248 Seafarers found jobs on SIU-contracted deep sea vessels. Shipping has been good to excellent for more than a year now and is expected to stay that way. Of the total jobs shipped last month, only 844 were taken by "A" seniority book members, while nearly one third of the jobs were filled by "B" and "C" seniority people.

Dispatchers Report for Deep Sea

FEB. 1-28, 1978

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	5	3	0	1	2	0	9	4	1
New York	71	14	7	53	32	2	118	22	9
Philadelphia	10	1	1	5	5	2	11	2	0
Baltimore	23	4	0	11	8	0	53	3	0
Norfolk	19	3	1	10	7	1	24	4	0
Tampa	15	1	0	10	5	3	16	1	2
Mobile	26	2	0	18	6	0	40	6	0
New Orleans	74	16	1	67	25	1	140	16	3
Jacksonville	37	7	6	27	7	5	58	10	5
San Francisco	36	2	2	15	7	1	71	7	2
Wilmington	18	3	1	11	8	2	34	3	2
Seattle	42	5	6	42	7	0	79	4	10
Puerto Rico	10	2	1	17	6	1	8	2	1
Houston	54	9	11	56	24	11	113	12	11
Piney Point	0	0	0	0	3	0	0	0	0
Yokohama	5	0	0	6	1	0	3	0	0
Totals	445	72	37	349	153	29	777	96	46
ENGINE DEPARTMENT									
Boston	2	3	0	1	3	0	2	5	1
New York	52	22	3	46	24	1	108	39	2
Philadelphia	15	3	0	5	3	0	22	0	0
Baltimore	20	2	1	4	1	0	31	6	1
Norfolk	17	3	0	5	4	0	21	7	0
Tampa	10	3	2	7	5	3	6	3	1
Mobile	18	3	0	19	7	0	30	7	0
New Orleans	48	17	0	59	16	0	102	23	2
Jacksonville	23	6	0	17	8	0	50	10	0
San Francisco	26	7	2	16	6	2	55	7	1
Wilmington	11	8	0	9	2	0	19	10	0
Seattle	38	9	0	29	2	0	53	16	0
Puerto Rico	8	0	0	7	3	0	17	0	1
Houston	48	9	0	48	14	1	85	12	1
Piney Point	0	1	0	0	3	0	0	0	0
Yokohama	1	0	0	1	0	0	1	0	0
Totals	337	96	8	273	101	7	602	145	10
STEWARD DEPARTMENT									
Boston	1	1	0	1	1	0	2	2	0
New York	30	7	0	34	17	0	48	11	0
Philadelphia	5	1	0	2	0	0	6	1	0
Baltimore	7	5	1	9	4	0	16	9	1
Norfolk	10	1	0	11	2	0	17	1	0
Tampa	6	0	0	7	1	1	4	0	0
Mobile	15	2	0	14	2	1	22	3	0
New Orleans	30	1	0	44	22	0	62	5	0
Jacksonville	20	4	1	16	11	4	29	3	1
San Francisco	16	0	0	15	4	0	36	3	0
Wilmington	5	0	1	2	3	2	10	2	2
Seattle	17	1	0	24	4	2	24	1	1
Puerto Rico	4	0	0	6	1	1	10	1	0
Houston	26	2	0	36	14	8	37	9	0
Piney Point	0	0	0	0	8	0	0	0	0
Yokohama	0	0	0	1	0	0	0	0	0
Totals	192	25	3	222	94	19	323	51	5
ENTRY DEPARTMENT									
Boston	1	1	3	1	5	12	1	5	12
New York	25	68	42	31	98	105	31	98	105
Philadelphia	4	9	6	4	18	8	4	18	8
Baltimore	9	10	5	22	19	12	22	19	12
Norfolk	4	12	2	10	14	8	10	14	8
Tampa	5	6	5	4	4	3	4	4	3
Mobile	5	5	0	14	10	1	14	10	1
New Orleans	21	35	8	37	42	27	37	42	27
Jacksonville	12	19	4	15	23	4	15	23	4
San Francisco	21	8	10	29	15	12	29	15	12
Wilmington	2	15	9	5	22	17	5	22	17
Seattle	17	8	13	19	12	27	19	12	27
Puerto Rico	4	9	2	15	11	2	15	11	2
Houston	18	47	34	22	42	39	22	42	39
Piney Point	0	13	0	0	2	0	0	2	0
Yokohama	1	0	0	0	0	0	0	0	0
Totals	149	265	143	228	337	277	228	337	277
Totals All Departments	1,123	458	191	844	348	55	1,930	629	338

*"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.



Herbert E. Adams, 57, joined the SIU in the port of Tampa in 1962. He had sailed as a fireman-water-tender for 28 years. Brother Adams is a World War II veteran of the U.S. Army. He was born in Faison, N.C. and is a resident there.



NEW PENSIONERS



George R. Black, 58, joined the SIU in 1948 in the port of New York and sailed as a wiper and AB. Brother Black sailed 32 years. He was on the picket line in the 1962 Robin Line beef. Seafarer Black is a World War II veteran of the U.S. Armed Services. Born in Burma, he is a U.S. citizen. And he is a resident of Pioche, Nev.



Harold E. Robinson, 68, joined the SIU in the port of New York in 1953 and sailed as a BR utility. Brother Robinson is a World War II veteran of the U.S. Navy. He was born in Holyoke, Mass. and is a resident there.



Recertified Bosun Jean Latapie, 57, joined the SIU in 1947 in the port of New Orleans. Brother Latapie, graduated from the Union's Bosuns Recertification Program in July 1973. He is a veteran of the U.S. Army in World War II. Seafarer Latapie was born in Point La-hache, La. and is a resident of New Orleans.



Bernard A. "Barney" Sanford, 65, joined the SIU in the port of Wilmington in 1955 and sailed as a chief electrician. Brother Sanford sailed 32 years. He received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Fairport*. Seafarer Sanford was born in Michigan and is a resident of San Francisco.



Van Whitney, 56, joined the SIU in 1944 in the port of New York and sailed as a chief electrician and deck engineer. Brother Whitney sailed 37 years and during the Vietnam War. He was ship delegate and walked the picket line as a picket captain in the 1958 Houston strike and the 1961 Greater N.Y. Harbor beef and 1962 Robin Line strike. Born in Georgetown, British Guiana, S.A., he is a naturalized U.S. citizen. Seafarer Whitney is a resident of Sunnyvale, Calif.



Luther D. Harris, 61, joined the Union in the port of Mobile in 1956 sailing as a cook for the Ideal Cement Co.'s Gulf Marine Division from 1956 to 1972 and as a relief engineer for the Mobile Towing Co. from 1972 to 1978. Brother Harris is a World War II veteran of the U.S. Army. A native of Sylva, Miss., he is a resident of Eight Mile, Ala.



Herbert F. Lonczynski, 65, joined the SIU in the port of New York in 1951 and sailed as a bosun. Brother Lonczynski sailed 46 years. He was a Union organizer during the 1951 Cities Service drive. Seafarer Lonczynski attended the Piney Point Crew Conference No. 12 in 1970. Born in Berlin, Germany, he is a naturalized U.S. citizen. He is a resident of Mobile.



Samuel Johnson, Jr., 62, joined the SIU in the port of Mobile in 1955 and sailed as a cook. Brother Johnson graduated from the Andrew Furuseth Training School, Mobile in 1958. He is a World War II veteran of the U.S. Navy. Born in Mobile, he is a resident there.



James E. Buchanan, 67, joined the Union in 1962 in the port of Norfolk and worked as a deckhand for the Capital Transportation Co. from 1956 to 1962 and as a captain for the Interstate Oil Co. from 1962 to 1975. Brother Buchanan was born in Virginia and is a resident of Mathews, Va.



