

# SIU, MCS MEMBERS APPROVE MERGER

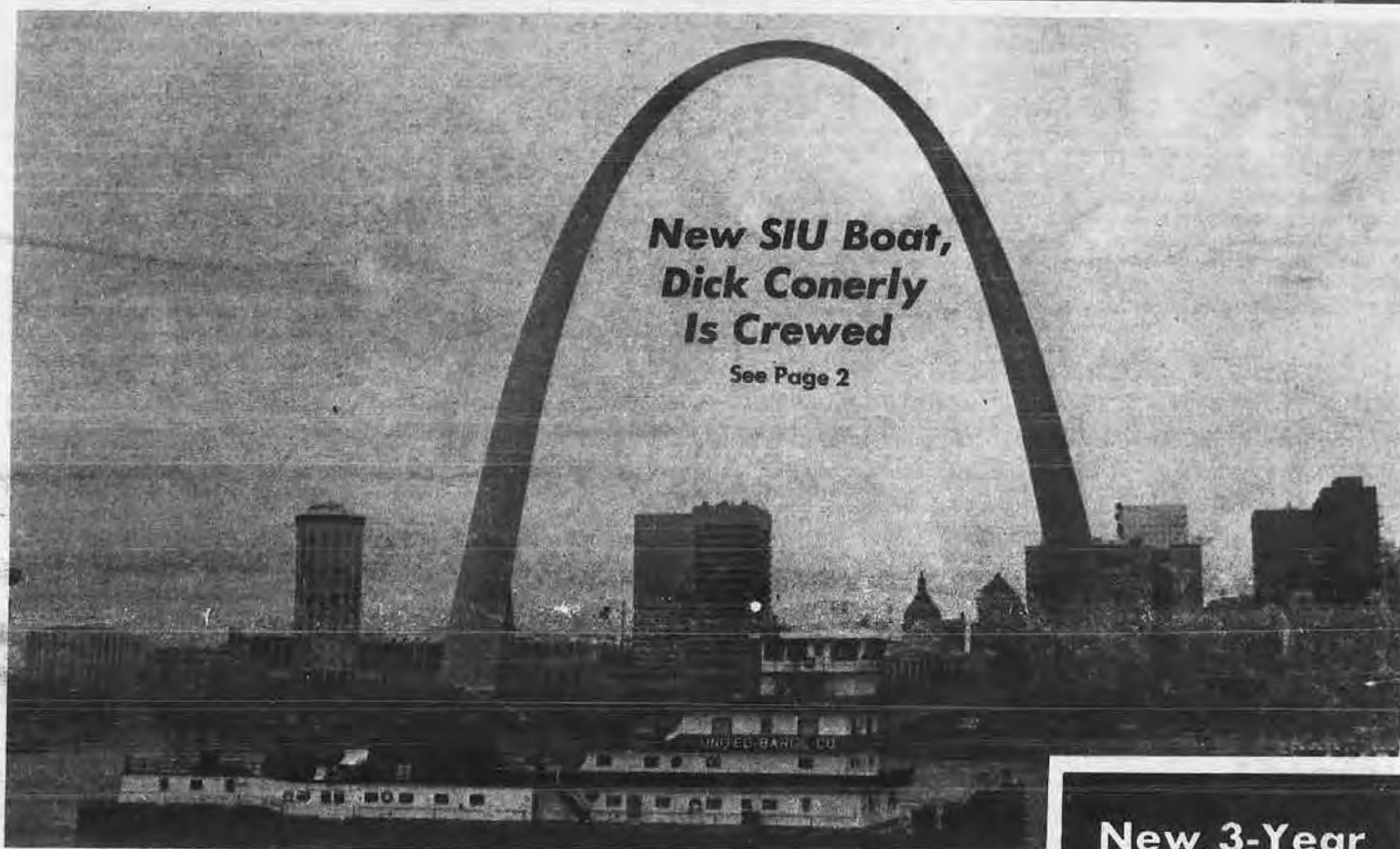
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# LOG

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

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## New SIU Boat, Dick Conerly Is Crewed

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## Seafarers Man New Acquisition: Overseas Harriette

## New 3-Year Deep Sea Pact Signed

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## The Battle Over Maritime Authorizations

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## Delta Finalizes Prudential Purchase

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The newly acquired, SIU-contracted bulk carrier *MV Overseas Harriette* (Maritime Overseas Corp.) will be making a regular run between North Europe and the East Coast. The 25,541 dwt ship will carry coal under a Military Sealift Command charter. The *Harriette*, which is 567 feet long and has a beam of 78.4 feet, will create another 19 jobs for SIU members.

# SIU Boatmen Should Be Familiar With the SAB

Both the Unlicensed Shipping Rules and the Licensed Shipping Rules for Harbors, Inland Waterways and Off-shore Towing are the management and Union regulations for inland Boatmen. They govern job calls, accrual of seniority, shipping procedures, and other basic areas of shipping for SIU Boatmen.

Though the shipping rules were intended as universal guidelines, there are times when the rules may not apply to an individual Boatman, or they may not cover a special circumstance.

That's where the Seafarers Appeals Board (SAB) comes in. It's the role of

the SAB to administer the shipping rules and to "... determine any matter, controversy, or appeal arising under or relating to," the application of these rules.

The SAB serving inland Boatmen recently moved to New York from the Gulf. It is made up of four members—two appointed by the Union and two appointed by the group representing the majority of contracted employers.

If any tugboatman, bargeman, or dredgeman feels the shipping rules have been applied unfairly in his case, he can

apply to the Appeals Board for a determination.

For example, the shipping rules say Boatmen must work a period of 90 days in any year to have earned seniority credit for that year. But if it is impossible for a Boatman to work the 90 days because of circumstances beyond his control, he may appeal to the Board. The SAB may then grant the Boatman total or partial seniority credit for time lost.

To apply for a hearing by the Appeals Board, write the board a letter including all the facts about the matter and send it

by certified mail to the Seafarers Appeals Board, 275 20th St., Brooklyn, N. Y. 11215.

The Appeals Board exists to protect the rights of all Boatmen. You should know about the SAB and be familiar with how it works so that you can use it if you need to. The SAB and its procedures are spelled out in the shipping rules of your contract.



## Boatmen Crew SIU Towboat, the Dick Conerly



SIU Patrolman Dave Wierschem (second from right) recently visited the crew on board the *Dick Conerly*. They are (l. to r.): Anthony Hagan, deckhand; Michael Conklin, lead deckhand, and David Purcell and Jack Mattison, both deckhands.

The newest and largest Union-contracted towboat on the Western Rivers was recently crewed by SIU Boatmen. She is the *Dick Conerly*, a 10,500 hp. boat which is now pushing 30 barges between New Orleans and Cairo, Ill. on the Lower Mississippi.

The *Dick Conerly* is operated by SIU-contracted Ozark Marine Service, Inc., a new St. Louis-based company that just started out last year. Her full measurements are: gross tons, 919; length, 200 ft.; breadth, 54 ft., and draft, 12 ft. She has three diesel engines and was built in the St. Louis Shipyard.

### At Presstime

## New Great Lakes Agreement Signed

As this issue of *Log* goes to press, a new three-year agreement has been reached with SIU-contracted companies on the Great Lakes.

The last Great Lakes contract expired in June, 1977. It was extended for a full year so that, among other factors, the new agreement's expiration date would coincide with the term of the deep sea contract.

Under the new contract, Great Lakes members will receive retroactive pay for the year of the extension.

Full details on the terms of the new agreement will be carried in the July issue of the *Log*.



Paul Hall

## The PRESIDENT'S Report

### American Seamen Are Ready and Willing to Accept Change

The programs and policies of this Union, bolstered by the historic support of our members, has given the SIU the most secure job structure and the most promising outlook for the future of any maritime union in the country.

More importantly, though, the SIU has been able to achieve this degree of security at a time when the maritime industry as a whole is in trouble in many respects.

Operators are facing the most severe foreign competition in history. Jobs on deep sea vessels are shrinking due to automation. And maritime programs in general are under siege in Congress by both new and traditional political opponents of our industry.

Despite these things, the SIU remains in good shape in the most critical area—jobs for our members. The reason for this is simple. We have always done what we had to do to protect our interests across the board.

To meet our challenges in Washington, D.C., we have developed the most widespread political action program in maritime labor.

To meet the problems of new technology, we have developed the most comprehensive training and upgrading programs for seamen anywhere in the nation.

In both of these areas, the Union has had the complete support and participation of the SIU membership.

With all our successes, though, we still must face two very important facts. We are only one Union. And, the overall problems of the maritime industry are too many and too extensive for any one union to handle on its own.

For this reason, the SIU has been working hard to bring about the consolidation of efforts and resources among America's maritime unions.

Our first big breakthrough in this area came in 1973 when we succeeded in setting up the Ad Hoc Committee on Maritime Industry Problems. It marked the first time in years that officials from every major maritime union

got together in one room to discuss mutual problems. Since then, this committee has worked successfully on legislation, on issues of safety with the Coast Guard, and in other areas of Federal Government concerning maritime.

Another important step, for the SIU in particular, was the merger in 1976 of the deep sea and inland districts within our own Union. This merger has since enabled us to embark on more aggressive campaigns in organizing the inland area—the one growing segment of our industry—and to work on more widespread political issues.

However, I feel that the most important step forward we have made in the area of cooperation and consolidation happened this month with the merger of the SIU-AGLIWD and the Marine Cooks and Stewards Union on the West Coast.

This merger marks the first time in the history of maritime labor that jurisdiction between the West and East Coasts is joined together. Even back as far as the 19th century, when the maritime labor movement was born, the West Coast always remained a separate entity from the East and Gulf areas.

The vote on the merger was an overwhelmingly favorable one. Both the membership of the SIU-AGLIWD and the Marine Cooks voted a 95 percent approval of the move. This sends us into the merger with the knowledge that our dual memberships are in virtually complete support of the agreement.

This kind of support will make it a whole lot easier for the officials of both unions to translate this merger into positive action programs for the future.

However, I believe that the most important aspect of this merger is that it serves as a model for the rest of the maritime labor movement.

This merger makes it plain that all maritime labor should make an effort to bury the hatchets of the past. The problems maritime unions have had with each other years ago are no longer important.

It further demonstrates that maritime labor cannot afford to live in the past, simply because the maritime industry of 30 years ago no longer exists. The only thing that is really important now is the future.

Despite the problems and challenges we face today, I sincerely believe that maritime labor has a great opportunity to restore the U.S. to its former greatness as a maritime nation.

But again, no one union or no one segment of the maritime labor movement could hope to achieve this goal on its own.

Maritime labor must continue to work closely together in all areas for the good of everyone. And maritime unions must continue to actively pursue the consolidation of efforts and resources through merger or otherwise whenever and wherever possible.

American seamen as a class of people want more than anything a secure job and a secure future. And American seamen are both willing and ready to accept change to achieve this security. I believe that the overwhelming vote for the SIU-MCS merger demonstrates this in very vivid fashion.

# SIU, Marine Cooks & Stewards Merge

## Both Memberships Vote a 95% Approval of Consolidation

For the first time in the history of the maritime labor movement, shipboard jurisdiction between East and West Coast is joined together. This is the result of the finalization this month of the merger of the Marine Cooks & Stewards Union and the SIU-AGLIWD.

By a 95 percent majority, the MCS membership voted to approve the merger. The official tally, which was counted on June 9, was 2,223 in favor and 109 opposed.

The SIU secret ballot membership vote concluded on May 16 and was also overwhelmingly in favor of the merger. The final SIU count was 3,338 for and 170 against the consolidation proposal.

Under the terms of the merger proposal, the consolidation was effective as soon as the memberships of both unions voted to approve it.

The vote is the end result of a process begun in Feb., 1977 when the SIU's Executive Board offered merger proposals to the SIUNA's three affiliated West Coast Unions.

All three Unions considered the proposal. The Sailor's Union of the Pacific and the Marine Firemen's Union voted to table the offer, while the MCS Executive Board approved

it and offered it to the membership for a vote.

Commenting on the merger, SIU President Paul Hall said, "the overwhelmingly favorable vote is an indication that both our membership and the MCS membership realize that the maritime industry is confronted with many difficult problems. And they realize that if maritime labor is going to overcome these problems, there has to be a consolidation of efforts."

By merging, both the SIU and MCS will reap the advantages of a larger, stronger Union. Though shipping in the A&G District is good, shipping on the West Coast has been steadily declining over the years.

In 1959 the Pacific Maritime Association had 134 ships which were crewed by Pacific District maritime unions. In 1969 they were down to 104 ships. And in 1977, at the time of the merger proposal, there were only 54 ships under contract on the West Coast.

As Ed Turner, president of the MCS said: "By this merger we believe we will preserve for our membership our remaining PMA jobs and benefits. Simultaneously, we be-

lieve our membership will have the opportunity to participate in the only growth area left in maritime—the area in which the AGLIWD has been successful."

With completion of the merger, the SIU is evaluating the possibility of putting together more comprehensive training and upgrading programs specifically for the steward department. Such a program would allow SIU members to make the most of career opportunities in the steward department.

Ed Turner, who's been the Chief Executive Officer of the MCS since it was chartered in 1951, will become the senior SIU A&G officer on the Pacific Coast.

A life-long seaman, Turner first shipped out as an ordinary seaman

in 1945. He was active in organizing drives for the Sailor's Union of the Pacific. In 1945 he was named by Harry Lundeberg to coordinate the pro-AFL steward movement on the West Coast.

Though the MCS has always had a tradition of being an autonomous union, a statement issued by the Union's agents at their last annual Conference made it clear that traditions are not always worth hanging on to.

"Tradition is a fine thing," the agents said. "It may serve the spirit well. But it cannot be put on a plate and be eaten. It cannot be deposited in the bank in order to meet payments on a car or a home. But it can act as an anchor around the neck of those who live by it."



Above photo shows six rank-and-file SIU members that made up Tallying Committee to count the SIU-AGLIWD's merger ballots. They are from the left: SIU members John Givens, Charles Callahan, Juan Vega, James McPhaul, William Kollowitch, and John Adam.

## 30 Cents a Day Can



## Buy You Job Security

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## Ships Cabled on New Contract

The following cablegram was sent to all SIU-contracted deep-sea vessels June 14, 1978 immediately after the Union signed a new three-year contract for deep-sea members.

### Brother Chairman:

Your Union negotiating committee has finalized negotiations with standard tanker and freightship operators.

The new three year pact, provides 7½% compounded increases each year on wages, premium, overtime and penalty rates.

The revised vacation plan provides 4 months pay at the rating employed for 12 months work or pro rata thereof.

January 1, 1979 pensions will be increased to \$400.00. On June 16, 1980 to \$450.00.

Major medical coverage will be provided up to 80%. Optical benefits will be raised to \$40.00.

Based on seetime the death benefit can reach \$20,000.00.

Contractual changes and complete details of all gains and improvements will be discussed by the boarding patrolman at your vessels arrival in port.

Fraternally,  
PAUL HALL

SEE FULL DETAILS ON NEW CONTRACT ON PAGES 11-14.

# Delta Lines Buys 13 Prudential Ships

SIU members began crewing the first of 13 newly acquired vessels this month as a result of finalization of the purchase of Prudential Lines by SIU-contracted Delta Steamship Co. The take-over represents 526 jobs for SIU members.

Seven of the ships, all cargo vessels including one LASH, will operate on trade routes from the U.S. East Coast to the Caribbean and West Coast of South America.

The remaining six ships, which include four combination passenger-cargo vessels and two Seajet class cargo ships, will run from the U.S. West Coast to the Caribbean and both the East and West Coasts of South America.

The 13 vessels will take on their SIU crews over a two-month period as they return to the U.S. from foreign voyages.

The first two ships, the LASH *Delta Caribe* and the cargo vessel *Delta Columbia*, crewed up June 16, 1978 in the port of New York.

A third vessel, the *Delta Bolivia*, crewed in New York on June 23, 1978.

All the vessels operating off the East Coast will take on their crews in the port of New York.

SIU members are replacing NMU crews on the East Coast fleet. And Seafarers will be manning the West Coast fleet in place of SIU Pacific District personnel.

Members of the Sailors Union of

the Pacific and the Marine Firemen's Union initially set up picket lines in San Francisco and Tacoma in an effort to maintain their job jurisdiction on the six West Coast vessels.

SIU members honored the picket

lines and refused to go aboard the former Prudential Lines ships.

Delta, however, took the case to the Labor Board seeking an injunction against the picketing. The Labor Board subsequently ruled in favor of Delta and



the SUP and MFOV took their lines down.

SIU members then crewed the passenger ship, *Santa Maria*, in San Francisco and the cargo vessel, *Seajet*, in Tacoma. The remaining vessels from both the East and West Coast fleets will crew as they return from foreign voyages.

### Delta Negotiating Two Years

Delta has been negotiating to buy Prudential Lines for two years. Details were finally worked out earlier this month. The sale was approved by the U.S. Maritime Administration.

The company has renamed the nine cargo vessels. But the passenger ships will keep their original names.

Since passage of the Merchant Marine Act of 1970, Delta has been one of the more aggressive U.S. operators in trying to modernize and expand its fleet. The purchase of Prudential Lines doubles Delta's present fleet size.



Holding life ring bearing name of *Delta Caribe*, five of the ship's SIU deck gang gather for pix. They are, from the left: Don Hicks, recertified bosun; Don Merritt, ordinary; Jim Manning, AB; Arne Boekman, ordinary; and Ted Veliotis, AB.