Archie E. Delaney, 61, joined the SIU in the port of New York in 1955 and sailed as a chief electrician. Brother Delaney sailed 30 years. He is a veteran of the U.S. Marine Corps. A native of Alabama, he is a resident of Mobile.



Paul O. Arceneaux, 61, joined the Union in the port of New Orleans in 1957 and sailed as a tanker-man for Dixie Carriers from 1955 to 1977. Brother Arceneaux is a World War II veteran of the U.S. Air Forces. Born in Welsh, La., he is a resident of Slidell, La.



Austin W. Carter, 62, joined the SIU in 1942 in the port of Norfolk and sailed as an AB. Brother Carter sailed 32 years. He was born in Alabama and is a resident of Mango, Fla.



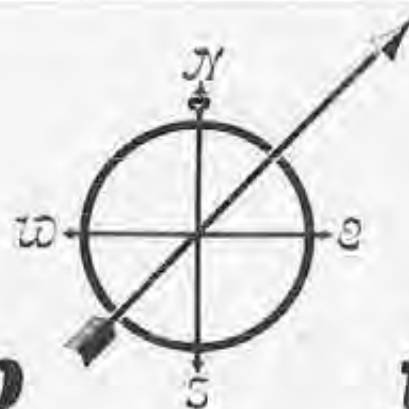
Arthur Lewin, 60, joined the Union in the port of New York in 1960 and sailed as a deckhand and bridgeman for the Pennsylvania Railroad's Pier H, Jersey City, N.J. from 1939 to 1978. Brother Lewin is a World War II veteran of the U.S. Navy. He was born in Brooklyn, N.Y. and is a resident there.

Seafarer Wins at Coin Shows



Coin dealer F. M. Rose has cause for the wide smile. He's hefting the Lewis M. Reagan Trophy he won for the "best in show stopper exhibit" for his display "When Coins Got Around" at the 5th Miami Beach International Mid-Winter Coin Convention, Jan. 12-15. His exhibit featured trade dollar coins (one a 1576 United Netherlands lion daalder) used along the sea routes of Africa, the Red Sea, the Persian Gulf, India, the Pacific islands, and mainland China. On Jan. 4, Seafarer Rose came off the *SS Guayama* (P.R. Marine) in St. Petersburg, Fla. to also win first prize in foreign coins at the Florida United Numismatists Show the next day.

**If you
want to
move up**



**Here's
a way
to do it.**

The Transportation Institute's Towboat Operator Scholarship Program can be your ticket to the Wheelhouse. Here's what the program offers:

- Special three-month curriculum offered only at the Harry Lundeborg School
- Room, Board and Books Free
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- Time spent in on-the-job training is Coast Guard approved as the equivalent of Wheelhouse time
- Day-for-day work time credit for HLS Entry Graduates

**The Transportation Institute
Scholarships will be awarded in May.**

**See your SIU Representative
for application materials.**

DEEP SEA

Notice to Members On Shipping Procedure

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

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

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

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

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

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



FEB. 1-28, 1978

Dispatchers Report for Great Lakes

	*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									
Alpena	0	0	0	2	3	0	0	0	0
Buffalo	0	0	0	0	0	0	1	0	0
Cleveland	0	0	0	0	0	0	0	0	0
Duluth	0	0	0	0	1	0	0	0	0
Frankfort	0	0	0	2	1	1	0	0	0
Chicago	0	0	0	0	1	0	1	0	0
Algonac	18	2	2	4	3	0	38	3	2
Totals	18	2	2	8	9	1	40	3	2
ENGINE DEPARTMENT									
Alpena	0	0	0	2	0	0	0	0	1
Buffalo	0	0	0	0	0	0	0	0	0
Cleveland	0	0	0	0	0	0	1	0	0
Duluth	0	0	0	0	0	0	0	0	0
Frankfort	0	0	0	1	2	0	1	0	0
Chicago	0	0	0	0	0	0	0	0	0
Algonac	17	2	0	3	0	0	30	6	2
Totals	17	2	0	6	2	0	32	6	3
STEWARD DEPARTMENT									
Alpena	0	0	0	0	0	0	0	0	0
Buffalo	0	0	0	0	0	0	0	0	0
Cleveland	0	0	0	0	0	0	0	0	0
Duluth	0	0	0	0	0	0	0	0	0
Frankfort	0	0	0	0	0	1	0	0	0
Chicago	0	0	0	0	0	0	0	0	0
Algonac	7	0	0	0	1	1	9	2	0
Totals	7	0	0	0	1	2	9	2	0
ENTRY DEPARTMENT									
Alpena	0	0	0				1	2	1
Buffalo	0	0	0				1	0	0
Cleveland	0	0	0				0	0	0
Duluth	0	0	0				0	0	1
Frankfort	0	0	0				0	0	0
Chicago	0	0	0				1	0	0
Algonac	30	24	10				57	32	18
Totals	30	24	10				60	34	20
Totals All Departments	72	28	12	14	12	3	141	45	25

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

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

KNOW YOUR RIGHTS

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

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

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

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

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

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

KNOW YOUR RIGHTS



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

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

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

KNOW YOUR RIGHTS

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

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

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

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

Know Your Company

Allied Towing Corp.—From 2 to 21 Tugboats

This story is the third in a regular feature on SIU-contracted towing companies. The feature is designed to provide SIU Boatmen with more knowledge of their industry, and to give all SIU members a closer look at the job opportunities on the inland waterways.

Allied Towing Corp. of Norfolk, Va. started 21 years ago with two wooden tugboats. With a tug, towboat, and barge fleet that now numbers twice the amount of years it's been in business, this SIU-contracted company has a lot to show for itself.

It also has a lot to show for the towing industry. Twenty-one boats and 21 barges do not make Allied one of the biggest companies in the field. But its growth demonstrates what a towing company can do with improved technology and skilled manpower.

It can move almost anything anywhere. And what that means is more business for the company and more jobs for SIU Boatmen.

Allied was once limited to hauling cement materials and whatever other small jobs it could pick up in the Norfolk Harbor. It now makes regular runs up and down the Atlantic Coast, to the Gulf and the Caribbean, and on inland waterways.

It now handles all kinds of cargo—liquid and dry bulk and just recently, LASH barges.

Allied takes crude oil to power plants and refineries and brings petroleum products back to distribution points, mostly between Norfolk and Baltimore. This includes regular deliveries of jet and diesel fuel to many Government operations on the Atlantic Coast.

Also Carry Fertilizer

Allied's barges also carry liquid and dry fertilizer and specialized chemicals. Acids used to manufacture plastic eyeglass frames, for example, are picked up at a plant in Baton Rouge, La. and discharged at the Foster Grant factory in Norfolk. Both the pick-up and discharge points in this run are divisions of the Allied Chemical Company. But in spite of the similar name, Allied Towing is a totally separate operation. It does not manufacture any of the products it carries.

Allied has also taken steel to Central and South America. It is now planning a coast-to-coast delivery of dry fertilizer to San Francisco where lumber will be picked up for the return trip to Norfolk.

"We'll go anywhere the customer wants to go," Joe Smith, Allied's vice president in charge of operations said. Allied's fleet is now about equally divided between its coastwise, inland, and ocean-



"We really back the Harry Lundeberg School," Jim Harrell, Allied's vice president in charge of personnel said. Allied requires all tankermen to train at the School and encourages all Boatmen to upgrade there. Two boats in Allied's growing fleet are shown at right: the coastwise tug *Lark* and the inland towboat *Egret*.



going runs. But the company's future direction is definitely oceangoing, Jim Harrell, Allied's personnel director explained.

That means bigger boats and bigger barges. The boats now range from 600 hp. towboats to 3,200 hp. tugs. But the *Sea Hawk*, a new oceangoing tug due out of the shipyard in mid-April, will surpass that. She will have 4,200 hp., enough to make the upcoming trip from Norfolk to San Francisco and back in 45-60 days.

Allied built up its fleet in the past mostly by repowering and remodeling old boats, such as the *Lark*, the *Egret*, and the *Firebird*. But the company has recently placed several new shipyard orders, such as the *Petrel*, which came out in October, and the *Falcon*, which is still under construction.

The bird names of Allied's fleet go back to the original two wooden tugboats that the company started with, the first *Falcon* and the *Raven*. These are no longer in operation, but Allied has preserved part of its history by continuing to name all of its boats in this way. The *Petrel*, for example, carries the name of a sea-going bird that flies so

close to the surface of the water that it seems to walk on the waves. The only exception is the tug *Tester*, which is actually used to test new kinds of engine parts.

Allied also has an ongoing shipyard order for a new barge every year. Like its boats, the newest barges are generally the biggest and are now up to 100,000 barrels capacity. They can accommodate several different types of cargoes at once within separate tanks. This gives Allied greater flexibility in contracting new jobs.

Strong HLS Backer

But it also requires trained tankermen to safely handle the hazardous materials that make up a large part of Allied's business. For this reason, Allied hires only tankermen who have graduated from the Harry Lundeberg School in Piney Point, Md. Personnel Director Harrell, a former SIU tugboat captain for Allied, explained that this policy has greatly reduced the company's accident rate.

"The Lundeberg School trains the men better than we can," Harrell said. "It would take us six to eight months to give tankermen the kind of safety training they get in a few weeks at the School."

Allied is top to bottom SIU and many Boatmen there have also attended the School to prepare for the licenses they now hold in the wheelhouse and engine departments.

"Allied really backs the School," Harrell said. "Because of it we're now getting a steady supply of more professional seamen. It gives the Boatmen a real career and good money and it brings Allied nothing but good results, too."



The crew of the tug *Lark* are (l. to r.): Engineer Ronald Taylor; Capt. Elwood "Yogi" White; Mate Robert "Porky" Morse, and Chief Cook Harold Sattlethigh.



The crew of the *Firebird*, which will soon be pushing LASH barges, are (l. to r.): AB Vernie Cossett; Capt. Lawrence Lyons; Engineer Larry DeStefano, and OS Danny Watson, who graduated from the Lundeberg School in April, 1977.



Raymond E. Brian, 41, died on Dec. 16, 1977. Brother Brian joined the SIU in the port of San Francisco in 1968 and sailed as a fireman-watertender and a third assistant engineer for District 2, MEBA in 1970. He sailed 15 years and was a graduate of the Andrew Furuseth Training School, Brooklyn, N.Y. In 1970 Seafarer Brian also attended the HLS. He was a veteran of the U.S. Navy. A native of Rochester, N.Y., he was a resident of San Francisco. Surviving are his widow, Maudie; a son, Paul, and a daughter, April.



Joseph F. Fiesel, 53, was lost overboard off the *SS Delta Mar* (Delta Line) on Dec. 8, 1977. Brother Fiesel joined the SIU in 1947 in the port of Galveston and sailed as a bosun. He was also a bookkeeper. Born in Lima, Peru, he was a naturalized U.S. citizen and a resident of Sao Paulo, Brazil. Surviving are his widow, Olga; three sons, John, Joseph, and Marino; a brother, William of Berkeley, Calif.; two daughters, Yvonne and Frezia, and a sister, Angelina of Baltimore.



Sabato Carbone, Jr., 40, died of a head injury in the Puerto Rico Memorial Hospital, Santurce, P.R. on Nov. 12, 1977. Brother Carbone joined the SIU in the port of San Juan in 1969 sailing as an OS. He attended the HLS in Piney Point, Md. in 1975. Seafarer Carbone was also a turbine, boiler operator. A native of Ponce, P.R., he was a resident there. Burial was in Puerto Rico. Surviving are two sons, Sabato and Francisco; a daughter, Janet of Rio Piedras, P.R., and his parents, Mr. and Mrs. Sabato and Fermina Carbonell, Sr. of Ponce.



Curtis G. Decker, 48, died of a hemorrhage in Riverview (N.J.) Hospital on Jan. 21. Brother Decker joined the SIU in the port of Boston in 1954 and sailed as a bosun. He sailed 18 years. And he was on both the Puerto Rico Marine and Sea-Land shoregangs, Port Elizabeth, N.J. Seafarer Decker upgraded to quartermaster at the HLS in 1974. He was a veteran of the U.S. Army. Born in Cresskill, N.J., he was a resident of Red Bank, N.J. Surviving are his widow, Anne, and his mother, Nora of Cresskill.

Jesse Beamon, Jr. drowned off the *ST Overseas Juneau* (Maritime Overseas) on Jan. 5 off Pennington, Nigeria. Brother Beamon joined the SIU in the port of Seattle in 1976 sailing as a wiper. He was a resident of Seattle.



Pensioner James W. De Mouy, 64, died of emphysema on Feb. 16. Brother De Mouy joined the SIU in 1938 in the port of Mobile and sailed as a chief electrician, QMED, and second assistant engineer. He sailed 41 years. A native of Mobile, he was a resident there. Surviving are his widow, Aline, and a son, James of Mobile.



Ralph W. Duffell, 72, died of a lung embolism in Wuesthoff Memorial Hospital, Rockledge, Fla. on Jan. 10. Brother Duffell joined the SIU in the port of New York in 1958 and sailed as a chief electrician. He sailed since 1940 and on the Isthmian Line. Seafarer Duffell graduated from the Andrew Furuseth Training School, Brooklyn, N.Y. in 1958. And he was on the picket line in the 1965 District Council 37 beef and the 1962 Robin Line strike. Born in Lynchburg, Va., he was a resident of Melbourne, Fla. Cremation took place in the Platinum Coast Consolidated Crematory, Brevard County, Fla. Surviving are his widow, Edith, and a daughter, Mrs. Audrey Rangel of Melbourne.



Pensioner Charles H. Ellzey, 87, died of a heart attack in the New Orleans USPHS Hospital on Dec. 24, 1977. Brother Ellzey joined the SIU in 1943 in the port of New Orleans and sailed as a chief steward. He sailed 21 years. Seafarer Ellzey also sailed as a cook for the U.S. Army Transportation Corps in World War II. A native of Georgetown, La., he was a resident of New Orleans. Interment was in Lake Lawn Park Cemetery, New Orleans. Surviving are his widow, Mary, and a son, Charles of Metairie, La.



Pensioner Samuel G. White, 65, passed away on Feb. 9. Brother White joined the SIU in 1945 in the port of New York and sailed as a chief cook. He sailed 33 years and was on the picket line in the 1961 N.Y. Harbor beef. Seafarer White received a 1960 Union Personal Safety Award for being aboard an accident-free ship, the *SS Steel Architect*. Born in South Carolina, he was a resident of New York City. Surviving are three nieces, Alma Taylor, Adele Taylor, and Mrs. Betty Bolling, all of New York City.



Roy F. Pierce, 57, died of natural causes in the Staten Island (N.Y.) USPHS Hospital on Jan. 21. Brother Pierce joined the SIU in 1945 in the port of New York and sailed as a chief electrician and QMED. He sailed 36 years. Seafarer Pierce upgraded at the HLS in Piney Point in 1974. Born in Canada, he was a resident of New York City. Cremation took place in the Garden State Crematory, North Bergen, N.J. Surviving are his mother, Alice of Brantford, Ontario, Canada.