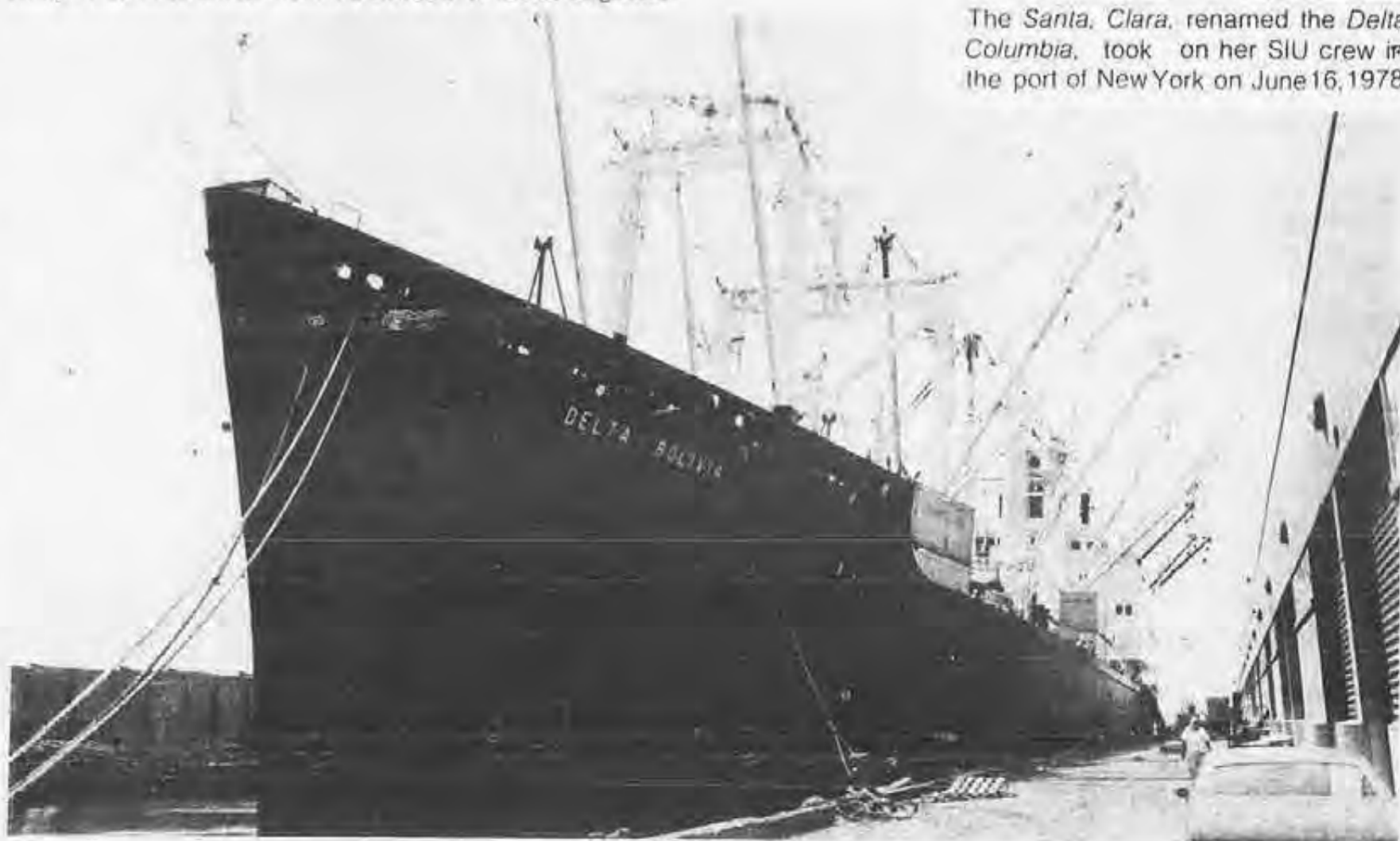
Seafarer Larry Gayle is member of the *Delta Bolivia*'s black gang.



Some of the crew of the *Delta Bolivia* gather for photo along with port steward Vic Longchamp, second from left. Others in photo from the left are: James Barclay, chief cook; Mike Anzelone, crew messman; Michael Rolle, saloon messman; and Thomas Escudero, reefer engineer.



The *Santa Clara*, renamed the *Delta Columbia*, took on her SIU crew in the port of New York on June 16, 1978.



The *Delta Bolivia* took on her SIU crew June 23, 1978 in the port of New York.

## At State Dept. Request, SIU Settles Beef on Greek Tanker

At the request of the U.S. State Department, the SIU helped square away a potentially explosive situation involving five Indonesian crewmembers on a Greek-owned, Libyan-flag tanker earlier this month. The State Department made the request since the SIU is an active member of the International Transportation Federation, a world wide maritime regulatory agency of the United Nations.

After the initial dispatch from the State Department, SIU Headquarters received a cable from one of the five disgruntled crewmen aboard the 531 ft. tanker, *Ain Taurga*. The cable read:

"Five Indonesian crewmembers will disembark due to several reasons to be proved by inquiry. We are complaining against the following: cutting of overtime; food; not having sufficient crew; not keeping of promises of Hamburg office; delay of monthly wages. The master told us we must pay our own ticket (for repatriation). We kindly ask you to come on board the *M/V Ain Taurga* to take care of our interests in salary, etc. on arrival New York 6/2 1400 hours. Chief cook refused to cook our Muslim food and they know that we will not eat pork."

SIU New York Representative John Dwyer handled the assignment the following day. Dwyer told the LOG: "I went out to Floyd Bennett Airfield (Brooklyn, N.Y.) and went by helicopter 90 miles out over the Atlantic to land on the destroyer *USS Vigilant*.

"From there by powerboat to the *M/V Ain Taurga* . . . where we met Capt. V. R. Hoffmann, a German.

"I went down to the crews mess to meet the five Indonesians. We talked for about two hours and I listened to

their complaints. Then we went up to see the captain. He denied everything."

Dwyer added that the captain hadn't left the bridge for four days because he was afraid to go below. The captain said that he and the chief engineer had been struck and the chief cook was cut on the cheek by a knife. The Indonesians denied responsibility.

Dwyer continued: "there was no bosun on ship. No chief steward. No 2nd engineer and no wiper.

"The captain took an AB and a wiper and put them into the galley as cooks.

"The Indonesians agreed to get off the ship if they were sent home to Indonesia. The captain wanted them sent to Libya, where they presumably would be put in jail.

"At about this time the armed Coast Guard came aboard with machineguns

and small arms. They took the five seamen to the crews mess and stood guard over them until they left the ship.

"I went down to see how much stores they had. There were no eggs, no milk and not one vegetable in sight. The storeroom was empty.

"In Newport News, Va. on Feb. 15, 1978 the whole crew of the *Ain Taurga* went on strike for two weeks because they had not received their wages from the previous captain, who then quit."

Dwyer added that the old captain and a company official had promised in a verbal agreement to pay them extra money which they never got. He said that the Indonesians were also upset because they had to clean up after the captain's two German Shepherds.

The dispute was ended when the captain agreed to send the five crewmen

back to Indonesia instead of Libya. The captain also agreed to send their back pay to the Libyan counsel in Indonesia.

According to the Indonesian crew's contract they earn \$400 a month for an 8-hour day, Monday through Saturday. They get a tanker bonus and \$2 an hour overtime pay also on Sundays and seven holidays except on Sundays and holidays at sea. And while on safety watches in port or in emergencies. For nine months seetime, they get three days off a month.

For disobedience, leaving their post without permission, contraband, drinking, etc., there is no repatriation pay. Unless the company gives seven-days notice at a convenient repatriation port after nine months, the contract is extended another 12 months until a convenient repatriation port is reached.

## U.S., Argentina Sign Bilateral Trade Agreement

The U.S. Government took a step in the right direction for U.S.-flag shipping lines in a recent trade agreement with Argentina.

The bi-lateral agreement states that Government cargoes shipped between the two countries will be divided equally between U.S.-flag and Argentine-flag fleets. It will promote trade which will benefit the merchant marine of both countries. Within the U.S., it will have a positive impact on U.S.-flag companies engaged in liner trade with the east coast of South America.

The agreement was signed in Buenos Aires on March 31 by representatives of both countries. The American delegation was led by Assistant Secretary of

Commerce Robert J. Blackwell, head of the Maritime Administration (MARAD).

The introduction to the agreement recognizes both countries' need to promote trade by "strengthening and providing adequate protection for their merchant marine." This is significant in itself because although the U.S. is the leading trading nation, it carries only a small percentage of its own trade in U.S.-flag ships.

The SIU strongly supports trading agreements like this and urges more like it that will help to build up the American merchant marine.

Basically, the agreement means that

the U.S. and Argentina recognize each other's intention to carry a substantial portion of the liner trade between the two countries in vessels of her own flag. This will be done in accordance with the laws of each country. The Cargo Preference Act of 1954 already mandates that 50 percent of all U.S. Government cargo be carried in U.S.-flag ships.

The cargo covered by the agreement with Argentina will be divided up by additional pooling agreements between the shipping lines of both countries. These will cover revenue shares and other terms of the carriage of this cargo. In the U.S., MARAD has the authority to approve and implement these commercial agreements.

## Crewing Dates for 13 Delta Ships

Vessel—Old Name	New Name	Type	Crewing Date	Port
Santa Clara	Delta Columbia	cargo	crewed 6/16/78	New York
Turkiye	Delta Caribe	LASH	crewed 6/16/78	New York
Santa Isabel	Delta Peru	cargo	mid-July	New York
Seajet	Delta Canada	seajet class	crewed 6/23/78	Tacoma
Santa Cruz	Delta Ecuador	cargo	late July	New York
Santa Mariana	-unchanged-	passenger	8/2/78	San Francisco
Santa Elena	Delta Panama	cargo	7/5/78	New York
Santa Lucia	Delta Venezuela	cargo	6/28/78	New York
Santa Maria	-unchanged-	passenger	crewed 6/23/78	San Francisco
Santa Barbara	Delta Bolivia	cargo	crewed 6/23/78	New York
Oceanjet	Delta Chile	seajet class	late August	Tacoma
Santa Magdalena	-unchanged-	passenger	7/6/78	San Francisco
Santa Mercedes	-unchanged-	passenger	7/20/78	San Francisco

*These dates are tentative and are subject to change. Keep in touch with the local Hall for further information.*



The LASH, *Delta Caribe*, was the first of the 13 newly acquired vessels to take on an SIU crew.



Seafarer Norman Verran, sailing messman, boards the *Delta Columbia* earlier this month.



### Great Lakes

The sizeable contract recently awarded to Great Lakes Dredge and Dock Company of Cleveland is good news to SIU Boatmen and Dredgemen in this area. This SIU-contracted company had the winning bid, accepted by the Army Corps of Engineers, for a \$3,385,446 job to build a diked disposal facility in Erie Harbor. The polluted material dredged from the harbor navigation channels will be contained in the facility when it is completed in the fall of 1979.

### Mobile

Higher wages and improved benefits went into effect for 340 SIU Boatmen, Dredgemen and barge repair personnel when they ratified a new three year contract with Radcliff Materials this month.

### Houston

SIU-contracted G & H Towing, the major shipdocking operator in this port, has shipyard orders for nine new harbor tugs. When completed over the next year and a half, they will bring the company's fleet up to 40 boats.

G & H also plans to expand its two acre operation base in Galveston to a 14 acre site on Pelican Island. This is where construction of the first offshore deep-water terminals in the Gulf has been proposed.

This port is setting deep sea tonnage records every year and inland waterways expansion is moving right along with those figures. Traffic has been increasing steadily along the 1,200 mile Gulf Intracoastal Waterways. A study commissioned by the Texas General Land Office reports that it may be economically sound to build new inland canals to connect with the Waterway and the Gulf. These would allow new Texas industries to locate further in from the Gulf Coast without losing access to low cost water transportation.

### St. Louis

This port will become a hub city for River boats when the *Delta Queen* and the *Mississippi Queen* begin to alternate weekly visits here for the start of seven-day cruises up the Mississippi and the Ohio Rivers. These two boats, operated by SIU-contracted Delta Queen Steamboat Co., are the only two overnight passenger boats on the Rivers. The tourism generated by their weekly schedules is expected to pump an additional \$3 to \$4 million annually into the St. Louis economy.

SIU-contracted American Commercial Barge Lines is building a new coal transfer terminal along the north St. Louis riverfront. It will be a transfer point from rail to barge for western coal. And it is expected to boost the area's annual cargo volume by 4 million tons once complete.

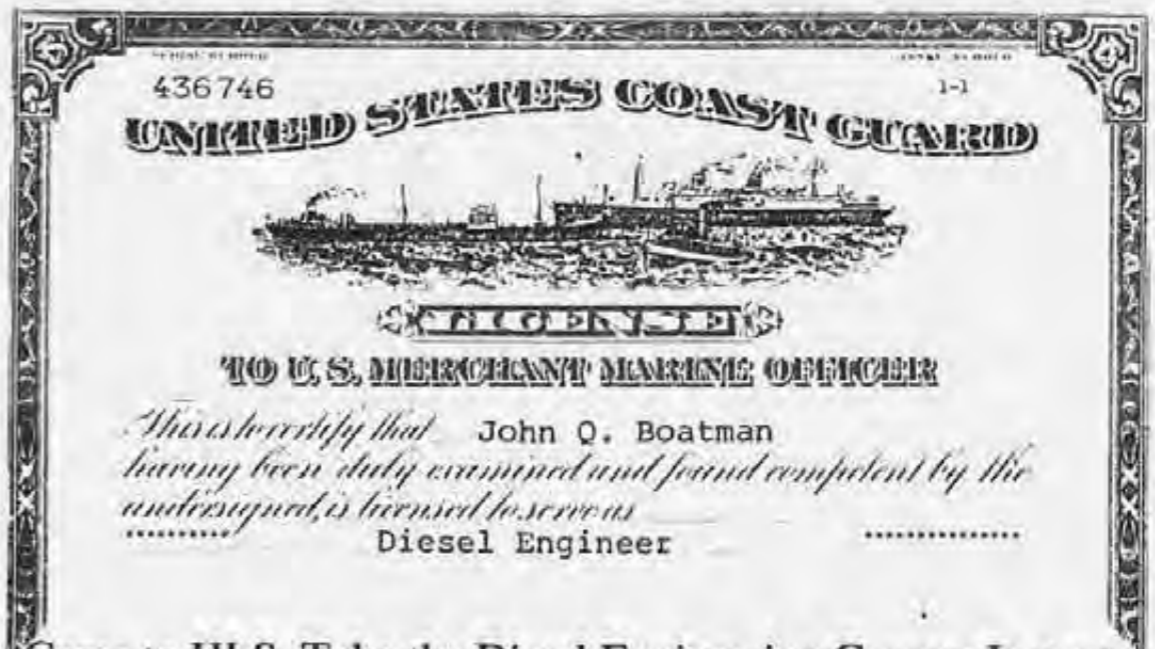
### Jacksonville

A new "monster" triple-deck barge, the world's largest, has started a regular run from this port to San Juan, P. R. It is operated by SIU-contracted Caribe Tugboat, Inc. The 580 ft. long, 105 ft. wide barge can carry 374 trailers.



New Orleans Patrolman Don Tillman assembled the crew of the *Dixie Vanguard* for a group shot during a recent service visit on the towboat at the Getty Oil Terminal in Venice, La. They are (l to r): Capt. Paul Latiolais, Pilot Larry Boudreaux, Chief Engineer Ernest Fabre, Cook Thomas Sims, and Deckhands Mike Connors, John Smith and Bobby Reeves. The deckhands are all graduates of the Lundeberg School.

# What You See Is What You Get



Come to HLS. Take the Diesel Engineering Course. It starts July 31 and is 6 weeks long. To enroll, see your SIU Representative or contact:

**Harry Lundeberg School  
Vocational Education Department  
Piney Point, Maryland 20674  
Phone: (301) 994-0010**

**P.S. You don't have to want a license  
to take the Diesel course.**

If you would like to learn more about diesel engines, sign up for the four-week-long diesel engine class. Same starting date, but the course is two weeks shorter in length.

## John B. Waterman Committee



Collecting dues on May 26 from Deck Delegate E. Puras (standing right) at a payoff aboard the *SS John B. Waterman* (Waterman) is N.Y. Patrolman Teddy Babkowski (seated right). Looking on is the rest of the Ship's committee of (seated left) Bosun C.C. Smith, ship's chairman and (standing l. to r.) Educational Director Theodore Humal, Steward Delegate E. C. Ponson and Chief Steward Sam W. McDonald, secretary-reporter. The ship paid off at Pier 7, Brooklyn, N.Y.

### 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





## Headquarters Notes

by SIU Executive Vice President  
Frank Drozak

When it comes to the strength of a union, the bottom line is the bargaining table.

The SIU is active on many fronts to improve and protect the jobs of the membership. Politics, training and upgrading all play a major role in achieving job goals.

But the most concrete measure of how far we've come through all of our efforts is the contract.

The history of the SIU has been a steady upward climb in wages and benefits for the membership. And I'm happy to say that our recent collective bargaining and trust fund agreements have not only continued this trend—they have set milestone achievements within it.

You'll know what I'm talking about immediately when you read the special four-page outline on the new deep sea contract on pages 11 through 14 in this issue of the *Log*.

The Union has secured substantial across-the-board increases under this contract for wages, regular overtime, premium and penalty rates. And we have worked out tremendous advances in the Seafarers Pension, Welfare and Vacation Plans. These are the result of negotiated increases in employer contributions to the various trust funds which support the Plans.