Pensioner Luther C. Mason, 69, died of lung cancer in the New Orleans USPHS Hospital on Dec. 8, 1977. Brother Mason joined the SIU in 1949 in the port of New Orleans sailing as a fireman-watertender and junior engineer. He sailed 26 years. Seafarer Mason was a World War II veteran of the U.S. Air Force Transport Command. Born in Mississippi, he was a resident of New Orleans. Burial was in Menden Hall Cemetery, Simpson County, Miss. Surviving is his widow, Janie.



Pensioner John M. Tujague, Jr., 72, died of cancer in Howard Memorial Hospital, Biloxi, Miss. on Jan. 16. Brother Tujague joined the SIU in the port of New Orleans in 1958 and sailed as an AB for the Delta Line. He sailed 21 years and was a deck delegate. A native of Biloxi, he was a resident there. Burial was in the Biloxi Cemetery. Surviving are his widow, Virginia, and a son, John of Decatur, Ga.



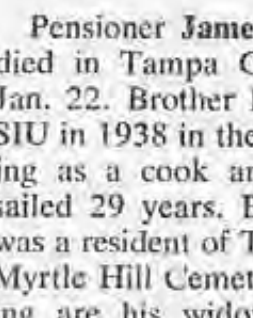
Pensioner David A. Wright, 57, died of a heart attack in the New Orleans USPHS Hospital on Jan. 21. Brother Wright joined the SIU in 1944 in the port of Mobile sailing as a fireman-watertender. He sailed 29 years. A native of Heflin, Ala., he was a resident of New Orleans. Interment was in St. Vincent de Paul Cemetery, New Orleans. Surviving are his widow, Julia, and a sister, Flora of Atlanta, Ga.



Pensioner Enrique R. Rosado, 57, died of heart failure on Jan. 5. Brother Rosado joined the SIU in 1947 in the port of New York and sailed as a chief steward. He sailed 36 years. Seafarer Rosado walked the picket line in the 1961 Greater N.Y. Harbor strike. Born in Puerto Rico, he was a resident of Dorado, P.R. Surviving are his widow, Aida; a daughter, Madeline of Dorado, and his mother, Anastacia of New York City and Puerto Rico.



Jessie Nobles, Jr., 24, died in an accident on Feb. 8. Brother Nobles joined the SIU following his graduation from the HLS, Piney Point, Md. in 1971. He sailed as a wiper. A native of New Orleans, he was a resident there. Surviving are a son, Earl; his parents, Mr. and Mrs. Jessie and Mildead Nobles, Sr. of New Orleans, and two sisters, Mrs. Alice Howare of New Orleans and Regnette.



Pensioner James W. McCranie, 64, died in Tampa General Hospital on Jan. 22. Brother McCranie joined the SIU in 1938 in the port of Tampa sailing as a cook and FH steward. He sailed 29 years. Born in Georgia, he was a resident of Tampa. Burial was in Myrtle Hill Cemetery, Tampa. Surviving are his widow, Janell, and two sons, Robin and John of Tampa.



Pensioner Federico P. Magallanes, 73, died of heart failure in the Aklan Provincial Hospital, Philippine Islands on Dec. 21, 1977. Brother Magallanes joined the SIU in the port of New York in 1958 sailing in the steward department for 25 years. He was born in the Philippines and was a resident of Kalibo, Aklan, P.I. Burial was in Kalibo Memorial Park Cemetery. Surviving are a son, Ronald, and a sister, Mrs. Luciano P. M. Gonzales of Kalibo.



Ernest S. Walker, Jr., 56, died on Feb. 13. Brother Walker joined the SIU in the port of New York in 1967 and sailed as a chief cook. He sailed 36 years. Seafarer Walker was a World War II veteran of the U.S. Navy. A native of Columbus, Ohio, he was a resident of Philadelphia. Surviving are his widow, Evelyn, and his mother-in-law, Mrs. Bessie Ashe.



Pensioner Harold J. McDonnell, 69, died on Feb. 13. Brother McDonnell joined the Union in the port of Duluth in 1946 and sailed as a fireman-watertender. He was born in Atkin, Minn. and was a resident of Duluth. Seafarer McDonnell was also an auto service manager. Surviving is his widow, Aileen.



Felix Miller, 59, died in February 1978. Brother Miller joined the Union in the port of Houston in 1972 sailing as a deckhand for the Slade and Southern Towing Co., Port Arthur from 1968 to 1975. He was born in Armandville, La. and was a resident of Bridge City, Tex. Surviving are a son, John, and a brother, Joseph of Bridge City.



Pensioner Jacob J. Sheber, 65, died of heart failure in War Memorial Hospital, Sault Ste. Marie, Mich. on Jan. 9. Brother Sheber joined the Union in the port of Detroit in 1961 sailing as a cook for the Wawatam Steamship Co. He sailed 39 years. Born in St. Ignace, Mich., he was a resident of Sault Ste. Marie. Burial was in Lakeside Cemetery, St. Ignace. Surviving are his widow, Isabel; a son, Jacob, and three daughters, Bertha, Isabel, and Aimee.

SAB Rules on 'C' Classified Men

In November the Seafarers Appeals Board ruled that effective Jan. 3, 1978, "C classification seamen may only register and sail as entry ratings in only one department."

The Board took the action to insure that the Union will be able to maintain sufficient manpower for each shipboard department. The ruling will also enable these seamen to get sufficient seetime in one department for the purpose of upgrading to a higher rating in that department.

Study Finds Individual Tax Rate Higher Than Oil Multinationals

If someone told you that you had paid a higher percentage of your income in taxes in 1976 than a huge, multinational corporation like Mobil or Exxon, would you think they were crazy?

Maybe. But, according to the sixth annual corporate tax study conducted by Rep. Charles A. Vanik (D-Ohio), "the average effective U.S. tax rate on worldwide income of corporations was approximately 13.04 percent."

"In order to qualify for a tax rate this low," the Congressman went on,

Personals

Bill Blumen

Your wife, Frances, asks that you contact her at 1618 Elmtur St., Baltimore, Md. 21226. Tel. (301) 354-2294.

George Filomio

Mr. and Mrs. Michael Magaldi ask that you contact them as soon as possible at 657 E. 219th St., Bronx, N. Y. 10467.

Russell Doyle Haynes

Your grandfather, Milton, asks that you call him collect at (713) 828-3376 or write him at P. O. Box 147, New Baden, Tex. 77870 as soon as possible. He says it's important.

Ali Shawn Khan

Wilson Ramos would like you to contact him at I.B.M. Corp., 153 E. 53rd St., New York, N. Y. 10022.

Charles MacDonald and Emmett Thompson

William Doran asks that you contact him at 360 Hyde St., San Francisco, Calif. 94109.

John B. Lundborg

Please call the Editor of the Log collect at (212) 499-6600, Ext. 242.

Eftimios Papas

I. J. Gorgas asks that you contact him at P. O. Box 937, Mandeville, La. 70448.

Sverre Paulsen

Linda Mack asks that you contact her at 301 Fort Lane, Portsmouth, Va. 23704.

Sheffield Nurkett

Your son, Hulbert, wants you to get in touch with him at 325 Mechanic St., Orange, N. J. 07050. Tel. (201) 676-0487. He says it's very important.

William H. West

Please call the Seafarers Welfare Plan, Claims Dept. as soon as possible, concerning your benefit. Tel. (212) 499-6600, Ext. 308.

Rafael Alphonso Sepulveda

Your daughter, Rosemary, asks that you contact her at 30 Wykoff Ave., Brooklyn, N. Y. 11237. Tel. (212) 381-2286.

"an average family of four could only have earned \$20,500." However, the corporations that were studied earned a lot more than \$20,500. They earned a total of more than \$38.7 billion.