Here are the highlights of what the new benefits add up to:

- A \$100 jump in the monthly pension benefit in the first two years of the new contract—up to \$450 by June 16, 1980.
- A 70 percent to 100 percent increase in vacation benefits, depending on the rating sailed.
- An increase from \$5,000 to \$20,000 in maximum death benefit coverage.
- The first Major Medical program available to Seafarers' dependents.

I urge all SIU members to read the full details of the new contract provided in the *Log*. Even if you're not a deep sea member, I think you will find it an eye-opening example of what we can achieve through collective strength.

The Union has also wrapped up the new contract for Great Lakes sailors. Here, too, we have made significant gains for Seafarers, which will be spelled out in the next issue of the *Log*.

I also want to report on our recent collective bargaining efforts for the new family of SIU deep sea members on the West Coast. These are the result of the recent merger between the SIU and the Marine Cooks & Stewards union (MC & S).

The MC & S and two other West Coast unions, the Sailors Union of the Pacific and the Marine Firemen, negotiate jointly with the employers group for that area, the Pacific Maritime Association.

Now that the MC & S and the SIU have merged, we are working together in these negotiations. So far we have succeeded in getting an extension of the expiration date for the old PMA contract from June 16 to July 15. This will give us extra time, needed because of the recent merger, to prepare a full set of contract proposals.

I feel confident that the combined strength of the merger will pay off in a successful contract for the West Coast Steward Department.

The SIU has also been making important strides for the inland membership. The new contract for Great Lakes Towing was recently ratified, bringing bigger and better benefits for 150 SIU Boatmen with the company. It includes the Union's industry-wide Inland Vacation Plan, a first for Lakes Boatmen.

Over 300 Union dredgemen with Radcliff Materials, the biggest SIU-contracted dredging operation in the Gulf, also just ratified their best package of increased wages and improved benefits.

## No Thanks to J. P. Stevens Co.



Ex-employee of the anti-union J. P. Stevens Co., a textile giant, is Willie W. Brice (left) of Teachey, N. C., who got a \$58.24 monthly pension from the company after 24 years of service. At (right) is his son, Wayne in front of their Wallace, N. C. grocery store. The AFL-CIO has endorsed a nationwide boycott of J. P. Stevens products.

The Union now is focusing its collective bargaining efforts for Boatmen on the East Coast. Negotiations are under way for several tug and barge divisions of Interstate and Ocean Transport Company (IOT). And delegates from the five SIU-contracted shipdocking companies on the East Coast are beginning to get together for their new contracts coming up this fall.

Actually, preparations for these contracts, which cover much of the Union's inland activity on the East Coast, have been going on over the greater part of this year. Boatmen from all of the companies involved took part in a series of educational conferences at the Harry Lundeberg School where they learned about the many new Union benefits available for the inland membership.

There was active give and take between the Boatmen and the Union leadership at these conferences and I'm certain this will pay off when we work together at the bargaining table.

All in all, the Union has been pulling together for successful contracts in the true sense of collective bargaining. But the work isn't over when the contracts are signed and ratified.

We can't forget that a contract is a two-way agreement. It is the employer's commitment to workers' rights and benefits. But it is also the workers' commitment to do the job.

The Union's bargaining strength is its ability to supply qualified seamen required for the job. And the training and upgrading programs available at the Lundeberg School are the means to that end.

The steady supply of Seafarers and Boatmen coming out of the School is the SIU's proof that we can deliver the manpower promised in the contracts. But it's up to you to make sure that the supply keeps coming.

In short, upgrading works hand in hand with the Union's negotiations for better contracts. And equally important, it means that you can get more out of the contract.

Just look at the wage and benefit scales listed in the supplement on the new deep sea contract. The difference between the levels under the old and new contracts are significant. But it really changes as the ratings go up. This is true of all contracts.

Take advantage of the maximum benefits available to you under your contract by signing up for an upgrading program today.

## DON'T UPGRADE AT HLS.

### IT WON'T MAKE ANY DIFFERENCE.



## UNTIL YOU OPEN YOUR WALLET.

It's this simple—an AB earns more than an Ordinary. Getting your AB ticket is almost as simple. Come to HLS and take the AB course. It starts on July 10.

To enroll, see your SIU Representative or contact:  
Vocational Education Department  
Harry Lundeberg School  
Piney Point, Maryland 20674  
Phone: (301) 994-0010



# The Lakes Picture

## Alpena

The five cement carriers in the Huron Cement Co. fleet are all in operation and making their regular runs between Alpena, Mich., and Great Lakes ports.

Because of a big jump in cement sales, Huron Cement is fitting out the *L.G. Harriman*. Built in 1923, the *Harriman* has been inactive since 1976. She'd been used as a cement storage silo during that time. The engine department boarded the ship in Aluth on June 13. The deck department followed on June 19. The *Harriman* will carry an SIU crew of 20. Last summer the vessel's boiler room was automated but she still has an old reciprocating engine rather than the steam turbine or diesel engines found on most Lakers.

## Algonac

Great Lakes area reps recently wrapped up contract negotiations for the SIU-contracted Arnold Transit Co. and Straits Transit Co. The companies operate a total of 11 ferry boats that run between St. Ignace or Mackinaw City on the mainland and Mackinac Island. The provisions of the new contract include a 20 percent wage hike over two years and increased benefits.

Most SIU-contracted Great Lakes companies are covered by a general Lakes

contract. The ferry companies have a separate agreement because they run their entire fleets only during the summer season. Also because they are the only passenger vessels under SIU contract on the Lakes.

The SIU agreement with Lakes companies operating bulk carriers expired June 15. Union reps are in the midst of negotiations on that contract.

American Steamship Co. has renamed the SIU-contracted *Buffalo* the *Saginaw Bay*. The company will name the new 630-foot self-unloader, now under construction, the *Buffalo*. She should be ready for crewing this summer. American Steamship has two other vessels on order. One is set for delivery in 1979, the other in 1980. All the new ships will be SIU crewed.

## Frankfort

The Michigan Interstate Railway Co. which runs the carferry *M/V Viking*, cancelled plans to open the port of Manitowic, Wisc. The *Viking* had been scheduled to make her first run to Manitowic since 1974 on May 29.

The vessel will continue to ferry between Frankfort and Kewanee, Wisc. and is now running on a fixed schedule. The *Viking* leaves Frankfort every day at 7:30 a.m. and 6:30 p.m. and is no longer laying up on Mondays.

## Cleveland

Cleveland Port Agent George Telegades has retired from the Union. Telegades recently returned to the Union Hall after a nine-month sick leave but felt he wasn't well enough to continue working. The Cleveland Hall has been closed and Seafarers are being asked to use the Hall at Algonac, Mich.

## All The Lakes

President Carter's budget proposals for Fiscal Year 1979 targeted \$97.8 million for the Corps of Engineers water resources program on the Great Lakes.

The budget allocation will cover: 1) navigation, flood control and beach erosion projects, 2) construction of dikes to contain polluted dredged material and, 3) general operation and maintenance of channel and harbor dredging.



### The following courses will begin soon:

LNG .....	August 21
FOWT .....	August 31
Diesel Engineer .....	July 31
Welding .....	August 7, August 21
Able Seaman .....	August 17
Towboat Operator, Western Rivers .....	August 7
Towboat Operator, Inland and Oceans .....	August 28
Chief Steward .....	August 21
Chief Cook .....	August 7, August 21
Cook and Baker .....	August 7, August 21
Lifeboat .....	August 17, August 31
Tankerman .....	August 17, August 31

To enroll contact HLS or your SIU Representative  
*Sign Up Now!*

Upgrading Pays Off  
When It's Time to Pay Off

## U.S. Unemployment Rate Edges Up to 6.1% in May; Black's 12.3%

WASHINGTON, D.C. —The nation's unemployment rate increased slightly to 6.1 percent in May. It is up one-tenth of one percent from April's 6 percent. However, the black jobless rate went up to 12.3 percent from 11.8 percent.

Employment remained at a standstill for the fourth straight month failing to keep up with a big jump in the country's labor force, according to the U.S. Labor Department's Bureau of Labor Statistics (BLS).

The U.S. jobless rate was 6.2 percent in February and 6 percent in March after dropping gradually through most of 1977 and early 1978.

America's labor force built up to 100.3 million persons last month—a gain of a half million—beating the 100 million record for the first time. Total employment in May rose only 310,000 to 94.1 million people from 93.8 million in April. The number of unemployed people rose 166,000 to 6.1 million jobless from April's 5.9 million.

But the AFL-CIO says the "true" unemployment figure should be 8.7 percent with 8.8 million persons needing jobs. This is because the Government doesn't count in their figures the 900,000 "discouraged" jobless workers who don't look for employment and the 3.2 million workers who have to work part-time because they can't find fulltime jobs.

BLS chief Robert L. Stein reports that the latest rise in joblessness occurred among adult women. Their rate rose from 5.8 percent to 6.3 percent. The male adult rate stayed at 4.2 percent. There was a sharp drop in unemployment among 20 to 24-year-olds countered by an increase among men between 25 and 54 years of age.

The black teenage jobless rate rose last month to 38.4 percent from April's 35.3 percent, where it had stagnated for the past year.

White teenagers had their rate fall fourtenths of one percent to 16.5 percent.

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

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

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

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

**SUPPORT  
SPAD**



# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

JUNE 1978

Legislative, Administrative and Regulatory Happenings

## US Jobs at Stake—SIU Gears for Battle On Ocean Mining Bill

The SIU's political and legislative team in Washington—working with the AFL-CIO Maritime Trades Department—is geared for an all-out fight to protect jobs for U.S. workers in the developing ocean mining industry.

### House Bill Sets Navy-Maritime Advisory Board

The House Merchant Marine & Fisheries Committee is in the final stages of submitting an SIU-supported bill to Congress which would establish a five-member Navy-Maritime Advisory Board. The purpose of the bill, according to Merchant Marine Committee Chairman John Murphy (D-N.Y.), is to bring closer cooperation to the national security efforts between the Navy and the U.S. Merchant Marine.

The legislation would establish a five-member panel—appointed by the President—which would include the Secretary of the Navy, the Assistant Secretary of Commerce for Maritime Affairs, and a representative from the U.S. liner fleet, tanker operators, and bulk carriers.

Testifying in support of the legislation was Herb Brand, president of the Transportation Institute. He said, "The changing realities that this nation faces demand a new level of coordination between the Navy and the Merchant Marine if U.S. seapower is ever to be restored to the level required to guarantee the security of this nation."

Brand noted that the rapid growth of the Soviet Navy and merchant fleet in the past few years was cause for grave concern to those who are in tune with the national security implications of seapower. He said:

"The Soviet Union has demonstrated its awareness that a nation's seapower depends on a combination of both naval and merchant fleet strength. Equally important, the Soviets have learned that those two forces must be coordinated in a carefully considered manner if their strengths are to be used at all effectively. This is a lesson that the U.S. has not yet learned."

Brand added that one of the contributions of this legislation is that it recognizes the role that both the Navy and the Merchant Marine play in the nation's seapower—and that a strong merchant fleet is indispensable to the national interest.

Declaring that "American workers cannot afford another runaway industry," SIU Legislative and Political Action Director Dave Dolgen said that unless this bill contains guarantees that protect the jobs of American workers, "we are going to oppose it with everything we have."

Here's where we stand.

The four House committees which all had separate versions of this bill (Merchant Marine & Fisheries, Interior, International Relations, and Ways & Means) got together this month to agree on a final version of the bill which they will report to the full House.

This "final version" would just about destroy any guarantees that

mining vessels, processing plants and ore carriers would be built in the U.S., located in the U.S. or registered under U.S. flag. What this "final version" says is that mining and ore carrying vessels will be registered in the U.S., or in a reciprocating nation. It doesn't offer any guarantees that the equipment will be built in the U.S., or that processing plants will be located here.

Meanwhile, the Senate Energy Committee has reported its version of an Ocean Mining bill which does contain strong guarantees that would reserve the mining, seagoing and shoreside jobs for U.S. workers. The bill has now been sent to the Senate Com-

merce Committee. The Senate Energy Committee tied its U.S. jobs provisions to "investment guarantees", which means that U.S. investment, or insurance guarantees would only be given to mining companies that use ships that are built and registered in the U.S.

Our Washington staff has been meeting with the legislative staffs of the House Merchant Marine & Fisheries Committee and the Senate Commerce Committee to make our position perfectly clear.

At the same time, we have enlisted the full support of the Maritime Trades Department, and a number of AFL-CIO national unions.

### On the Agenda in Congress...

**ALASKA LANDS.** The Senate Energy and Natural Resources Committee is continuing hearings on the D-2 Alaska Lands bills (S. 299, S. 1787, and others). Senator Henry Jackson (D-Wash.) is chairing the hearings.

**OIL POLLUTION LIABILITY.** The Senate Environment and Public Works Committee is continuing hearings on a bill which would set oil pollution liability standards. Senator Edmund Muskie (D-Maine) will be chairing the hearings.

**GREAT LAKES PILOTAGE.** The House Merchant Marine & Fisheries Committee will hold hearings to consider amendments to the Great Lakes Pilotage Act. Rep. Mario Biaggi (D-NY), chairman of the Coast Guard Subcommittee, will be chairing the hearings.

**FISHERY CONSERVATION.** The Fisheries and Wildlife Subcommittee of the House Merchant Marine & Fisheries Com-

mittee will continue oversight hearings on the Fishery Conservation and Management Act. Congressman Robert Leggett (D-Calif.) is chairman of the Committee.

**OCEAN POLICY.** The Oceanography Subcommittee of the House Merchant Marine & Fisheries Committee is holding hearings on a bill (H.R. 9708) which would establish a national ocean policy, and set forth the objectives of the National Oceanographic and Atmospheric Administration. Congressman John Breaux (D-La.) will chair the hearings.

**OCEAN ENERGY.** Oversight hearings on legislation which would promote various projects to exploit the ocean as an energy resource are being held by the Oceanography Subcommittee of the House Merchant Marine & Fisheries Committee this month.

**EQUAL ACCESS & POOLING AGREEMENTS.** The Merchant Marine Subcommittee of

the House Merchant Marine & Fisheries Committee will be holding hearings this month on H.R. 11862 which provides for the prompt implementation of equal access to liner conferences, cargo pooling, and reciprocal ocean freight agreements. Congressman John Murphy (D-NY), chairman of the committee, will conduct the hearings.

**COAST GUARD.** The Coast Guard Subcommittee of the House Merchant Marine & Fisheries Committee is holding hearings on a bill (H.R. 10390) which would commit the U.S. to implement the resolutions of the International Convention for the Prevention of Pollution from Ships.

**COAL SLURRY PIPELINE.** The Public Lands Subcommittee of the Senate Energy and Natural Resources Committee will continue hearings this month on two bills relating to construction of coal slurry pipelines.

**THIRD FLAG RATES.** The Senate Commerce, Science and Transportation Committee is scheduled to hold hearings on a bill which would regulate the rates and charges of state-owned carriers—primarily those of Soviet-bloc nations—which are engaged in the foreign commerce of the U.S. The purpose of the hearings is to take a hard look at the rate cutting and other trade practices of Soviet-controlled shipping which has made serious inroads into U.S. waterborne foreign trade.

**CLOSED SHIPPERS' COUNCILS.** The Merchant Marine Subcommittee of the House Merchant Marine & Fisheries Committee will begin hearings next month on a bill which would authorize the formation of "closed shippers' councils" in the foreign ocean trades of the U.S.

### In the Federal Agencies...

**LAW OF THE SEA.** The Advisory Committee of the Law of the Sea will meet in closed session, and later in open session, this month to discuss all principal agenda issues to be considered when the Third United Nations Conference on the Law of the Sea meets in New York in August. Items of critical interest to the U.S. maritime industry and U.S. Maritime and shoreside workers—will be the effect of domestic legislation on the jurisdiction of deep sea mining. This will include documentation of vessels engaged in mining operations, ore carrying ships, and the location of onshore processing plants. (See story on this page.)

**NATIONAL ADVISORY COMMITTEE ON OCEANS AND ATMOSPHERE (NACOA).** This group will meet in Washington later this month to hear an annual report on the law of the Sea, and for discussion on coastal zone management.

**NATIONAL WATERWAYS SYSTEM.** The U.S. Corps of Engineers will hold an open meeting this month for a discussion of a current study on the national waterways system. The Corps is presently conducting a study on the waterways, and the future of this system through the year 2000. The report is expected to be completed in 1980.

# Leukemia Is a By-Product of Benzene Fumes

Two recent cases have linked chronic exposure to benzene with the deadly blood disease, leukemia.

This emphasizes the necessity of wearing protective clothing, face masks, or fresh air breathers when working near this or any other noxious chemical.

The first incident involved a marine inspection officer with more than 20 years on the job who died of leukemia. His job forced him to come into contact with benzene on many occasions.

The second involved a 26-year-old petty officer who contracted leukemia after daily exposure to benzene. The Coast Guard technician was an instructor at a machinery technician school. He used benzene daily in his classes as a solvent.

The young man survived his ordeal. But it took three months of chemotherapy to put the disease in remission. In other words, the disease could begin progressing again in days or years.

These two cases, of course, are isolated ones. For every worker who contracts leukemia due to benzene exposure, there are thousands who are not affected by the same exposure levels.