Though the U.S. corporate tax rate is supposed to be 48 percent, few companies even come close to that figure.

17 Didn't Pay

In 1976, 17 companies didn't pay any taxes at all. Forty-one others paid 10 percent of their income, or less, to the U.S. Treasury. Among the corporations getting away with minimal tax payments are several oil multinationals. These include Exxon, Gulf, Texaco, Mobil, Standard Oil (Ohio), Occidental Petroleum, and Marathon Oil.

Oil and gas companies, despite huge profits, "continue to be able to reduce their Federal income taxes drastically," the study said.

Corporations have several ways of legally avoiding paying U.S. income

taxes. Many of these corporate tax provisions originated in the hope that a reduced tax burden would prod corporations to create new jobs. But Rep. Vanik said the provisions, "... often outgrow their intentions and turn into plain subsidies from the Federal Government."

One example is a corporate tax provision called a "foreign tax credit" which allows corporations with operations abroad to deduct the amount of taxes paid to a foreign government from their U.S. tax receipts. Most foreign countries charge U.S.-based multinationals less than they'd have to pay at home. The result, then, is that more and more companies move their operations overseas. The U.S. loses out on tax revenues and American workers lose their jobs.

More in Foreign Taxes

In 1976, the companies included in Rep. Vanik's study paid about \$17.9

billion in foreign taxes and only \$13.9 billion to the U.S. Government.

But the taxes individuals pay have increased. "Individuals contributed more than three times as much to Federal budget receipts as American corporations did in 1976."

Congressman Vanik, a member of the House Ways and Means Committee which oversees Federal tax legislation, acknowledged that it is very difficult, "if not impossible", to rescind corporate tax breaks once they become part of the tax code.

But he stressed the importance of working for tax reforms that would alter the present system, "... to assure justice, efficiency and simplicity for all taxpayers."

In the meantime, it looks like American workers will have to continue to foot the bill for the gas and oil giants—the same companies that deprive American ships of cargo and American crews of employment.

**You're
one of
the best**



... Accept the challenge!

The new American LNG tankers ... they're the best. That's why they're manned by the SIU.

We're the best — the best trained seafarers in the world. Accept the challenge of being the best. Train now to serve aboard the finest, safest ships built. A new LNG course begins every month at the Harry Lundeborg School. Sign up today!

Write or Call:

Harry Lundeborg School

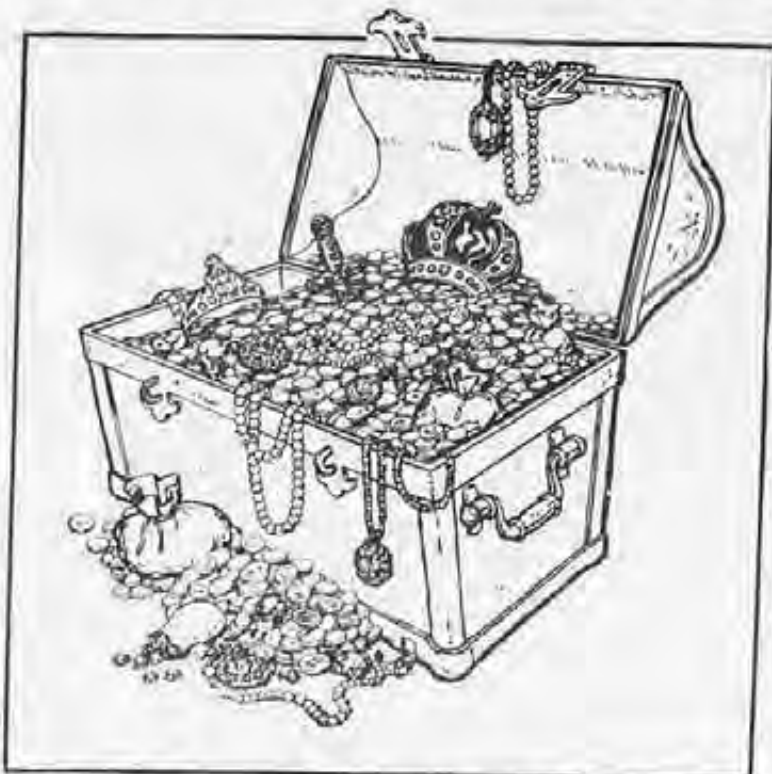
Vocational Education Department

Piney Point, Maryland 20674

Phone: (301) 994-0010

You're one of the best ... Accept the challenge!

Sunken Treasure Lies 240-Feet Below on



Instead of traveling across continents to search for the fortunes of the world, you can just dive 240 feet below the ocean.

It used to be that hunting for sunken treasures was considered a potluck adventure or an outlandish hobby. But it can be much more than that. You can become wealthy if you accurately calculate just where these sunken treasures are located.

It is definitely not an easy venture though. It requires a lot of courage, not to mention some money. Maybe this explains why so many gems, art pieces, and other valuables are still lying somewhere beneath the ocean.

Nobody knows exactly how many ships have been capsized by storms, scuttled, or wrecked on reefs or rocks. But it has been estimated that approximately 50,000 ships have met this fate. And although over \$400 million worth of sunken treasures have already been found, there are still millions more that have yet to be recovered.

Why is so much left? Partly because people are afraid. And rightly so, since dangers await them in these waters. However, thanks to twentieth century technology, treasure-seekers now have more of an advantage than those preceding

them. They can use salvage techniques and scientific devices unknown to searchers in the past. So when diving for sunken ships, especially those which sank in very dangerous areas, treasure seekers will now have a greater possibility of success.

In Dangerous Waters

That's important when you are in search of the *Duq de Florencia*, the *General Grant*, and the *Andrea Doria* because these ships all lie in dangerous waters.

The *Duq de Florencia*, a ship of the Spanish Armada, is said to have sunk in Tobermory Bay, off the Argyllshire coast of Scotland, with a cargo worth around \$55,000,000. This is one of the most sought after ships. Yet because she is so embedded in the bottom of the sea, very little of her cargo has been brought to the surface.

Then there is the *General Grant*, an American clipper which sunk while on a trip from Australia to London in May, 1866. The 1,103-ton vessel was storm-lashed and driven into a cave in the Auckland Islands, nearly 300 miles from New Zealand. She was carrying a cargo of \$1,800,000 in gold bullion.

Although many have searched for the *General Grant* in the past 100 years, none have been successful in their attempts to recover the ship's treasures. Some have even been killed trying.

Even more adventurous is the *Andrea Doria*. She now lies in the Atlantic Ocean since sinking 21 years ago. The *Doria*, and the riches cached in her shattered hull, are an irresistible attraction for some of the world's most venturesome undersea explorers.

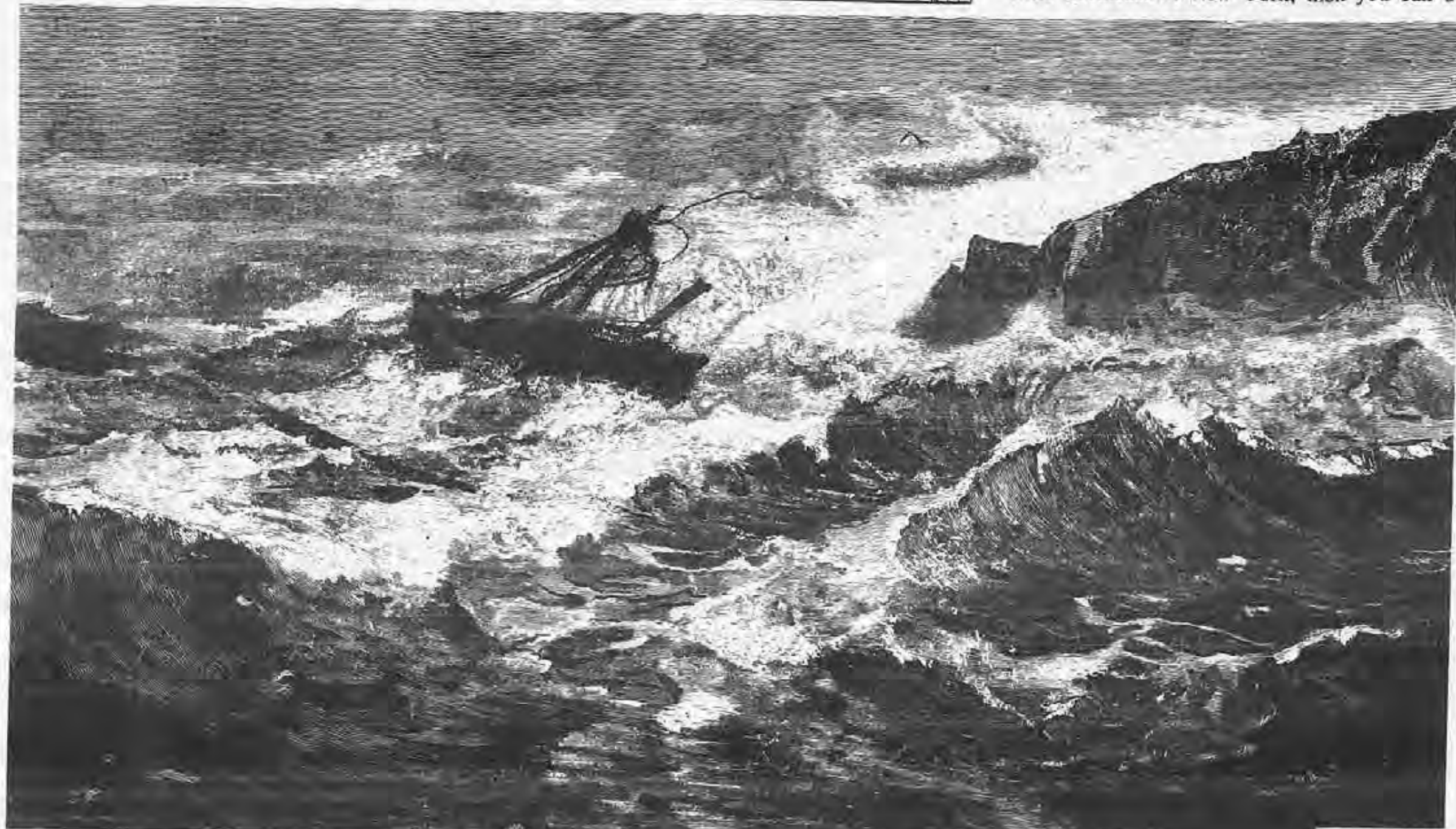


The shipwreck of two frigates on the Island of Manicola.

The treasures consist of a priceless museum of modern art; a \$205,000 silver plaque on a bulkhead in the main salon that is eight feet long, four feet wide and almost four inches thick; a total of \$250,000 dollars in American and Italian currency left by the passengers; another \$866,000 in the ship's safe and safe deposit boxes; 12,000 cases of Italian vermouth, and five tons of provolone cheese!

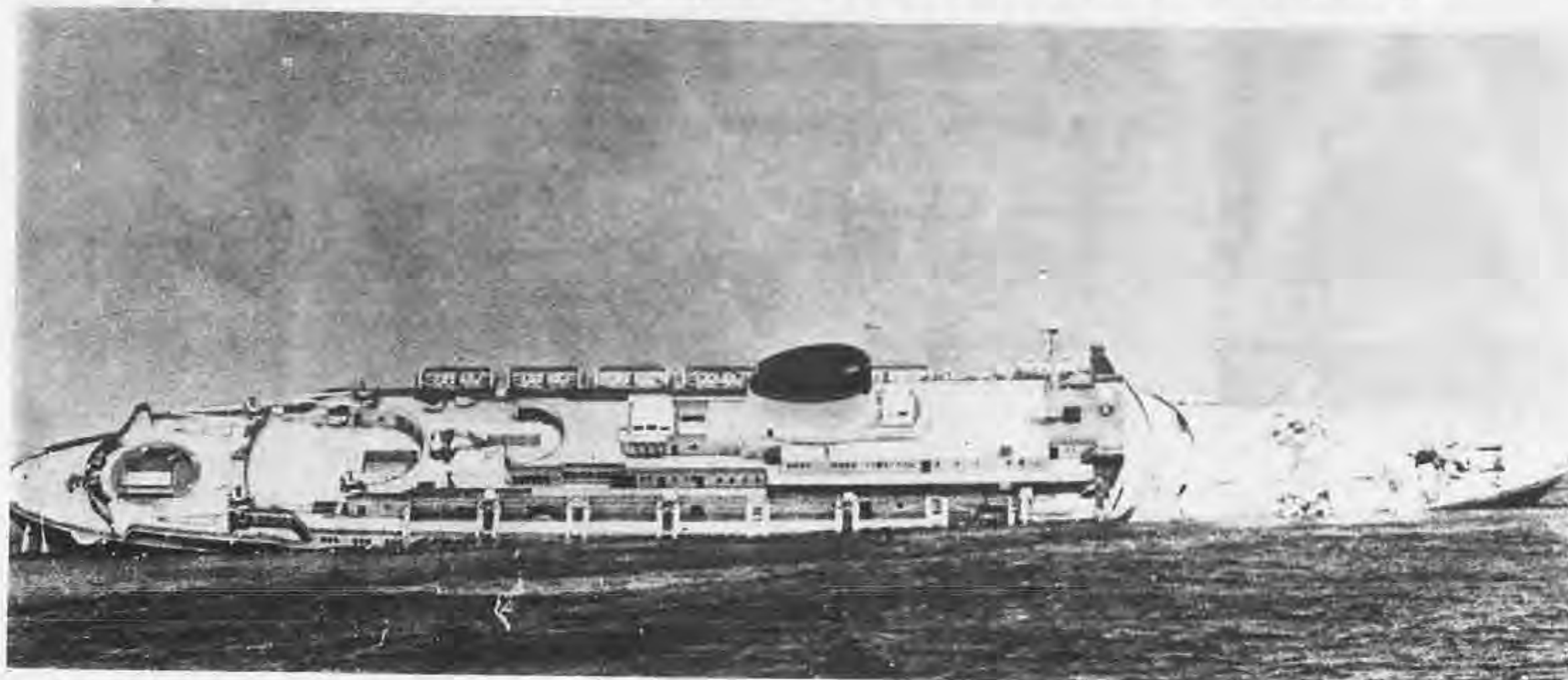
Another interesting item aboard is a Chrysler \$100,000 'ideal' car, a dream vehicle which was hand-made in Italy to the most futuristic specifications of the time.

If you are willing to risk diving 240 feet below the surface at the ship's site, which is located 200 miles northeast of New York, then you can be



Many times it is a storm at sea that causes a shipwreck and the loss of many valuables.

the Ocean Floor; \$400-Million Found



On July 26, 1956, the Italian luxury liner *Andrea Doria* started to list badly just a few minutes before she sunk. She had collided with the Swedish line's *Stockholm* off Nantucket, Mass. with many valuable items aboard.

rewarded with all of these treasures. However, this difficult and dangerous project has already killed one hunter and seriously injured many others. Despite this, there are some daredevils that are willing to go down in quest of the treasures of the *Andrea Doria*.

Successful Divers

Positively speaking, some divers have been successful in locating and recovering treasures from the many sunken ships. Namely, in 1971 London's Rex Cowan, 46, found the 700-ton, 150-foot long Dutch East India Co.'s *Hollandia*. She sank in 1749. He has already recovered more than 15,000 coins and artifacts from the ship. These have been sold for more than \$150,000.