The fact remains, though, that breathing benzene fumes, even in low concentrations, is a known carcinogen, or cancer causer. Since SIU members are often involved in the loading, transportation, and discharge of this deadly chemical, extreme caution must be taken when working near it.

Presently, the Occupational Safety and Health Administration is working steadily to draw up new safety regulations regarding benzene. Their work is aimed at installing new and stricter exposure levels to this chemical.

Although OSHA has no jurisdiction over seagoing people, the Coast Guard will follow any new regulations for benzene that are enacted by the 7-year-old Government agency.

On top of the long term hazards of benzene in causing cancer, heavy exposures to the light yellow liquid in a confined area, such as a cargo tank, will kill you quickly.

There have been numerous cases of shipboard fatalities as the result of a seaman inhaling heavy concentrations of benzene fumes.

A typical incident happens like this. A seaman enters an empty tank which had carried benzene. The tank has supposedly been purged of all fumes. But a characteristic of benzene fumes is to accumulate in the lower recesses of a tank.

The seaman encounters one of these pockets of fumes. He starts to feel lightheaded and dizzy. He knows he's in trouble, but before he can climb out of the tank to safety he is overcome by the fumes and dies of asphyxiation.

There was one case about five years ago when the three top deck officers on

the same U.S.-flag tanker died of benzene asphyxiation in one of the ships "empty" cargo tanks.

For your own protection, the Coast Guard suggests the following safety precautions while working near benzene.

- Wear fresh air self-contained breathing apparatus unless monitoring devices show that exposure levels will not be exceeded, or unless closed gauging and vapor return lines are used.

- Wear protective clothing where skin or eye contact with benzene is likely.

- Wear pressure-demand, self-contained breathing apparatus when entering any tank carrying or previously containing benzene.

It's a good idea to follow these steps when working near any noxious chemical. It would be foolish not to. You never know when an accident will happen.

## New Tanker Brooks Range and SIU Crew on Alaska Oil Run

The SIU-manned tanker *Brooks Range* pulled into Long Beach, Calif. this month on her maiden voyage from the port of New Orleans.

The 165,000 ton tanker, too big to use the Panama Canal, traversed Cape Horn to reach her West Coast destination. The brand new ship will carry oil from

Valdez, Alaska to an offloading site near Panama.

The ship is 906 ft. in length, with a 173 ft. beam and a 55 ft. draft. She was built at Avondale Shipyard in New Orleans

and is operated by Inter Ocean Management Corp. of Philadelphia.

A sistership, the *Thompson Pass*, should be ready for crewing by SIU members in August.



The SIU crew of the *Brooks Range* gather in crew's mess for group shot before taking the 165,000 ton tanker on her maiden voyage.



In the sparkling new galley, N. Orelana, general steward utility, works meat slicer.



The *Brooks Range*, owned and operated by InterOcean Management Corp., will run between Valdez, Alaska and Panama.

### Brotherhood in Action ... for SIU members with an alcohol problem

The purpose of the Seafarers Alcoholic Rehabilitation Center is to help Seafarers who have problems with alcohol.

and recover from the disease of alcoholism. Through counseling services, we have a chance to learn about alcohol and ourselves.

Our brothers can go to the Center

Education is, however, not only

#### Alcoholic Rehabilitation Center

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

Name ..... Book No. ....

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

Telephone No. ....

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

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

limited to the members who go to the Center. Through the *Log*, all of us can learn about alcoholism.

Seafarer Jack Bowman has been with the SIU for 31 years. For the past seven years he has been sober. During 1975 and 1976, Brother Bowman served as a seafarer-counselor at the Center. He commented that while he was at the Center, "I saw a lot of Seafarers being 'born again.' I knew most of the guys who said they came to the ARC 'because if Jack could get and stay sober,' they could too."

Seafarer Bowman now works on ocean-going vessels out of the port of Seattle. He feels that during his years of sobriety he has "been doing the same things I did before but enjoying them more because when I wake up in the morning, I know what I did the night before."

Brother Bowman says he is pleased with the widespread effect of the alcohol education effort at the Center and in the *Log*. But he adds, "I have seen some Seafarers who have gotten sober even

though they were reluctant to go to the Center. They didn't seem to realize that the program at the Center is really good—it teaches an alcoholic about himself," he said. Brother Bowman has been through this kind of learning process himself and it has led him to work at helping his fellow Seafarers who share the problem of alcoholism.

He would like to offer a suggestion to his fellow brothers who are recovering alcoholics, especially those who have been through the Center. "When a brother completes the program at the ARC and returns home he needs your help to get back into the community and stay sober. You know what he is going through and it is up to you to help him make it."

If you have a problem with alcohol, call the Center at any time:

Seafarers Alcoholic Rehabilitation Center  
Star Route Box 152-A  
Valley Lee, Maryland 20692  
Phone: (301) 994-0010

# NEW 3-YEAR DEEP SEA PACT SIGNED

## Wages, Pensions, Welfare, Vacations Increased

The SIU has wrapped up a solid new three-year contract for the Union's deep sea membership.

The pact includes substantial across-the-board increases in wages, regular overtime, premium and penalty rates.

There have also been vast increases worked out for vacation benefits for deep sea members and significant improvements in the Seafarers Pension and Welfare Plans.

The new contract goes into effect June 16, 1978 and will run through June 15, 1981.

In regards to the contract, SIU President Paul Hall said: "This is one of the best packages that we've been able to achieve in some time. The membership should be proud of the job that the Union's Contract Department did on their behalf."

Hall continued: "We should all look upon this agreement as a springboard for even further improvements in our lives as American seamen. But to insure that these improvements will come, we must collectively work hard to protect our interests on all fronts. This means a deeper involve-

ment for us in the political arena as well as a deeper commitment to improving ourselves through the educational opportunities available at Piney Point. With this kind of total commitment, we can determine our own future, and we can insure a continually higher degree of job security for ourselves and financial security for ourselves and our families."

### Wage, Vacation Increases

Under terms of the new contract, the base monthly wage rates for all ratings will be increased by 7½ percent in each year of the agreement.

These same increases will be applied across-the-board to the regular overtime rates, the premium rates and the penalty rates.

In addition, a completely new formula for the payment of Vacation benefits has been established.

Under the new Vacation formula, a Seafarer working a full year (365 days seetime) will receive vacation benefits to equal four months base wages for the rating he sailed in. This change takes place immediately in the first year of the agreement. For the second and third years of the



### More Info On Pension, Welfare Page 14

contract, the vacation benefits are increased an additional 7½ percent per year.

With this kind of formula, the vacation benefits for Seafarers during the three-year period will increase approximately 70 percent to 100 percent over the previous contract depending on the rating sailed.

As an example of the new vacation, take the QMED rating under the Standard Tanker Agreement.

Under the old Vacation schedule, a QMED sailing 365 days would receive a vacation benefit of \$2,684.65. But under the new formula, in the first year of the contract, the QMED sailing 365 days would receive a benefit of \$5,354.68. That's an increase of \$2,670.03 over the old rate.

With the 7½ percent increase in the second year, the QMED's vacation benefit for 365 days worked would rise to \$5,756.28, or a \$401.60 increase. In the third year, the vacation benefit would go to \$6,188.00 for 365 days, or a \$431.72 increase.

The total increase, then, for the QMED (Standard Tanker Agreement) in vacation benefits is \$3,503.35 over the three year life of the new contract.

Overall, these are the most significant increases in Vacation benefits to the Seafarer since establishment of the program.

### Pension, Welfare Benefits

As a result of the negotiated increase in Trust Fund contributions, there are important improvements in both the Seafarers Pension Plan and the Seafarers Welfare Plan.

Pension benefits will be increased from \$350 per month to \$400 per month. This goes into effect Jan. 1, 1979.

Then as of June 16, 1980, the pension benefit will be increased from \$400 to \$450 per month.

In addition, the pension increments for Seafarers accumulating seetime after achieving both 20 years seetime and 55 years of age has been

increased. This benefit goes from a \$15 a month to a \$25 a month pension increment for every additional 365 days worked. A Seafarer can achieve seven of these increments under the Pension Plan. So a Seafarer could possibly reach a total pension of \$625 a month.

Concerning the Welfare Plan, there were a number of significant improvements. These include:

- A new Death Benefit for active Seafarers that could go as high as \$20,000. The present Death Benefit is a maximum of \$5,000.

- Establishment of a Major Medical program in the Seafarers Welfare Plan.

- Coverage for dependent children will be extended from age 19 to age 25 if the dependent is a full time student.

- Extended coverage for hospital extras from 60 days to 90 days of hospital confinement.

- Increase in the optical benefit from \$30 to \$40.

Your Negotiating Committee recommends membership approval of the contractual changes.

## Eligibility Rules Changed to 125 Days

Seafarers should take special note that as a result of the improved benefits the eligibility rules for Welfare and Vacation benefits have been changed.

Now, to be eligible for benefits under the Seafarers Welfare Plan, a Seafarer must have accumulated 125 days employment on contracted vessels in the previous calendar year as well as one day employment in the six month period immediately preceding date of claim.

Under the Vacation Plan, a Seafarer will now apply for his vacation benefits after having accumulated 125 days seetime.



## Additional Contract Highlights

Additional highlights of the new three year contract include the following provisions:

- Crew members will have the option of requesting payment by check in excess of \$300.00 of the net amount due by providing proper notice to the Captain.

- Captains will be required to pay transportation to crew members leaving the vessel for specified medical reasons if the Company office or Agent's office is closed.

- Provisions have been defined for providing a two hour minimum in port when called out on the watch below. Exceptions will be as specified in the Agreement.

- Overtime sheets are to be collected and returned no less than weekly.

- Valid overtime and approved subsistence and lodging claims shall be included in computing draws.

- Meals and lodging have been raised to \$26.00 per day.

- At regular pay offs or lay ups the crew will receive \$10.00 for incidental expenses in addition to air transportation.

- The Companies have agreed to forward first class mail to the crewmembers if properly addressed.

- On Tankers, the penalty rates shall apply at all times the crew is engaged in refueling at sea.

- On Tankers, the Oiler Maintenance Utility base pay and overtime rates have been adjusted to conform to the higher rates applicable to tankers.

- On all vessels with four men or less in the Steward Department the Steward/Cook or Steward/Baker shall be offered two hours overtime at sea, Monday through Friday.

- For any calendar day the Pilot does not perform any navigational service, the penalty applied to carrying passengers, shall apply to the Pilot. The passenger penalty shall also apply to more than one apprentice pilot.

- Jurisdiction on the moving of shipboard cranes has been established for Electricians and Crane Maintenance Electricians (C.M.E.'s).

- Jurisdiction on rigging and un-rigging ramps on Ro Ro vessels has been secured for the Deck Department.

- Clarifications agreed to over the past three years have been incorporated into the Agreement.

- The Port Time provisions shall be amended so that in the case of awaiting pilot, quarantine and pratique any such exception shall not apply where the delay is because the vessel is awaiting berth and shall only apply where the delay is caused by the arrival of the vessel during hours that the port officials granting quarantine or pratique are not on duty.

# Wage Rates Under 3-Year Contract

This chart represents the base monthly wage gains negotiated for Seafarers under the new three-year contract. The gains amount to a 7½ percent increase in wages in each of the three years of the agreement.

## Standard Freightship Agreement

	Current Base Monthly Wage	1978 Wage	7½% Increase From Old Contract	1979 Wage	7½% Increase From 1978	1980 Wage	7½% Increase From 1979	Wage Increase Over 3 Years
<b>Deck Department</b>								
Boatswain (SL 7's, SL 18's Lash, Mariner & Passenger)	1,196.81	1,286.57	89.76	1,383.06	96.49	1,486.79	103.73	289.98
Boatswain	1,058.53	1,137.92	79.39	1,223.26	85.34	1,315.00	91.74	256.47
Carpenter	973.89	1,046.93	73.04	1,125.45	78.52	1,209.86	84.41	235.97
Carpenter Maintenance	973.89	1,046.93	73.04	1,125.45	78.52	1,209.86	84.41	235.97
A.B. Maintenance	899.99	967.49	67.50	1,040.05	72.56	1,118.05	78.00	218.06
Quartermaster	848.85	912.51	63.66	980.95	68.44	1,054.52	73.57	205.67
Able Seaman	805.90	866.34	60.44	931.32	64.98	1,001.17	69.85	195.27
Fire Patrolman	805.90	866.34	60.44	931.32	64.98	1,001.17	69.85	195.27
O.S. Maintenance	673.43	723.94	50.51	778.24	54.30	836.61	58.37	163.18
Ordinary Seaman	629.94	677.19	47.25	727.98	50.79	782.58	54.60	152.64
<b>Engine Department</b>								
Chief Electrician (SL 7's, SL 18's Lash, Mariner & Passenger)	1,280.42	1,376.45	96.03	1,479.68	103.23	1,590.66	110.98	310.24
Chief Electrician (Delta)	1,278.27	1,374.14	95.87	1,477.20	103.06	1,587.99	110.79	309.72
Chief Electrician	1,245.27	1,338.67	93.40	1,439.07	100.40	1,547.00	107.93	301.73
Crane Mtee./Electrician	1,245.27	1,338.67	93.40	1,439.07	100.40	1,547.00	107.93	301.73
Electrician Reefer Mtee.	1,245.27	1,338.67	93.40	1,439.07	100.40	1,547.00	107.93	301.73
Second Electrician	1,164.09	1,251.40	87.31	1,345.26	93.86	1,446.15	100.89	282.06
Engine Utility Reefer Mtee.	1,164.09	1,251.40	87.31	1,345.26	93.86	1,446.15	100.89	282.06
Refrigerating Engineer (when one is carried)	1,164.09	1,251.40	87.31	1,345.26	93.86	1,446.15	100.89	282.06
Refrigerating Engineer (when three are carried)	1,164.09	1,251.40	87.31	1,345.26	93.86	1,446.15	100.89	282.06
Chief	1,194.05	1,283.60	89.55	1,379.87	96.27	1,483.36	103.49	289.31
First Assistant	1,061.04	1,140.62	79.58	1,226.17	85.55	1,318.13	91.96	257.09
Second Assistant	989.81	1,064.05	74.24	1,143.85	79.80	1,229.64	85.79	239.83
O.M.E.D.	1,196.81	1,286.57	89.76	1,383.06	96.49	1,486.79	103.73	289.98
Plumber/Machinist	1,067.40	1,147.46	80.06	1,233.52	86.06	1,326.03	92.51	258.63
Unlicensed Junior Engineer (Day)	1,018.49	1,094.88	76.39	1,177.00	82.12	1,265.28	88.28	246.79
Unlicensed Junior Engineer (Watch)	917.07	985.85	68.78	1,059.79	73.94	1,139.27	79.48	222.20
Deck Engineer	987.67	1,061.75	74.08	1,141.38	79.63	1,226.98	85.60	239.31
Engine Utility/FOWT (Delta)	997.08	1,071.86	74.78	1,152.25	80.39	1,238.67	86.42	241.59
Engine Utility	930.24	1,000.01	69.77	1,075.01	75.00	1,155.64	80.63	225.40
Evaporator/Maintenance	853.23	917.22	63.99	986.01	68.79	1,059.96	73.95	206.73
Oiler	805.90	866.34	60.44	931.32	64.98	1,001.17	69.85	195.27
Oiler (Diesel)	867.26	932.30	65.04	1,002.22	69.92	1,077.39	75.17	210.13
Watertender	805.90	866.34	60.44	931.32	64.98	1,001.17	69.85	195.27
Fireman/Watertender	805.90	866.34	60.44	931.32	64.98	1,001.17	69.85	195.27
Fireman	805.90	866.34	60.44	931.32	64.98	1,001.17	69.85	195.27
Wiper	748.60	804.75	56.15	865.11	60.36	929.99	64.88	181.39
Ship's Welder Mtee.	999.76	1,074.74	74.98	1,155.35	80.61	1,242.00	86.65	242.24
Oiler/Maintenance Utility	930.24	1,000.01	69.77	1,075.01	75.00	1,155.64	80.63	225.40
General Utility/Deck Engine	748.60	804.75	56.15	865.11	60.36	929.99	64.88	181.39
<b>Steward Department</b>								
Chief Steward (SL 7's, SL 18's Lash and Mariner)	1,196.81	1,286.57	89.76	1,383.06	96.49	1,486.79	103.73	289.98
Steward/Cook	1,196.81	1,286.57	89.76	1,383.06	96.49	1,486.79	103.73	289.98
Steward/Baker	1,196.81	1,286.57	89.76	1,383.06	96.49	1,486.79	103.73	289.98
Chief Steward	1,058.53	1,137.92	79.39	1,223.26	85.34	1,315.00	91.74	256.47
Chief Cook	940.85	1,011.41	70.56	1,087.27	75.86	1,168.82	81.55	227.97
Cook & Baker	917.06	985.84	68.78	1,059.78	73.94	1,139.26	79.48	222.20
Second Cook	805.90	866.34	60.44	931.32	64.98	1,001.17	69.85	195.27
Third Cook	795.01	854.64	59.63	918.74	64.10	987.65	68.91	192.64
Assistant Cook	795.01	854.64	59.63	918.74	64.10	987.65	68.91	192.64
Messman	625.04	671.92	46.88	722.31	50.39	776.48	54.17	151.44
Utilityman	625.04	671.92	46.88	722.31	50.39	776.48	54.17	151.44