And then there was a Florida group called Real

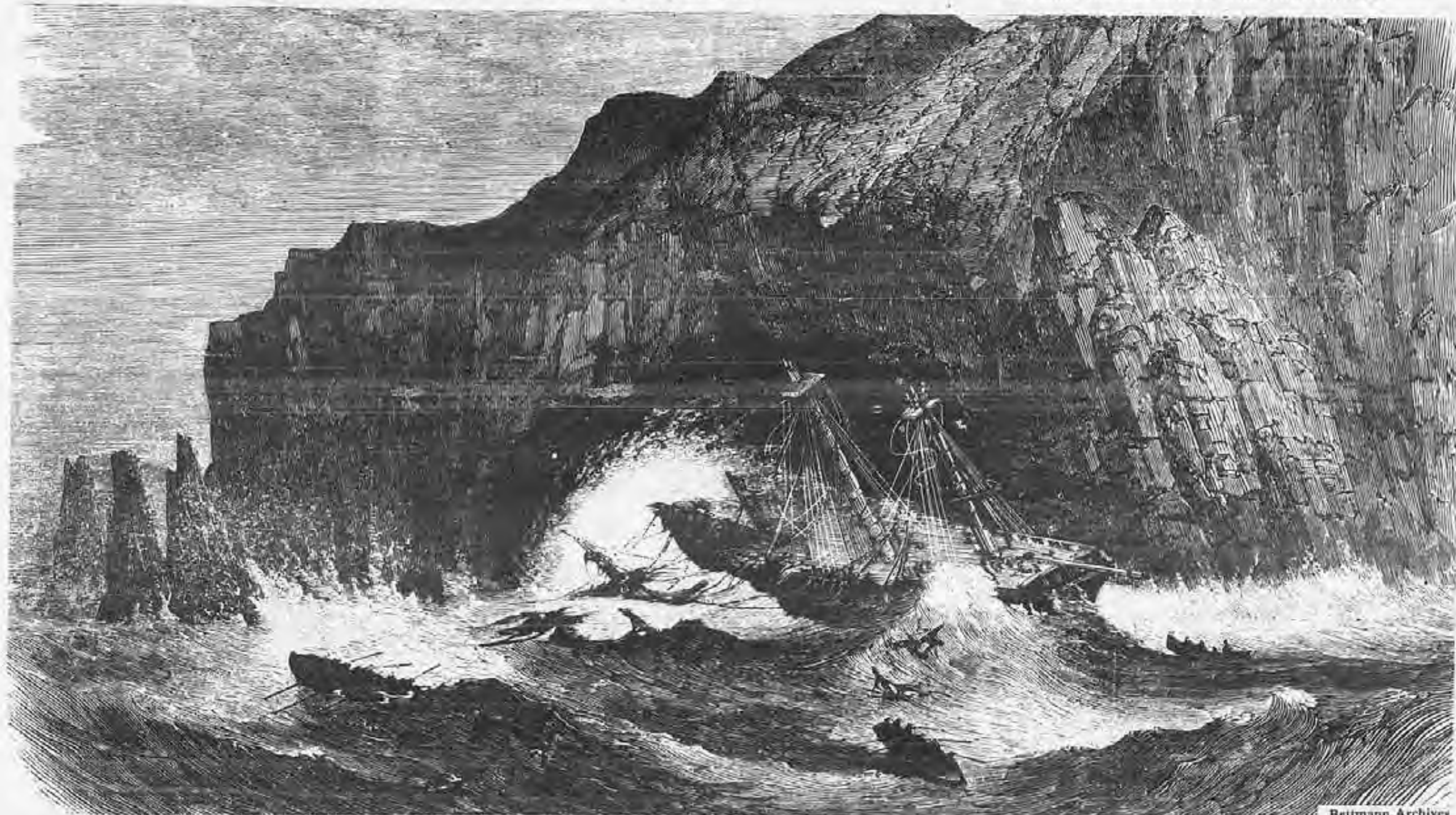
8 that discovered a Spanish fleet shipwrecked in 1715 with an \$8 million cargo of gold and silver aboard.

However, sometimes the treasure-seekers face legal dilemmas over the real ownership of the recovered property. Paul Zinka thought he had the pot of gold when he and a dozen associates discovered bullion from a sunken Spanish galleon off the south Texas coast in 1967.

Indeed, the bullion and artifacts were valued at nearly \$300,000. But finding the sunken treasures proved the easiest part of the task. After the salvage operations were completed, the Texas government claimed ownership of the property. A state court ordered the group to turn over to the state all the artifacts. Ever since then the group has been fighting the case.

Another similar case happened when Tom Gurr recovered an estimated \$50,000 to \$100,000 in sunken treasures from the Spanish galleon, *San Jose*. He had to relinquish it to the Florida authorities. Gurr found the artifacts, pottery and jewelry in a 15-foot deep canal near the Florida Keys, about 75 miles south of Miami. However, according to Florida authorities, divers must obtain a lease noting that the state will get at least 25 percent of any treasures found. Then the diver can keep the rest. Whether this is fair or not is being challenged by Gurr.

There are a lot of technicalities that might discourage a treasure seeker. But the lure of the treasure hunt is not just the money that can be made. It is the fascination of the search, the dreams, the adventure, and the romance.



The American clipper, *General Grant*, sank on May 14, 1866 in the Auckland Islands with a huge cargo of \$1,800,000 in gold bullion.



James Jones



Seafarer James Jones, 24, graduated from the HLS Trainee Program in 1973. He received his AB ticket at the School in 1976. He also has his firefighting, lifeboat, and cardio-pulmonary-resuscitation tickets. He was born in New York and lives and ships out of that port.

Kirk Piper



Seafarer Kirk Piper, 23, graduated the HLS Trainee Program in June, 1976. He got his AB ticket at the School in September, 1977. He also has his firefighting, lifeboat, and cardio-pulmonary-resuscitation tickets. He was born in Seattle and lives there. He ships out of that port and New York.

Kenneth Couture



Seafarer Kenneth Couture, 22, graduated from the Lundeberg School Trainee Program in 1974. He received his FOWT endorsement there in February, 1978. He also has his firefighting, lifeboat, and cardio-pulmonary-resuscitation tickets. He was born in Seattle and lives and ships out of that port.

Jesse Hall



Seafarer Jesse Hall, 24, graduated from the HLS Trainee Program in November, 1974. He received his FOWT endorsement at the School in 1976. He has his firefighting, lifeboat, and cardio-pulmonary-resuscitation tickets. He was born in Bethesda, Md., lives in Ohiopyle, Pa., and ships out of New York.

Miguel Alicea



Seafarer Miguel Alicea, 27, graduated from the Harry Lundeberg School Trainee Program in July, 1975. He returned to the School for his FOWT endorsement in October, 1977. He has also completed HLS courses in firefighting, lifeboat, and cardio-pulmonary resuscitation. Brother Alicea was born in Puerto Rico and now lives in Yonkers, N. Y., and ships out of the port of New York.

Norman MacBean



Seafarer Norman MacBean, 24, graduated from the Lundeberg School Trainee Program in April, 1974. He got his AB ticket at the School in July, 1977. He also has his firefighting, lifeboat, and cardio-pulmonary-resuscitation tickets. He was born in Pittsburgh, lives in Portland, Ore., and ships out of all ports.

George Mazzola



Seafarer George Mazzola, 24, graduated from the HLS Trainee Program in 1972. He returned to the School for his FOWT endorsement in February, 1974. He has his firefighting, lifeboat, and cardio-pulmonary-resuscitation tickets. He was born in Washington, D.C. and resides there. He ships out of Baltimore.

Jose Perez



Seafarer Jose Perez, 38, started sailing with the SIU as a wiper in 1969. He went to the Lundeberg School and received his FOWT endorsement there in October, 1977. He also has his firefighting, lifeboat, and cardio-pulmonary-resuscitation tickets. He was born in Puerto Rico and lives and ships out of New York.

Timothy Burns



Seafarer Timothy Burns, 24, graduated the Lundeberg School Trainee Program in November, 1973. He got his AB endorsement at the School in December, 1977. He also has his firefighting, lifeboat, and cardio-pulmonary-resuscitation tickets. He was born in Seattle and resides there. He ships out of all ports.

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

Houston Committee



N.Y. Patrolman Ted Babkowski (seated right) goes over Union business with a crewmember (seated left) of the SS Houston (Sea-Land) at a payoff on Feb. 24 in Port Elizabeth, N. J. Standing (l. to r.) are the Ship's Committee of: Steward Delegate W. R. Smith; Chief Steward John Nash, secretary-reporter; Recertified Bosun Anthony Caldeira, ship's chairman, and Engine Delegate Howard J. Kling.

HURRY!

The TI Scholarships for Towboat Operator will be awarded in May.

Apply Now

See Your SIU Representative for details and applications.

Sea-Land Galloway Committee



Recertified Bosun George Burke, ship's chairman (far right), leads the Ship's Committee of the containership SS Sea-Land Galloway of (l. to r.): Steward Delegate J. Gleaton holding a copy of the Log; Engine Delegate John D. Linton, and Chief Steward A. Seda, secretary-reporter. The ship paid off in Port Elizabeth, N.J. recently.

HLS UPGRADING CLASS SCHEDULE 1978

Below is complete list of all upgrading courses, and their starting dates, that are available for SIU members in 1978. These include courses for deep sea, Great Lakes and inland waters.

SIU members should be aware that certain

courses may be added or dropped from the schedule as the need arises. However, the Log will try to keep you abreast of these changes.

For further information regarding the courses offered at the Lundeborg School, members

should contact their local SIU representative, or write to the Lundeborg School Vocational Education Department, Piney Point, Md. 20674.

or call the School at (301) 994-0010

LNG

April 3
May 1
May 29
June 26
July 24
August 21
September 18
October 16
November 13
December 11

QMED

May 29
October 2

FOWT

May 11
July 10
August 31
October 16
November 23

Pumproom, Maintenance & Operation

October 9

Marine Electrical Maintenance

April 10

Maintenance of Shipboard Refrigeration Systems

June 2

Diesel Engineer

July 31

Welding

March 20
April 3
April 17
May 1
May 13
May 29
June 12
June 26
July 10
July 24
August 7
August 21
September 4
September 18
October 2
October 16
October 30
November 13
November 27
December 11
December 22

Able Seaman

May 1
June 12
July 10
August 17
September 18
November 13

Quartermaster

April 3
October 16



Towboat Operator Scholarship Program

May 29

Towboat Operator Western Rivers

August 7

Towboat Operator Inland & Oceans

August 28

Mate & Master

September 25

Pilot

May 15

Chief Steward (maximum 1 student per class)

April 3
May 1
May 29
June 26
July 24
August 21
September 18
October 16
November 13
December 11

Chief Cook and Cook & Baker (maximum 2 students for Chief Cook and 2 students for Cook & Baker for each class scheduled)

April 3
April 17
May 1
May 13
May 29
June 12
June 26
July 10
July 24
August 7
August 21
September 4
September 18
October 2
October 16
October 30
November 13
November 27
December 11
December 22

Assistant Cook

Special Programs to be Set Up Upon Request

Lifeboat and Tankerman

April 13
April 27
May 11
May 25
June 8
June 22
July 6
July 20
August 3
August 17
August 31
September 14
September 28
October 12
October 26
November 9
November 24
December 7
December 21



LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO 285, 10 MARCH 1978

Flagstaffs and other obstructing objects that can be removed should be removed from fantail of vessel in interest of safety during a helicopter rescue.

Helicopter Rescues Can Be Hazardous Business

Helicopter rescue at sea of sick or injured sailors is a fairly common occurrence on deep sea vessels and sea-going tug-barge units.

It also happens to be one of the trickiest and potentially hazardous maneuvers that can take place aboard underway vessels.

Even on perfectly calm days, a helicopter rescue operation poses numerous dangers to all involved. This includes the injured seaman, the assisting crewmembers, and the crew of the helicopter itself.

High winds, choppy seas, rain and darkness carry their own special dangers to the people involved.

Presently, the Coast Guard has two types of helicopters in its airborne rescue fleet. However, the only significant difference between the two is their flight range. The Coast Guard's single turbine amphibious craft has a 150-mile range, while their double turbine helicopter has a 300-mile range.

The Coast Guard maintains that the key to a successful at-sea rescue is planning and coordination. The difference between life and death can very well depend on everyone concerned knowing the proper procedures.

According to the Coast Guard, the crew's first responsibility in preparing for a helicopter rescue is to clear an open area on deck. On most merchant vessels, the safest place to conduct an airlift is from the fantail.

The Coast Guard suggests the following safety hints in preparing the fantail for the maneuver:

- If an awning covers the fantail, it should be removed and tied down securely along with any other items that may be blown about or blown overboard by the craft's rotor downwash.
- Booms extending aft should be raised as vertically as possible alongside the king posts.
- Aft flagstaffs should be taken down and antenna wires or cables extending to the stern removed if possible.

Coast Guard helicopters need a minimum clearance of 50 feet in all directions from the craft. If the rotor blades hit any obstruction, it could mean loss of life to anyone in the area.

Carries Static Shock

Deck personnel should be extremely careful in handling the metal hoist or stretcher lowered from the aircraft.



Above photo shows actual rescue of SIU member taken sick aboard the SS *Baltimore* late last year. Photo was taken by Seafarer Manuel Holguin.

During flight, a helicopter builds up a static electricity charge which is transmitted to the hoist. Crewmembers should not touch the hoist until it has first touched the deck. Anyone touching it before this is in danger of receiving a powerful shock.

Another situation that must be handled with extreme care is when the sick or injured seaman cannot be carried on deck without the use of the helicopter's stretcher.

In cases like this, crewmembers should not move the stretcher without first unhooking the hoist cable. The Coast Guard warns that if the cable must be removed, crewmembers should not hook the cable to any part of the ship. In most cases, the pilot will retrieve the cable and then pull away from the ship until the patient is brought topside in the stretcher.

In preparing the patient for the lift, crewmembers should strap the injured man in the stretcher face up with a life jacket on if his condition permits. In addition, the patient should be instructed not to grip the side of the basket. It could very easily bang the side of the vessel or the helicopter during

the hoist causing serious injury to the man's fingers.

Also, the patient's medical record and important papers should be placed in an envelope and transferred along with him in the stretcher.

Night Rescues

The Coast Guard explains that if an airlift must take place at night, certain lighting precautions should be taken.

To help the pilot locate the ship, the vessel's search lights should be directed straight up. As the craft approaches, the lights should not be shined onto the helicopter. This could temporarily blind or disorient the pilot.

Instead, the search lights should be turned off. If the ship has boom lights, they should be trained on the deck area where the lift will be made. Any obstructing objects in the area should also be well lit for added safety.

Each at-sea airlift is different. And each lift presents its own special dangers. Time is a crucial factor. Knowing what to expect, how to prepare, and simply what to do when the helicopter arrives can save a lot of time. And, maybe someone's life.



Helicopters build up a static electric charge during flight, so seamen should not touch metal rescue basket until basket has first touched the deck.