## Standard Tanker Agreement

	Current Base Monthly Wage	1978 Wage	7½% Increase From Old Contract	1979 Wage	7½% Increase From 1978	1980 Wage	7½% Increase From 1979	Wage Increase Over 3 Years
<b>Deck Department</b>								
Boatswain (on vessels constructed since 1970)	1,245.27	1,338.67	93.40	1,439.07	100.40	1,547.00	107.93	301.73
Boatswain (25,500 D.W.T. or over)	1,128.82	1,213.48	84.66	1,304.49	91.01	1,402.33	97.84	273.51
Boatswain (under 25,500 D.W.T.)	1,086.49	1,167.98	81.49	1,255.58	87.60	1,349.75	94.17	263.26
A.B. Deck Maintenance	926.50	995.99	69.49	1,070.69	74.70	1,150.99	80.30	224.49
Able Seaman	815.37	876.52	61.15	942.26	65.74	1,012.93	70.67	197.56
O.S. Deck Maintenance	748.64	804.79	56.15	865.15	60.36	930.04	64.89	181.40
Ordinary Seaman	646.56	695.05	48.49	747.18	52.13	803.22	56.04	156.66
<b>Engine Department</b>								
O.M.E.D.	1,245.27	1,338.67	93.40	1,439.07	100.40	1,547.00	107.93	301.73
Chief Pumpman	1,139.15	1,224.59	85.44	1,316.43	91.84	1,415.16	98.73	276.01
Second Pumpman/Engine Mtee.	1,139.15	1,224.59	85.44	1,316.43	91.84	1,415.16	98.73	276.01
Ship's Welder Maintenance	1,008.47	1,084.11	75.64	1,165.42	81.31	1,252.83	87.41	244.36
Engine Utility	917.20	985.99	68.79	1,059.94	73.95	1,139.44	79.50	222.24
Oiler Maintenance Utility (adjusted)	928.47	1,010.19	81.72	1,085.96	75.77	1,167.41	81.45	238.94
Oiler	815.37	876.52	61.15	942.26	65.74	1,012.93	70.67	197.56
Fireman/Watertender	815.37	876.52	61.15	942.26	65.74	1,012.93	70.67	197.56
General Utility/Deck Engine	748.64	804.79	56.15	865.15	60.36	930.04	64.89	181.40
Wiper	748.64	804.79	56.15	865.15	60.36	930.04	64.89	181.40
<b>Steward Department</b>								
Chief Steward (on vessels constructed since 1970)	1,245.27	1,338.67	93.40	1,439.07	100.40	1,547.00	107.93	301.73
Steward/Cook	1,245.27	1,338.67	93.40	1,439.07	100.40	1,547.00	107.93	301.73
Steward/Baker	1,245.27	1,338.67	93.40	1,439.07	100.40	1,547.00	107.93	301.73
Chief Steward (25,500 D.W.T. or over)	1,133.32	1,218.32	85.00	1,309.69	91.37	1,407.92	98.23	274.60
Chief Steward (under 25,500 D.W.T.)	1,091.00	1,172.83	81.83	1,260.79	87.96	1,355.35	94.56	264.35
Chief Cook	979.30	1,052.75	73.45	1,131.71	78.96	1,216.59	84.88	237.29
Cook and Baker	956.21	1,027.93	71.72	1,105.02	77.09	1,187.90	82.88	231.69
Third Cook	848.16	911.77	63.61	980.15	68.38	1,053.66	73.51	205.50
Assistant Cook	848.16	911.77	63.61	980.15	68.38	1,053.66	73.51	205.50
Messman	625.03	671.91	46.88	722.30	50.39	776.47	54.17	151.44
Utilityman	625.03	671.91	46.88	722.30	50.39	776.47	54.17	151.44

Seafarers should note that the Union also negotiated a 7½ percent per year increase in regular overtime rates, premium rates and penalty rates. A complete outline on these rates will be carried in the full Agreement.



# New Pension, Welfare Benefits Explained

The highest pension benefits and the most extensive welfare coverage ever offered to Seafarers are a result of the new deep sea contract.

The new and improved benefits are provided to eligible employees under the Seafarers Pension and Welfare Plans. However, with the increased benefits a significant change in the eligibility requirements for the Welfare Plan has been made.

**Now, the amount of seetime required to receive welfare benefits is 125 days employment in the calendar year preceding the date of the claim. The additional requirement of one day employment in the six month period immediately preceding the claim remains the same.**

## Pension Benefits

The highlight of the new pension benefits is a \$100 jump in the monthly payment. It goes up in two steps:

- Beginning Jan. 1, 1979, the present \$350, a month pension benefit will be raised to \$400, a month.
- Effective June 16, 1980, it will be further increased from \$400, to \$450, a month.

This increase applies to all three types of pension benefits available under the Plan—Regular Normal Pension, Early Normal Pension and Disability Pension.

The eligibility requirements for each are as follows:

- Regular Normal  
Seetime: 15 years (5475 days)  
Retirement Age: 65
- Early Normal  
Seetime: 20 years (7300 days)  
Retirement Age: 55
- Disability Pension  
Seetime: 12 years (4380 days)  
at any age, plus, a permanent

disability award from the Social Security Administration.

Note that the above specified requirements for pension are the same as in the past.

An additional benefit has also been made available under the Early Normal Pension Increments program.

Once you have fulfilled the seetime and age requirements of the Early Normal Pension (20 years seetime at 55 years of age), you get an additional amount or increment on top of your monthly pension benefit for every additional full year that you work (365 days). The maximum is seven increments.

The new benefit raises this monthly pension increment from \$15, to \$25. And it is effective immediately with the start of the new contract on June 16, 1978. With the \$100, monthly pension increase, this means that you can receive up to \$625 a month in pension benefits if you earn all seven increments.

Another benefit of the Early Normal Pension is the Special Pension Supplement established in 1977.

At present a Seafarer with 20 years seetime at age 55 can get one additional full year of pension benefits in a lump sum payment if he works two more full years (730 days) before he retires. The Board of Trustees are presently evaluating a reduction of this requirement to one full year (365 days) of additional employment before retirement.

## Welfare Benefits

The welfare benefits offer both brand new and greatly expanded coverage for Seafarers and their dependents.

The biggest increase is in the amount of the death benefit. Active seamen can have up to \$20,000 in death benefit coverage. The maximum under the old contract was \$5,000.

The chart on this page gives full eligibility details for the new death benefit. But it is important to remem-

ber that all welfare benefits now require at least 125 days employment in the previous calendar year, plus one day in the six months immediately preceding date of the claim.

The biggest new welfare benefit is a program of Major Medical coverage for dependents of Seafarers. Under the old benefit schedule, major medical expenses like surgery and doctor's hospital visits could not exceed \$600 in benefits paid from the Welfare Plan. The Seafarer had to pay any charges over that amount out of his own pocket. But the new program takes over where the old Plan leaves off and pays up to 80 percent of any remaining charges.

For example, if a Seafarer's wife is charged \$1000, for surgery, the Plan will pay up to \$600 of the bill. And the new Major Medical program will pay up to 80 percent of the remaining \$400.

Expanded benefits to dependents include the following:

- **Hospital Extras:** The Plan will pay all reasonable charges made by the hospital in addition to room and board for a maximum of 90 days per confinement. This is an increase from 60 days confinement under the old schedule.

- **Emergency Treatment:** The Plan will now cover emergency treatment received in a doctor's office in addition to such treatment received in a hospital.

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

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

## New Death Benefit

Death benefit coverage, provided by the Seafarers Welfare Plan for active Seafarers, has been greatly increased.

As the chart below shows, the maximum \$5,000 payment provided under the old schedule has now become the minimum benefit. Active seamen can receive up to \$20,000 coverage for their families' security.

Amount of Benefit	Required Seetime for Eligibility
\$ 5,000	125 days in the previous calendar year, 1 in the last 6 months.
10,000	125 days in each of previous 3 calendar years, 1 in the last 6 months.
12,000	125 days in each of previous 4 calendar years, 1 in the last 6 months.
15,000	125 days in each of previous 5 calendar years, 1 in the last 6 months.
17,000	125 days in each of previous 6 calendar years, 1 in the last 6 months.
20,000	125 days in each of previous 7 calendar years, 1 in the last 6 months.





### SS Delta Mar

Chief Steward Michael J. Dunn, Capt. L. V. Cooley and Seafarers of the *SS Delta Mar* (Delta Line) recently were commended by the company "...for the highest sanitation rating (100 percent) given Delta's fleet of vessels" by a U.S. Department of Health, Education and Welfare inspector.

Steward Dunn added, "This is a 100 percent steward department, everyone is over 55-years-old and doing a bangup job. Between us we have a whole lot of years of experience in the steward department. Without their cooperation this job couldn't have been accomplished. This isn't our only trip with a 100 percent. We have completed two and are trying to capture a few more."

### Washington, D.C.

Adm. John B. Hayes, 54, became the 16th commandant of the U.S. Coast Guard in ceremonies at the Navy Yard here late last month. He succeeds retiring Adm. Owen W. Siler who ended a 35-year career.

Adm. Hayes, a 1946 graduate of the New London (Conn.) Coast Guard Academy, was sworn in by Secretary of Transportation Brock Adams.

Hayes was born in Jamestown, N.Y. and educated in Bradford, Pa. and at George Washington University here.

His service experience includes duty in Alaska, Japan, Florida and the Gulf of Thailand in 1966, where he earned the Legion of Merit while commanding Squadron 1 there.

Adm. Hayes also holds Coast Guard Meritorious Service and Commendation Medals and the Secretary of the Treasury's Commendation Award Medal.

### SS Mary

From a Gulf port in the beginning of July, the *SS Mary* (Marlin Steamship) will sail to Beira or Nacala, Mozambique or Dar es Salaam, Tanzania carrying 14,250 tons of bagged fertilizers.

### SS Jeff Davis, Robert Toombs, Stonewall Jackson

On July 1-10, the *SS Jeff Davis*; on July 16-25, the *SS Robert Toombs* and on Aug. 1-10, the *SS Stonewall Jackson* (all Waterman), will each carry 5,000 metric tons of bagged wheat flour to Sri Lanka, (Ceylon).

### Washington, D.C.

Among the 20 U.S. high school students who won cash prizes and voyages on American ships in the 1978 Propeller Club "Merchant Marine's Vital Role in the World of Commerce" essay contest, are four students who will ride SIU-contracted vessels this summer. The SIU companies are on the deep sea, Lakes and inland waters.

These four winners, and the companies and Propeller Clubs sponsoring them are:

- Jack James Carrell Jr. of Bogalusa, La. and the New Orleans Propeller Club

who will ride a Delta Line ship to South America and back.

- Marciana Jane Rinaldi of Ponce, P.R. Propeller Club will voyage on a Waterman ship round-trip to Europe.

- Kevin Johnson Danahy of Buffalo's Propeller Club will sail on an American Steamship Co. vessel on the Great Lakes.

- Ed Perlmutter of Olivette, Mo. and the St. Louis Propeller Club will ride an American Commercial Barge Line Boat from St. Louis to Minneapolis, Minn. and return.

Also in the Propeller Club maritime essay contest, four college students won \$1,400. They are: Thomas G. Welshko of the Baltimore Club who won \$500; Susan Blake of the Galveston Club who won \$400; Frederick R. Doll Jr. of the New York Club who won \$300; and Mark P. Scott of the Norfolk Club who won \$200. Lorne J. Collins of the St. Petersburg, Fla. Club won an honorable mention.

### ST Tex

From a Gulf port to Beirut, Lebanon, the *ST Tex* (Altair Steamship) will haul 23,000 metric tons of bulk wheat early next month.

### ST Point Julie

Next month from a Gulf port to both coasts of India, the *ST Point Julie* (Birch Steamship) will carry 22,679 metric tons of bulk soybean oil.



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.

## Jimmy Carter Says Hi Y'All to Seafarers on Nigerian Trek



President Carter (center) comes down the gangway of the *SS Delta Paraguay* in Lagos, Nigeria after he and Mrs. Carter personally greeted each Seafarer aboard. Leading a tour of the ship is Capt. Frank Verner (left). In front is a Secret Service operative.



Delta Line's containership *SS Delta Paraguay* eases out of New Orleans Harbor down the Mississippi enroute to Lagos, Nigeria where President and Mrs. Jimmy Carter visited the vessel on Apr. 2. Accompanying the ship is the *Tug James E. Smith* (Crescent Towing). On the levee are barges of Orgulf Transport and the Coal Barges Co.

# Deposit in the SIU Blood Bank—It's Your Life

# Algerian Ship Rams Yellowstone; 1 Dead, 4 Missing



An aerial photo snapped by the British Naval Air Force shows the *ST Yellowstone* (Ogden Marine) a short time after she was rammed by the Algerian freighter *SS Ibn Batouta* on June 12 leaving the Straits of Gibraltar. The crash killed five and injured three crewmembers of the *Yellowstone*. She sank the next day in the Med.

A Seafarer was killed, four crewmembers are missing and presumed dead and three were injured when the SIU-manned *ST Yellowstone* (Ogden Marine) was rammed portside in the engine room by the 7,435 dwt Algerian freighter *SS Ibn Batouta*. It happened midday in thick fog and calm seas on June 12 just 14 miles southeast of the British crown colony of Gibraltar in the Straits.

The *Yellowstone*, carrying grain, sank while being towed the next afternoon in 3,800 feet of Mediterranean waters 77 miles southeast of Gibraltar.

**Dead is Messman Donald G. "Whitey" Tucker, 45, of River Rouge, Mich. Missing and presumed dead are Chief Electrician Peter K. "Red" Shaughnessy, 55, of Brooklyn, N.Y.; Wiper Carter Lane, 36, of Hot Springs, Ark.; OS William S. Karaba, 26, of Ashland, Wisc. and 3rd Engineer George Wright, 66, of Seattle. Injured and flown by a British Navy helicopter to the Gibraltar Naval Hospital were AB Jerry M. La Duke, 37, of Detroit; 3rd Cook Robert L. Cotton, 50, of Mobile and one of the ship's 3rd mates.**

The Algerian vessel suffered damage to her bow but reported no casualties.

She sailed under her own power to the Algerian port of Oran. All 36 survivors of the *Yellowstone* were taken off by ships of the British Navy.

Seafarer Spolios J. Kosturos was on the deck of the *Yellowstone* in cool weather with the ship's foghorn blowing when he said he saw the Algerian freighter come out of the fog about 100 yards away bear down on his ship. He said he couldn't tell how fast the *Ibn Batouta* was moving.

When the Algerian ship's bulbous bow sliced 25 feet into the port side of the *Yellowstone*, she trapped the dead



Peter Shaughnessy missing



William S. Karaba missing



Carter Lane missing



Donald G. Tucker dead

and missing in the engine room, in the messroom and in the focsle area.

In Gibraltar the next night, Seafarer Robert Lang telephoned his wife, Joan, in Chester, Pa. He told her he had to climb out over the engine room boilers and steam pipes to escape the engulfing waters which put the engine room underwater in 4 to 5 minutes.

First on the crash scene within minutes were the British submarine *HMS Finwhale* and the frigate *HMS Aurora* which put damage control teams on the *Yellowstone*. Later the frigate took off the first 19 survivors from the *Yellowstone*. AB Benjamin E. Fowler of Houston said the *Aurora* crew also gave them survival kits with British Navy hats, sweaters and tennis shoes.

The crash impact was so great that the two vessels were locked together. During the night strong westerly winds and current drifted the ships eastward. They were pulled apart by the Royal Maritime Auxiliary tug *Cyclone*. The *Yellowstone* was towed toward Gibraltar but in 30 minutes she started to take on water. Her SIU skeleton crew, led by Recertified Bosun Arthur Harrington and 2nd Electrician Thomas Berry, were taken off the sinking ship onto another tug. The towline was cut and the *Yellowstone* plunged by her stern and sank.

The *Yellowstone* had taken on her cargo of wheat in the Lakes port of Duluth, Minn. and some of her crew at SIU Lakes Headquarters in Algonac, Mich.



Injured AB Jerry M. La Duke (front stretcher) and 3rd Cook Robert L. Cotton (rear stretcher) of the *Yellowstone* get medical attention from doctors and attendants before being taken to the Royal Naval Hospital at Gibraltar.



British Navy helicopter flight personnel take hurt Seafarer Jerry M. La Duke (in stretcher) of the *Yellowstone* off the chopper to a waiting naval ambulance. The plane flew the injured off the frigate *HMS Aurora*.



# National Maritime Day Honors America's Merchant Seamen

National Maritime Day has been an annual, American tradition since its observance was declared by law in 1933. The day was chosen to mark the 1819 transatlantic crossing of the *SS Savannah*—the first transatlantic crossing by a steamship. But it is also a day honoring achievements of merchant seamen.

SIU members joined representatives of the maritime industry and government spokesmen on May 22 for the Port of New York-New Jersey National Maritime Day ceremonies. Similar ceremonies were held in ports throughout the country.

Thousands of people filled the sunny

plaza of the World Trade Center to hear speeches and presentations honoring the American merchant marine.

Tributes to maritime included a musical salute to the seagoing past and a wreath ceremony in memory of those who gave their lives serving the merchant marine. SIU Executive Vice President Frank Drozak represented the Union, which was among the sponsors of the wreath.

Maritime Day is both a colorful and a solemn occasion. It honors the importance of the American merchant marine in the nation's history and it's also a gesture of support to today's maritime industry.



SIU Executive V.P. Frank Drozak (second from right) joins representatives of other maritime organizations and three clergymen in dedicating a wreath to the men who died while serving the merchant marine.



The U.S. Merchant Marine Academy Regimental Band entertained spectators at the World Trade Center plaza as part of Maritime Day ceremonies.

## Seafarers Recount Yellowstone Tragedy on Arrival in States

**JFK AIRPORT, N.Y.**—"If I hadn't been working overtime aft," AB Marcelires Mejarias told the *Log* here on June 16, "my life would not have been saved when the ship hit." He explained that his roommate, OS William S. Karaba, one of the missing, was sleeping in his fo'c'sle at the time. "3rd Cook Cotton," despite leg injuries, "tried to get my shipmate out," the Seafarer added.

Later Mejarias said, he crossed over

to the Algerian ship to ask for radio help of the captain. The AB congratulated the officers and crew of the Royal Navy for their rescue efforts.

2nd Electrician Thomas Berry of Goodsprings, Ala. said he was working on deck at the time of the impact. He later dove down into the flooded engine room searching for survivors but found none. He reported that the *Yellowstone* crew sent a cablegram of thanks to the *HMS Aurora* for their aid.

Another survivor, Chief Steward Francis E. Smith of Baltimore said, "the cook (Cotton, who was injured) and the

messman (Tucker, who died) were in the messroom setting up the tables for dinner when the ship hit." He declared that "in another 15 minutes most of the crew would have been in the messhall eating."

Oiler Wilbur M. Gee of Nederland, Tex., who was on deck watch taking readings at the crash, cited FOWT Robert Lank for his heroic leading of Wiper Henry Kozlowski out of the underwater engine room to safety. Kozlowski said, "I was on duty and I blacked out. I had trouble getting up the ladder. The passageway was blocked. I then met Lank

who helped me climb up over the steam-pipes."

Seafarer Gee also said he was on the main deck passageway after the collision when he saw AB Jerry La Duke, with his head bloodied, fall to his knees. "I gave him a lifejacket before he was taken to the hospital. At the same time I saw the 3rd mate was out on the deck, too. I put my own lifejacket under his head."



Saved by a heroic shipmate is Wiper Henry Kozlowski.



Hero Seafarer Robert Lank (right) gets a warm welcome home from his wife, Joan at the airport.



AB Marcelires Mejarias tells of his escape from death.

# U.S.C.G. Finds 50% Deficiencies on Liberian Ships

More than half of all Liberian and Panamanian-flag tankers entering American waters possess some sort of mechanical or structural deficiencies. These inadequacies endanger the safety of the ships' crews, the safe operation of the vessel, and the environment of our coastal waters.

This disturbing fact about flag-of-convenience tankers comes from a statistical breakdown of the Coast Guard's 1½-year old Foreign Tanker Boarding Program.

The Guard began this program of boarding and inspecting foreign tankers as the direct result of a rash of flag-of-convenience tanker accidents in U.S. waters in late 1976.

The Coast Guard publication, *Proceedings of the Marine Safety Council*, points specifically to the tragedies of the Liberian-flag tankers

*Sansenina* and the *Argo Merchant* in December 1976 as the immediate reasons for beginning the program.

The *Sansenina* blew up in Los Angeles harbor killing six, injuring 58, and dumping 20,000 gallons of bunker oil into the harbor.

The *Argo Merchant* went aground off Nantucket Island spilling 7.3 million gallons of fuel oil into the Atlantic. It was the worst spill ever in American waters.

In the first year of the boarding program (January 1977-January 1978), the Coast Guard examined 2,710 foreign tankers in U.S. coastal waters as well as at ports in Puerto Rico, Hawaii, and Alaska.

Of these, 991 were Liberian flag tankers which were found to have a total of 3,033 deficiencies of some kind.

The Coast Guard inspected 189 Panamanian vessels which carried 447 deficiencies.

The Greeks didn't do too well either. The Coast Guard boarded 374 Greek tankers finding 1,660 deficiencies.

Overall, the Coast Guard found an incredible 7,188 deficiencies in the foreign vessels inspected in 1977. A breakdown of the types of problems found on these vessels is as follows:

- 2,764 deficiencies in cargo venting systems. These included defective or missing pressure/vacuum valves as well as wasted and holed vent piping and vent masts.
- 1,294 defects in cargo piping systems, including wasted, holed, and leaking pipes in both the bunker fuel and cargo lines.
- 858 inadequacies in the cargo handling equipment. These defects included inoperative or excessively leaking cargo pumps; leaking steam piping to the cargo pumps; inoperative and leaking cargo valves, and faulty stripping pumps.
- 593 defects in fire protection systems including such dangers as inoperative fire pumps, missing fire hoses and extinguishers, and inoperative sprinkler systems.
- 737 violations in the pump-room. These included inoperative bilge pumps; defective watertight doors, and missing or holed ventilation supplies and ducts.
- 183 structural deficiencies, including cracks in the bulkheads between pumproom and cargo tanks and pumproom and engine room; defective watertight doors leading to the deckhouse, and cracks in the main deck and superstructure bulkheads.

There were also many other deficiencies found in the Coast Guard sweep. These included 727 defects in the ships' navigation equipment. They also included defective ship ventilation systems, and missing lifesaving and other crew safety equipment.

Looking at these statistics, it's easy to see that these are by no means minor violations. They are

serious and basic defects in vessels that can, and have, caused major collisions, spills, and explosions in U.S. waters and harbors.

Up until they began their boarding program, the Coast Guard said that "a foreign flag tanker having the necessary certificates and being from a nation signatory to the international convention for vessel safety has been largely exempt from domestic regulation."

Even now, though, with their boarding program, the Coast Guard can do little more than issue deficiency letters to the master.

However, with U.S.-flag ships, the Coast Guard exerts strict safety control and oversight on the vessel from its blueprint stage, through construction, and throughout the ship's sailing life. The Coast Guard does this "to insure that the ship is in compliance with applicable federal regulations and international agreements."

Very simply, U.S.-flag tankers are among the safest sailing in U.S. waters in respect to crew, environmental, and operational safety.

Unfortunately, U.S. ships carry only 3.5 percent of America's huge imports of foreign oil. Flag-of-convenience ships carry more than 50 percent.

It should be obvious to everyone, especially Congress, that this inequity in U.S. vs. foreign ships has placed America's coastlines and harbors in a great deal of environmental danger.

The SIU feels that the only logical answer is to cut down on the use of foreign-flag vessels plying our waters. That means oil cargo preference legislation for U.S. ships.

The SIU has been fighting for such legislation for nearly two decades. The next time this bill is brought up we sincerely hope that Congress takes note of the serious safety problems that exist in American waters today.

In the meantime, we hope that America's coastal environment is not irreparably scarred by another incident involving a flag-of-convenience vessel.



## LETTERS TO THE EDITOR

### Rehab Program at Galveston

I was happy to see in the March 1978 issue of the *Log* a story noting that the USPHS hospital in Norfolk now has an alcohol detoxification program with another set up at Staten Island. The story also mentioned that programs are currently available in San Francisco and Baltimore. But the story failed to mention the program at the USPHS hospital in Galveston.

The program at the USPHS Hospital in Galveston started in July 1977. It is a 30 to 60 day program (depending on the needs of the patient) consisting of detoxification followed by a period of intensive treatment and rehabilitation. Originally set up to accommodate 10 patients, there is almost always from eight to 12 active in the program. To date, we have seen close to 100 people, some of them members of the SIU Brotherhood. So far we have not had to turn anyone away that was seeking help for their alcohol problem.

We need as many programs as possible to treat seamen suffering from alcoholism, and we need to let the seamen know about these programs. Between your program and ours, plus the others currently operating and planned, we can reach more of the seamen wherever they may be found.

Sincerely,  
Larry J. Marwedel  
Director, Alcoholic Treatment and Rehabilitation Program, Department of Health, Education and Welfare.



June, 1978

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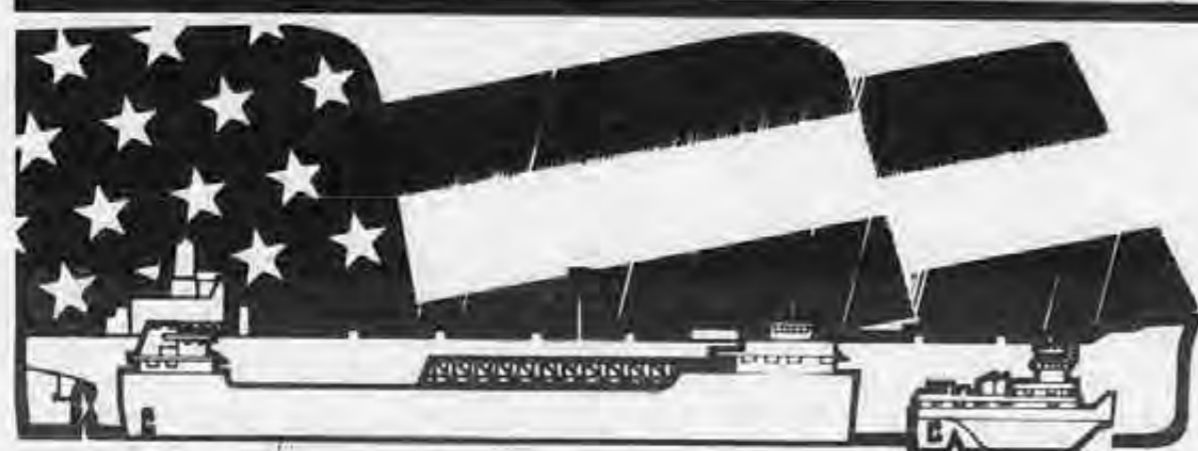
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# LOG

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VOL. 40 NO. 6 JUNE 1978

## Debate On the Maritime Authorization Bill

### Congress Affirms 1970 Merchant Marine Act; Authorizes Subsidies For '79 Maritime Program

In the April issue of *The Log*, we reported on the passage of the *Maritime Authorizations Bill for fiscal Year 1979*.

In this special supplement, we are reprinting the actual floor debate on this bill as it was reported by the *Congressional Record*.

We think you will find this both interesting and informative.

Also in this special report, is a breakdown on the amendments offered by Congressman Paul McCloskey (R-Calif.), showing how they would have seriously damaged the intent of the *Merchant Marine Act of 1970*.

On May 23, the House, by a vote of 326-82, overwhelmingly passed the "Maritime Appropriation Authorization Act for 1979." This legislation which authorizes the monies necessary to carry out certain maritime programs of the Department of Commerce provides the following: \$157 million for construction differential subsidy; \$262.8 million for operating differential subsidy; \$17.2 million for research and development; \$24.6 million for maritime education and training expenses; and \$34.8 million for the reserve fleet and for other operating expenses.

The legislation also raises the Title XI Mortgage Guarantee Program from \$7 billion to \$10 billion.

#### Merchant Marine Act of 1970

Public Law 469, passed by the 91st Congress and

signed into law on October 21, 1970, amended the *Merchant Marine Act of 1936*. This law is commonly known as the *Merchant Marine Act of 1970*. The purpose of the 1970 Act was to rebuild the American shipping and shipbuilding industries and to increase the carriage by American ships of U.S. commerce. At the same time, the 1970 Act was to bring about various refinements in the administration of our national maritime policy.

The annual Marad authorizations approved by Congress reflect their understanding that these CDS and ODS funds are necessary for the construction and operation of a modern, privately-owned, U.S.-flag fleet.

The construction differential subsidy (CDS) is based on the difference between United States and foreign shipbuilding prices. The subsidy is paid to the yard so that the cost of the vessel to the U.S. purchaser is the same as if he bought the vessel

from a foreign yard. Before 1970, CDS was generally limited to liner vessels.

Since 1970, CDS can be applied to all types of qualified U.S.-flag vessels engaged in our foreign trade. In 1979, the \$157 million request, coupled with an unexpended balance from prior fiscal years, will support the construction of six modern, sophisticated vessels in U.S. shipyards—two container-ships, two roll-on/roll-off ships and two LNG carriers.

The operating differential subsidy of \$262.8 million will be paid to American ship operators in order to promote the maintenance of a U.S. merchant fleet capable of providing essential shipping service. ODS is an important means of Federal support for continuing competitive operations of the U.S.-flag merchant fleet in the foreign trade of the United States.

*Continued on Page 20*



United States  
of America

## Congressional Record

PROCEEDINGS AND DEBATES OF THE 95<sup>th</sup> CONGRESS, SECOND SESSION

Vol. 124

WASHINGTON, TUESDAY, MAY 23, 1978

No. 77

### THE MARITIME APPROPRIATION AUTHORIZATION ACT FOR FISCAL YEAR 1979

Mr. MURPHY of New York. Mr. Speaker, I move that the House resolve itself into the Committee of the Whole House on the State of the Union for the further consideration of the bill (H.R. 10729) to authorize appropriations for the fiscal year 1979 for certain maritime programs of the Department of Commerce, and for other purposes.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from New York (Mr. Murphy).

The motion was agreed to.

IN THE COMMITTEE OF THE WHOLE

Accordingly the House resolved itself into the Committee of the Whole House on the State of the Union for further consideration of the bill H.R. 10729, with Mr. MOAKLEY in the chair.

The Clerk read the title of the bill.

The CHAIRMAN. When the Committee rose on Monday, May 22, 1978, all time for general debate had expired and the bill had been considered as having been read and open to amendment at any point.

Are there any further amendments?

### Lobbying

Mr. McCLOSKEY. Mr. Chairman, I offer an amendment.

The clerk read as follows:

Amendment offered by Mr. McCLOSKEY: On page 2, at the end of line 19, insert after "Defense;" "Provided further, That no funds authorized by this paragraph may be paid for any item of wage costs that is paid to the Transportation Institute, the Joint Maritime Congress, or the American Maritime Officers Service, or to any other organization which engages in lobbying activities."

Mr. McCLOSKEY. Mr. Chairman, this is a simple amendment. As the committee knows, the nearly \$300 million that we pay in operating subsidies goes to remedy the differences in wages between U.S. seamen and their foreign counterparts, so that if a U.S. seaman earns \$20,000 a year and a foreign seaman earns \$8,000 a year, the \$12,000 difference is paid to the company out of funds of the Treasury of the United States to make up that balance.

This amendment is simple. All it does is prohibit any of these taxpayers' funds being paid to organizations which engage in lobbying activity.

Mr. Chairman, I have with me the report to the Federal Election Commission last year, indicating that on the maritime bill, the cargo preference bill, a contribution was made of \$50,000 from the Transportation Institute and

*Continued on Page 20*





Continued from Page 19

\$100,000 from the Joint Maritime Congress. When we ascertained that these two agencies funded by the maritime unions had made \$150,000 in political contributions on the cargo preference bill, we asked the Maritime Administration how much those agencies had received from the wage subsidy program. The response from the Maritime Administration was that on the basis of an estimate, the Transportation Institute would have received an estimated \$302,000 in calendar year 1977 for operators receiving an operating differential subsidy.

What that means is that the unions and management of the subsidized maritime companies negotiate as part of the wage cost, the unions will receive these contributions from management to the Transportation Institute and the U.S. Maritime Congress, and that those agencies can then turn around and use those public funds to lobby on bills before this Congress.

Mr. Chairman, if we want to squarely face the issue of public financing of campaigns, I suppose we might justify taxpayers' dollars going to agencies that then engage in lobbying. But I do not think we can justify singling out this industry to allow unions to negotiate that management will contribute funds from the taxpayer that will then be used for lobbying expenses.

The amendment is simple. It merely provides that no funds authorized by the operating subsidies can be used to be paid to the Transportation Institute, the Joint Maritime Congress, or to the American Maritime Officers Service, or to any other organization which engages in lobbying activities.

If those agencies wanted to engage in lobbying activities, they would be cut off from subsidy funds. If they wanted to end their lobbying activities, then there would be no problem with respect to their receiving these funds.

Mr. MURPHY of New York. Mr. Chairman, I rise in opposition to the amendment.

The amendment offered by our colleague, the gentleman from California (Mr. McCLOSKEY), very cleverly impinges upon the collective-bargaining process.

## Legislative Support for U.S. Maritime

Though Congressman Paul N. McCloskey, Jr. of California is a member of the House Merchant Marine and Fisheries Committee, he is an opponent of organizations that promote the U.S. maritime industry.

In an attack on organizations such as the American Maritime Officers Service, the Joint Maritime Congress and the Transportation Institute, McCloskey submitted an amendment that would have stopped federal support payments to companies that take part in groups that support the maritime industry.

Congressman John M. Murphy of New York, chairman of the House Merchant Marine and Fisheries Committee, told House members that no such restrictions exist in other subsidized industries—in the airline, agricultural or any of the other long list of industries.

"The steamship companies are getting the (support) funds to operate so that the United States can compete with what we might virtually call foreign slave labor, as we have seen in the case of controlled carriers," Murphy declared.

He notes that less than 3 percent of the contributions to the Transportation Institute, for example, come from firms receiving federal support.

Very clearly, what we are dealing with is the fact that the operational differential subsidy funds are paid to a steamship company. The steamship company then pays its employees. The employees then contribute to a fund, and that fund, in turn, then goes to the Transportation Institute, to the Joint Maritime Congress, and to the American Maritime Officers Service.

Mr. Chairman, we tried to build a hearing record to substantiate, in some degree, whether or not there was a direct subsidy paid to maritime labor. In effect, we could not establish that link.

Therefore, we went to the Maritime Administrator, and I would like to quote the following, which I think places in perspective precisely what this amendment is.

The Maritime Administrator said as follows:

"Clearly, these organizations have sufficient funds from non-subsidized sources to have made the transfers to the U.S. Maritime Committee, in the case of the Transportation Institute, about 40 times that amount, and in the case of the Joint Maritime Congress, more than 6 times the amount.

"Based on these estimates, we are not aware of any law which prohibits these contributions to the U.S. Maritime Committee.

"However, it is important to bear in mind that the receipt of Federal subsidies, whether by the maritime industry, airlines, agriculture, or any of the other long list of industries does not bring with it a prohibition from the freedom to engage in legitimate political activity."

Mr. Chairman, I think the significant thing is that there is a bona fide collective-bargaining process between maritime labor and maritime management. Here we are trying to write into law restrictions and impingements on that collective-bargaining process.

Mr. Chairman, I would think the committee, in its wisdom, would reject this amendment.

Mr. McCLOSKEY. Mr. Chairman, is the gentleman suggesting that the collective-bargaining process should permit a union to negotiate for the receipt of public funds to be used for the lobbying process? That is what happens here.

Mr. MURPHY of New York. I just pointed out to the gentleman that there are sufficient funds, 40 times enough funds to one of these organizations, one for example, 6 times enough funds to another of these organizations, coming from the non-subsidized wages.

Mr. McCLOSKEY. Then why do they need funds from the Government?

Mr. MURPHY of New York. They are not getting funds from the Government. The steamship companies are getting the funds to operate so that the United States can compete with what we might virtually call foreign slave labor, as we have seen in the case of controlled carriers, with respect to that portion of the fund.

I do not see how we can favor programs to support these institutions when there are sufficient and substantial other funds to draw from for the operation of these organizations.

The CHAIRMAN. The question is on the amendment offered by the gentleman from California (Mr. McCLOSKEY).

The question was taken; and the Chairman announced that the yeas appeared to have it.

Mr. McCLOSKEY. Mr. Chairman, I demand a recorded vote.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—ayes 168, yeas 227, not voting 39.

So the amendment was rejected.

The CHAIRMAN (Mr. MURPHY). Are there any additional amendments?

Continued on Page 21

## MARAD Authorizations FY 1979

Continued from Page 19

The largest part of operating costs go to offset the difference between United States crew wages and those of low paid foreign crews. ODS also covers such major items as maintenance and repair costs, hull and machinery insurance and protection and indemnity insurance.

The objectives of the research and development programs of Marad are to develop methods, systems and equipment to improve productivity and operating efficiency in the U.S. shipbuilding and operating industries. It consists of four programs: a) advanced ship development; b) advanced ship operations; c) maritime research; and d) advanced maritime technology.

In addition to providing funds for maritime education and training and funds for the reserve fleet, the legislation raised the Title XI guarantee from \$7

billion to \$10 billion. This program, established in the Merchant Marine Act of 1936, provides the full government faith and credit guarantee needed by vessel owners to obtain commercial financing for vessel construction. The primary purpose of Title XI is to promote the growth and modernization of all segments of the U.S. merchant marine.

The Title XI program has been a successful program for many years—it operates at no cost to the government. This amendment does not involve the appropriation of funds. The amounts stated in the amendment are just ceilings which may be used to guarantee mortgage insurance for the construction of vessels.

The Senate, which passed a similar bill on April 24, concurred in the House amendments—which means that no conference will be necessary.

The legislation is now awaiting the President's signature.



## MARITIME TRAINING

Mr. McCLOSKEY. Mr. Chairman, I offer an amendment.

The Clerk reads as follows:

**Amendment offered by Mr. McCLOSKEY: On page 2, at the end of line 19, insert after "Defense;" "Provided further, That no funds authorized by this paragraph may be paid for any item of wages costs that is paid for the training expense of new entrants into the maritime industry."**

Mr. McCLOSKEY. Mr. Chairman, this amendment addresses a situation which I think is unique in the United States. Under this authorization bill we have funds to fund the Federal Maritime Academy at Kings Point with over 1,000 students, at Federal expense, that we graduate to serve the U.S. maritime establishment. We also furnish, under this bill, assistance to six State schools which graduate students for the maritime service.

But in addition to the Federal funding of State and Federal academies, a single union, the Marine Engineers Beneficial Association, has been powerful enough in its negotiations with the subsidized liner companies to require that as part of the wages paid to marine engineers there be a payment in excess of \$2 million a year toward the operation of a private school for marine engineers operated by the union.

Now, so far as I know, the Congress does not ordinarily intrude in the collective bargaining process, but where a Maritime subsidy, as in this case, is paid solely for the differential in wages between American seamen and foreign seamen, I know of no similar situation in the country where the collective bargaining process is allowed to impose a direct expense on the American taxpayer. Note that there is no ceiling if this procedure is permitted. If we will fund whatever union and management should negotiate as an increased cost to the American taxpayer, then under our law the Government will pick up that excess cost.

This amendment really provides that no part of the Federal subsidy should be paid for the operation of a private school.

The school involved is the Marine Operating Engineers' School operated by Jesse Calhoun. Jesse Calhoun is the same individual referred to in that confidential memorandum to the President last year on the cargo preference bill, stating that the sole reason for the administration's support of the cargo preference bill was because of the President's obligation to Jesse Calhoun.

Now, Mr. Calhoun is an estimable gentleman and he may run a fine school and a strong union; but this is a school which is not accountable to the Congress of the United States for its operation, for its efficiency or the quality of its graduates. If it is to be a federally funded school, it should be considered by the Congress and we should fund it by direct funding. Here we are indirectly funding the school by not challenging the process where these funds are paid over for its operation.

Mr. MURPHY of New York. Mr. Chairman, I rise in opposition to the amendment.

This amendment, of course, is directed at really hurting the nonsubsidized American carriers. Here we have one school where new entrants come into the maritime industry, where new personnel are trained, and that is the Marine Engineers Beneficial Association Academy. But who pays for it? All companies with a collective bargaining agreement with the MEBA, subsidized companies and nonsubsidized companies.

This amendment, in effect, would prohibit the subsidized companies from paying their fair share of the only input of trained personnel to this industry.

Now, the gentleman claims the Congress of the United States has nothing to say about the standards of this school. We do. Every graduate before he goes into this industry must be certified by the U.S. Coast Guard, whose regulations come from the law that we establish here in this Congress.

This is a vital and a necessary element of maritime labor. To saddle only the nonsubsidized companies with paying for this, I think, is an infringement on this industry. I think all elements of the industry should certainly bear their fair share of the costs for this school.

I hope the House will reject the amendment.

Mr. McCLOSKEY. Mr. Chairman, I think the gentleman is in error on one point. This amendment will not prohibit the subsidized companies from paying what the unions require them to pay toward the support of the school. What it will do is provide that these moneys will not be paid out of Federal funds. It will just deny to the subsidized companies Federal reimbursement for funds contributed toward that school.

The CHAIRMAN. The question is on the amendment offered by the gentleman from California (Mr. McCLOSKEY).

Mr. McCLOSKEY. Mr. Chairman, I demand a recorded vote.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—ayes 111, noes 289, answered "present" 1, not voting 33.

So the amendment was rejected.

## AMENDMENT WITHDRAWN

Mr. McCLOSKEY. Mr. Chairman, I offer an amendment.

The clerk read as follows:

**Amendment offered by Mr. McCLOSKEY: On page 2, at the end of line 19, insert after "Defense;" "Provided**



John Murphy (D-N.Y.)

**further, That no funds authorized by this paragraph may be paid to compensate for the wages of those members of the crew of any vessel that are greater than 50 percent in excess of the minimum manning scale established for the vessel by the United States Coast Guard;"**

Mr. McCLOSKEY. Mr. Chairman, I ask unanimous consent to withdraw the amendment.

The CHAIRMAN. Is there objection to the request of the gentleman from California?

There was no objection.

## OPERATING SUBSIDIES

Mr. McCLOSKEY. Mr. Chairman, I offer an amendment.

The clerk read as follows:

**Amendment offered by Mr. McCLOSKEY: On page 2, at the end of line 19, insert after "Defense;" "Provided further, That no funds authorized by this paragraph may be paid under the terms of any future operating differential contract which has a duration greater than one year;"**

Mr. McCLOSKEY. Mr. Chairman, for the benefit of the members of the committee who are not familiar with the details of the operating subsidy program, it is a program

Congressman John Murphy (D-N.Y.)

*"... this subsidy program has accounted for the most viable, innovative and healthy segment of the U.S.-flag merchant fleet and we must continue it..."*

*"The Title XI guarantee program has for many years been a very successful program, operates at no cost to the government, and currently has a profit of about \$150 million in the Federal ship financing fund."*

under which we pay the differential in wage costs of American seamen as between our wages and those of competing foreign seamen. The meaning and the purpose of this program is that American ships should be able to operate in competition with foreign ships which pay their seamen much lower wages.

For example, if a Greek seaman earns \$8,000 a year, and an American seaman earns \$20,000 a year, the Federal Government will pay to the subsidized companies the difference of \$12,000 as it is paid out over the year.

Thus we pay that portion of American seamen's wages necessary to permit American ships to compete with foreign ships.

## Legislative Support for Maritime Training

By a vote of more than two-to-one, Congress knocked out an amendment aimed at weakening training programs that give the U.S. Merchant marine the highest-skilled seamen in the world.

All companies, subsidized and nonsubsidized alike, make contributions to a number of union-sponsored training schools so that crewmembers will have the skills demanded to safely and efficiently operate their vessels. The schools have also accepted the responsibility for preparing new seafarers so that they will qualify for their certification from the Coast Guard.

The amendment would have prohibited the subsidized lines from paying their fair share of the operating costs of the training schools.

What this amendment seeks to do is limit this year's operating differential subsidy contracts to 1 year in duration rather than the 20-year contract which has become customary in this industry. This year we have approximately 173 U.S.-flag ships owned by companies which will be receiving operating subsidies. Eighty of those ships come up for renewal in this next fiscal year. Thus, if Congress does not act to adopt this amendment, the Maritime Administration will be authorized next year to negotiate 20-year contracts which will bind the Federal Government to pay over a period of 20 years some \$3.1 billion as a charge against U.S. Treasury.

Why should we limit those contracts to solely 1 year? Because this year, as I am sure the chairman will confirm, we are considering a comprehensive change in U.S. maritime policy to shift away from the subsidy program that we have followed since 1936, to a means of protection for our shipping companies which may involve cargo protection or cargo allocation. As we sit here, the Merchant Marine Committee has before it a bill to authorize closed conferences, monopolies of U.S. shipping owners to require 40 percent or more of U.S. cargoes to be carried on U.S. ships.

Should we adopt within the next year this monumental change in U.S. shipping policy, the operating subsidy program will be out of date, and yet we will be committed to 20 years of payment, under contract, of operating subsidies.

This was one of the problems we had last year with the cargo preference bill. Had that bill been enacted, we would have given a cargo preference to some U.S. companies but others would have been receiving operating subsidies.

When we asked the U.S. Maritime Administrator how he could reconcile cargo preference with payment of maritime subsidies, he confessed they had no legal opinion which would justify cutting off subsidies even though cargo preference were adopted.

In the last year of the Ford administration, the budget proposal which the Ford administration was going to submit to the Congress proposed to end the subsidy program in consideration of adopting some other programs and they wanted a limitation on these subsidies for 1 year.

It seems to me in the light of the legislation we are now considering we should not permit this Congress to bind almost half the U.S. merchant marine to 20-year contracts. If we proceed in this year or in the next to adopt the closed conference concept to protect our merchant marine so it would be guaranteed to carry 40 percent or more of our foreign commerce, I think the chairman will concede there is no need for subsidies.

Could I ask the chairman that question?

Mr. MURPHY of New York. Mr. Chairman, will the gentleman from California restate his question?

Mr. McCLOSKEY. Mr. Chairman, the question is this: If we adopt the gentleman's bill now before the Congress, the basic closed conference bill which the chairman and I have joined in sponsoring, for discussion purposes, if we adopt the closed conference bill, which will guarantee our U.S. carriers will carry 40 percent of the foreign commerce, will we need the subsidy program?

Mr. MURPHY of New York. The closed conference bill now before the committee would probably guarantee that the existing American-flag liners operating in their different trades would be able to stay in business. That would probably be the net effect of that legislation.

What we do need, however, that we do not have currently before the committee, is a long-term cargo policy that this country must enter into for the long-range benefit of the American merchant marine, and at that time the need for subsidy should diminish.

Mr. McCLOSKEY. May I direct this question to the chairman?

If (his authorization permits) 43 percent of the American liner ships to be subsidized under contracts which extend for 20 years and we do adopt the long-term cargo preference





policy that the chairman is advising, is it not correct that we will then have to take steps to try to terminate the very subsidies which we are authorizing for 20 years today?

**Mr. MURPHY** of New York. Yes, certainly. We are really dealing with two subsidies in terms of current policy. We are dealing with an operational subsidy that is of 20 years duration. This is tied to a ship construction subsidy which, of course, is the 20-year life of a ship. These two go hand in hand with guarantees to the investment market in support of these programs.

If at some time the Congress in its wisdom should pass a cargo policy which states that in less than 20 years, perhaps 10, perhaps even 5, that we do not need the

subsidy program, then at that time the Congress could terminate those 20-year contracts.

**Mr. McCLOSKEY.** But is it not true that once you enter a contract the Government is obligated, so that if we wanted to terminate the contract in 3 years hence we would not be able to do so unless the Maritime Administrator writes into the contract some sort of provision that upon adoption of a new law the contract can be terminated?

**Mr. MURPHY** of New York. I think that the question of a change in maritime policy was dealt with when we enacted the 1970 act into law and, of course, the Congress has the power to make changes and recapture, as the gentleman knows. I think we probably could alter those contracts on an equitable basis.

**Mr. McCLOSKEY.** Is the gentleman saying that we could instruct the Maritime Administrator starting September 30, if we are close to adopting this policy, that contracts he might enter into should be subject to the accommodation of a limitation in the event we adopt a new law?

**Mr. MURPHY** of New York. I think that language would have to be justly and fairly tied to a proper understanding

of the long-term effect of a particular contract including precisely what it would do to the subsidized operators, and whether they could survive under any proposed new condition that we intend to impose.

**Mr. McCLOSKEY.** Mr. Chairman, then, on that statement, I would ask unanimous consent that I may be permitted to withdraw the amendment.

**The CHAIRMAN.** Is there objection to the request of the gentleman from California?

There was no objection.

## U.S. SHIPBUILDING

**Mr. McCLOSKEY.** Mr. Chairman, I offer an amendment.

The Clerk read as follows:

**Amendment offered by Mr. McCLOSKEY:** On page 2, at the end of line 13, insert after "series;" "Provided further, That no funds authorized by this paragraph may be paid for construction in any shipyard unless the Secretary of Commerce certifies that craft union rules or lines do not unduly prevent flexible and efficient use of the labor force;"

**Mr. McCLOSKEY.** Mr. Chairman, the purpose of this amendment lies in a set of facts which have been recognized in testimony before the Committee on Merchant Marine and Fisheries by every element in the U.S. Merchant Marine industry. It has been recognized by the Shipbuilders Council, the General Accounting Office, the American Institute of Maritime Shipping, and the Maritime Administration.

I would like to call to the attention of the committee the 1970 act which this Congress enacted to try to resolve the American shipbuilding industry's dilemma. You will recall at that time we were paying a construction subsidy to U.S. shipyards of 50 percent, because it cost 50 percent more in U.S. yards to build the same ship that was being built in Japanese shipyards.

But in 1970, when we enacted that act to stimulate U.S. shipyard construction, we provided, and this House voted overwhelmingly, to require that, year by year, the construction differential would be reduced to 43 percent, to 41 percent, to 39 percent, and ultimately to 35 percent. We voted in 1970 that it was the feeling of the Congress that U.S. shipyards should have an incentive to increase productivity, and that the construction subsidy rate should be steadily reduced.

## Legislative Support for Operating Subsidy

*Economic logic brought the withdrawal of an amendment that would have limited future operating differential subsidies to a year or less.*

*Congressman John M. Murphy of New York explained the operating subsidies are tied to construction subsidies, and that both are based on the expected 20-year life of a ship.*

*"These two go hand in hand with guarantees to the investment market in support of these programs," Murphy said.*

*Maritime industry proponents pointed out that the proposed amendment would have destroyed the most modern segment of the U.S. Merchant Marine, the liner fleet. They argued that neither the operating companies nor the financial institutions could be expected to undertake the necessary massive investments in new vessels without being assured of continued government support through long-term contracts.*

In testimony before the committee, all of the maritime interests agreed that one reason that we have had to go back to a 50-percent construction subsidy is that labor practices in our shipyards are nonproductive and non-competitive.

We have a situation where, because of past management abuses, individual craft unions years ago negotiated work rules, which, for example, may require that five unions participate one task, that four union members had to stand by, four men standing by in a shipyard, while a fifth man was called over to tighten a bolt. These work rules are admittedly archaic, and yet as long as those rules continue, we cannot compete with German yards, with Swedish yards, let alone with Japanese yards.

All this amendment would do would be to require that if we are going to pay construction subsidy, the Secretary of Commerce must certify that work rules do not unduly prevent flexible and efficient use of the labor force.

You may ask what example there is of this.

Recently in the Seatrain Yard in New York—and the gentleman from New York is aware of this—a yard which all of us were anxious to see go back into production, the private company Seatrain said, yes, we will put the yard into production, but we would like a commitment from organized labor that we not have to deal with six craft unions in this yard, but that we deal with only one union.

It was stated to us, by Paul Hall of union labor and Joe Kahn representing Seatrain, that it was that agreement between Seatrain and one union that said, "We will

# How Subsidy Cuts Would Have Affected SIU Vessels, Jobs

Had Rep. McCloskey's floor amendments to the Maritime Appropriation Authorization Act of 1979, been approved, SIU-manned vessels and jobs would have been affected in the following manner: (The figures shown reflect an approximate statistical analysis.)

● **AMENDMENT—Eliminate \$102 million for two LNG carriers that have no value to the Defense Establishment.**

This amendment would have jeopardized the future of the 16 LNG vessels currently under construction in American shipyards, plus the two proposed LNG ships requested in the FY 1979 Authorizations. All but two of these vessels are, or will be, manned by SIU crewmen. The total number of jobs which would have been eliminated by this amendment is 352.

● **AMENDMENT—Limit operating subsidy renewals to 1 year terms, pending congressional review of maritime policy. Avoid irrevocable commitment to a \$3.2 billion outlay over the next 20 years when we say we will want to replace the subsidy program with a new cargo policy.**

Delta Steamship Lines, Inc. operates 11 vessels under the current ODS program, while Waterman Steamship Corporation operates 16. Both of these companies, operating in the liner trades, would have almost certainly been affected by McCloskey's proposed amendment. The total SIU-unlicensed crewmen aboard these 27 vessels whose jobs would have been in peril is 536.

There are six SIU companies currently operating under ODS in the worldwide bulk trade. Because these ODS contracts are renewed at shorter than 20-year

intervals, it is uncertain whether any, or all of the total of 12 vessels with approximately 204 unlicensed SIU crewmen would have been lost.

● **AMENDMENT—Eliminate a \$3 billion increase in ship mortgage guarantee authority which is opposed by the administration.**

Failure to implement the Title XI ceiling from \$7 billion to \$10 billion would prevent the Title XI program from effectively continuing. Since the Merchant Marine Act of 1970, approximately \$6 billion in new Title XI commitments have been issued covering 71 cargo vessels, 55 tankers, 15 bulk carriers, 13 LNG's, 1,525 river tugs and barges, 220 oceangoing tugs and barges, and 151 drill vessels and drill service vessels.

Much of the construction for which Title XI commitments and guarantees have been issued is energy related. Demand for this type of construction, as well as for other new ships such as meeting the contractual replacement obligations for the liner vessels, is expected to continue into the 1980's.

As indicated above, current projections indicate that, if authorized, our total commitments would reach \$9.6 billion by the end of fiscal year 1980. If the recommended increase had not been approved, the program would not have been able to provide for these anticipated requirements.

● **AMENDMENT—Prohibit subsidies for the shipment of grain to Russia.**

If ODS for the Russian grain trade had been eliminated, approximately 1,000 SIU crewmen aboard at least 50 vessels could have lost their jobs.

## WHAT COULD HAVE BEEN...



## Legislative Support for U.S. Shipyards

In a blatant attack on the collective bargaining processes, Congressman Paul N. McCloskey, Jr. (R-Calif.) offered an amendment that would have prohibited the payment of federal construction funds unless the Secretary of Commerce certified that traditional craft union lines "do not unduly prevent flexible and efficient use of the labor force."

Several Congressmen defended the productivity of workers in American shipyards, and attacked the amendment as another bureaucratic intrusion by the federal government in the free collective bargaining system.

Congressman Leo C. Zefzeretti of New York challenged McCloskey to give an example of "how the present system is inadequate." The California Republican responded by changing the subject.

Congressman John M. Murphy of New York, chairman of the House Merchant Marine and Fisheries Committee, noted that efficiency comes not with intruding on collective bargaining agreements, but in the construction of a series of ships.

"Because we are disappearing as a cargo-carrying country, we are prevented by economics from building more ships of similar type," Murphy said. "If this Congress does not enact a cargo-preference policy so America can once again build its merchant fleet, then we will never have the efficiencies of scale and production in those yards."



represent all of the crafts," that permitted that yard to go back into operation. If the Federal Government is going to recognize the need to maintain shipyards, then, clearly, I think there is a responsibility of the Government to insist that outmoded craft union rules be dispensed with. That is all this amendment does. This is not an antiunion amendment. It merely requires that work rules not unduly prevent flexible and efficient use of the labor force.

Mr. JOHN L. BURTON. This sounds like a move back to the IWW to have one big union.

Mr. McCLOSKEY. I would like to say to the gentleman from California, because he and I represent the San Francisco Bay area, that we have seen the shipyards in the San Francisco Bay area literally disappear, because craft union rules there were so bad that they could build ships in Pascagoula or Norfolk or Baltimore, or on the east coast, more cheaply because our craft union rules did not permit shipyards to compete.

Mr. JOHN L. BURTON. I do not think that was the reason at all.

Mr. ZEFERETTI. The gentleman gave us a fine example in New York City of how the unions work together and recreated, if you would, the efficiency that was so desperately needed. Could the gentleman give us an example on the other side of the fence how the present system is inadequate?

Mr. McCLOSKEY. The difficulty with the present system is that unless someone takes a hand, the unions have been able to negotiate the requirement that there be as many as five or six craft unions working on the same task.

Mr. ZEFERETTI. If the gentleman will yield further, my point is, though, that if we are talking about collective bargaining agreements within that collective area of inter-unions, then we should be talking about the rights of each group working efficiently.

## Manning Amendment Is Withdrawn

Common sense forced the withdrawal of an amendment that would have limited operating subsidies on any ship having a crew in excess of 50 percent of the U.S. Coast Guard's minimum manning scale.

The Coast Guard's crew figure is based solely on the number of crewmembers required for "safe navigation." Not included are seamen used for vessel maintenance, sanitation, specialized operational activities, caring for passengers, or even feeding the crew. No ship could function without this part of the crew.

Mr. McCLOSKEY. That is correct.

Mr. ZEFERETTI. Working toward that end. We have not really shown any cause to change anything, because in effect what we are saying now is that we are going to build another bureaucratic level of people who will go in and become mediators to every collective bargaining contract that comes up.

Mr. McCLOSKEY. That is not the purpose at all. All that is required is that the Secretary of Commerce, who pays this construction subsidy, set forth before he grants the subsidy that there are no archaic work rules that unduly prevent efficient use of the work force.

Mr. ZEFERETTI. It is kind of difficult to single out what is efficient and what is not efficient when you have an intertrade type of operation.

Mr. EILBERG. Mr. Chairman, I move to strike the requisite number of words, I rise in opposition to the amendment.

Mr. Chairman, I have two objections to this amendment. First, the amendment's standard use of "flexible and efficient use of the labor force" is vague and could lead to arbitrary limitation of the payment of construction funds where they are most needed.

Second, such a limitation on the payment of funds could have a potentially devastating effect on the cost of American ship construction, since shipbuilding by union personnel in American shipyards would be seriously impaired.

Mr. MURPHY of New York. Mr. Chairman, I move to strike the requisite number of words.

Mr. Chairman, the committee in its wisdom adopted an amendment by the gentleman from California that related to series construction in American shipyards. Thus, the efficiency of a shipyard is in series construction, that is, building a string of similar vessels.

Now, why can we not have complete efficiency? Seventy percent of our construction in American shipyards is U.S. Navy construction. Only 30 percent is available for merchant ship construction, because we just do not have such a need under present programs.

And because we are disappearing as a cargo carrying country we are prevented by economics from building more ships of similar type. In the year 1980, we will have zero ships on order in American yards. So the efficiencies on construction are really achieved when there is series construction, the construction of three, four, or five vessels of the same type in the same yard.

American shipyards today are competing tremendously with each other on the very few ships that are available; so the yards basically are efficient.

Where do we come in with the craft union problem? Some of our yards are very old yards. Some are new and have been tooled up recently.

The gentleman from California refers to the Seatrain yard where one collective bargaining entity bargained for all craft unions, that is, for all crafts in a yard. On a national basis, we find in shipyards in the State of Virginia or in the State of Massachusetts we have many craft unions that have very successfully and very efficiently been able to bargain with management.

On the west coast, we have a different problem.

In the gulf we have old and established yards and once again we have the craft problems.

It is not a question of crafts for efficient shipbuilding construction. Efficient shipbuilding will come on large scale and series construction. If this Congress does not enact a cargo policy so America can once again build its merchant fleet, then we will never have the efficiencies of scale and production in those yards.



Cong. Leo Zefzeretti (D-N.Y.)



Cong. James Oberstar (D-Minn.)

Mr. Chairman, this amendment should be rejected on the face of it.

Mr. OBERSTAR. Mr. Chairman, I join in the opposition to the amendment. The gentleman from New York stated it very well. The effects of the amendment would be harshly felt throughout the country, but basically in the Great Lakes where our shipbuilding industry is only beginning to grow in recent years. It would be very adversely affected by this amendment.

Mr. Chairman, I rise in support of H.R. 10729 as reported by the Committee on Merchant Marine and Fisheries, and in opposition to amendments that would further limit or restrict the construction and operating differential subsidy programs beyond those already in law or in H.R. 10729.

This bill authorizes the Maritime Administration's fiscal year 1979 construction and operating differential subsidy programs enacted by Congress in the Merchant Marine Acts of 1936 and 1970.

These programs implement the national shipping policy to establish and maintain a strong merchant fleet built by the

United States, owned by American citizens, operated by American crews, and fully capable of serving our economic, military, and national policy requirements.

MarAd's title XI mortgage guarantee program provides a major stimulus to American shipbuilding. At present, nearly \$6 billion in shipbuilding is guaranteed under this program.

The extension of title XI guarantees to the Great Lakes under the Merchant Marine Act of 1970 was a major boon to Great Lakes shipbuilding. Nearly a quarter of a billion dollars in construction costs for 24 vessels have been financed with title XI guarantees.

Cong. Leo Zefzeretti (D-N.Y.)

"The support and maintenance of a viable U.S.-flag merchant marine is, for reasons of national defense and economic security, a policy of national importance."

It is a successful program and one which is now actually returning more to the Government than it costs. Through the fees and premiums MarAd charges for loan guarantees, the program has acquired a surplus fund of nearly \$150 million.

The legislation before us will continue funding of critically needed operating and construction subsidies.

A strong American fleet is a policy goal established by Congress. Until 1975 the Great Lakes did not have the advantage of extensive U.S.-flag service. Happily, in that year, U.S.-flag service returned to the Great Lakes after an absence of 6 years.

Two American lines are now planning a total of 16 sailings to the lakes this season; and for the first time, a U.S.-flag vessel called on the Port of Duluth at the outset of this current shipping season. Those 16 voyages do not represent a major portion of ocean-going traffic on the lakes. They do indicate the potential for growth of U.S.-flag service to the lakes.

I would like to see American cargo from our region carried on American vessels manned by American crews. I would like to see our Great Lakes cities and States enjoy the employment and economic benefits which will result from increased U.S.-flag service to the lakes. Whatever modest investment we make in CDS and ODS funds for this service will be returned to the U.S. Treasury many times over through taxes paid by productive, gainfully employed U.S. maritime workers and companies.

U.S.-flag service to the lakes will become a continuing economic reality only if the American-flag lines can overcome the many financial obstacles of doing business in the lakes. That will require, at least for a period of a few years, a commitment of incentive assistance which the ODS and CDS programs offer.

The 20-year contracts for subsidy assistance from MarAd now provide this kind of assurance. Limiting the length of these subsidy renewals would severely restrict the ability of American-flag lines to make long-term commitments for the kind of service we are hoping to attract to the Great Lakes.

Cong. James Oberstar (D-Minn.)

"I would like to see American cargo from the Great Lakes region carried on American vessels manned by American crews. I would like to see our Great Lakes cities and States enjoy the employment and other economic benefits which will result from increased U.S.-flag service to the Lakes."

I strongly urge my House colleagues to continue to provide the support for these programs as we have in the past to achieve the goal of a strong, independent U.S. merchant marine serving America's four seacoasts.

Mr. RUPPE. Mr. Chairman, I move to strike the requisite number of words, and I rise in support of the amendment.

Mr. Chairman, I think that the gentleman from California has offered a very logical and a very sensible amendment. Several years ago prior to the chair being held by the gentleman from New York, the committee issued a report on the shipping industry. In response to a request on the part of the committee, a witness from the Shipbuilder's Council of America pointed out that this situation, the situation that has caused us to operate our yards at as much higher cost than foreign yards resulted from:

Job demarcation, so-called work rules, for the utilization of manpower in Swedish shipyards, for example, are considered to be far less rigid than in the United States. (In this regard, the witness for the American Institute of Merchant Shipping also testified that work rules of craft unions in our shipyards severely inhibit the efficiency of shipyard workers. The witness from the Maritime Administration generally agreed. These job protection practices resulting from rigid craft union lines have built up over the past 100 years in response to past management abuses.)

So it is not a question of unions being the bad guys and the companies being the good guys.

The report developed by the Committee on Merchant Marine and Fisheries a couple of years ago recognized the problem of the tremendous abuses in the shipyards of the country resulting in improper craft practices.

I think there is a lot of merit in the argument that if we are going to pay up to half of the cost of construction of a vessel, the Federal Government ought to take a look at the yards and see if the yards are operated with some measure of efficiency. We ought to take a look at the yards and

determine if the craft union lines followed impede the yard from doing an efficient job.

We are not suggesting that we should crack down on all the work rules. We are simply asking the question: Are the regulations and the work practices such that they make it very, very difficult for these yards to compete in the world market?

Mr. Chairman, it seems to me that when we are paying up to 50 percent, up to half the cost of construction of a vessel, the Federal Government ought to take a look at the yards since we are putting up the money, and make some determination as to whether the work rules are proper or whether the management is doing a bad job of managing these yards.

Mr. MURPHY of New York. Mr. Chairman, I would like to point out to the gentleman and to the committee that in 1970 we enacted a Merchant Marine Act that would require the construction of 300 ships over a 10-year period. In other words, we were to build 30 ships a year for 10 years, so we were providing for the construction of 300 vessels.

When that act passed, the American shipbuilding industry

Cong. Phil Ruppe (R-Mich.)

*... the funds that would be authorized to be appropriated by this legislation are necessary for the construction and operation of a modern, privately-owned, U.S.-flag merchant fleet ... capable of carrying substantial amounts of U.S. imports and exports in peacetime and of serving as a naval auxiliary in wartime.*

invested a billion and a half dollars in upgrading its plants and equipment and in tooling up and meeting its requirements to fulfill the commitment that was really mandated by the Congress.

In no given year did we ever start more than 14 ships, and, as I stated, after 1980 we are down to zero ships.

The problem of the yards is not with the craft unions; the problem of the yards is with the nonutilization and the lack of series construction of ships.

Mr. RUPPE, Mr. Chairman, the fact of the matter is that they cannot compete. We are simply going abroad for our construction of ships in the United States.

It is a sad commentary, when we can compete in the United States in the auto industry, when we can compete in the steel industry, and when we can compete in the chemical industry, that we in this country have to require that the Federal Government pay up to half the cost of the construction of an American vessel.

Therefore, Mr. Chairman, I think at this point in time the Federal Government ought to take a look at the management and at the work rules developed by the management and the craft unions.

Mr. JACOBS, Let me ask the gentleman from California (Mr. McCloskey) this question, after listening to this debate: Would it be fair to characterize the gentleman's amendment as a featherbedding amendment? Is that what the gentleman had in mind, that we are dealing with what is traditionally known as featherbedding in relation to the union work rules?

Mr. McCLOSKEY, Mr. Chairman, the result is featherbedding when six unions are involved and when the carpenters, the pipefitters, and the plumbers, for example, all require that they participate in attaching a particular piece of plumbing, so that until that plumbing fixture can be installed three people have to come over and participate in the turning of the wrench. Yes, that does result in featherbedding, there has been no question of that.

There has been no question that even the unions have not suggested that these rules are still appropriate.

Mr. JACOBS, Mr. Chairman, may I make this further inquiry:

I heard in the debate a suggestion that the gentleman's amendment would also affect inefficient management as well as inefficient work rules, so that this would apply to management as well as to any act approving inefficient work rules?

Mr. McCLOSKEY, Mr. Chairman, I think it would apply to management as well. It would apply in this sense, because the amendment says this:

*Provided, That no funds authorized by this paragraph may be paid for construction in any shipyard unless the Secretary of Commerce certifies that craft union rules or lines do not unduly prevent flexible and efficient use of the labor force.*

I think that many managements have agreed to these kinds of rules because they have no inhibition from the Government. The problem with our whole subsidy program is that whatever the union and management may negotiate, the Government pays for it, so we do not have the usual inhibition on labor and management to negotiate against bad practices; the Government picks it up.

Mr. JACOBS, Mr. Chairman, on that basis I do support the gentleman's amendment.

I would always oppose any kind of Federal law that created regulations which say that labor and management had to negotiate a certain kind of contract and a certain kind of work rule. That is a regulation that private parties ought to negotiate. But to enact a law, as the gentleman from California (Mr. McCloskey) has suggested by his amendment, or to enact a policy of not subsidizing inefficiency is a far cry from a policy of regulating against inefficiency.

Mr. Chairman, I believe the gentleman has offered a good amendment.

Mr. CUNNINGHAM, Mr. Chairman, I know that the



Cong. Jack Cunningham (R-Wash.)



Cong. Robert Leggett (D-Calif.)

Members are anxious to vote on this amendment, but I resent strongly the insinuation that this amendment is offered because of featherbedding by the crafts or inefficient management.

I am not a member of this committee, I happen to live in an area and a district that is very active in shipbuilding, as well as the building of aircraft. These vessels are built to meet very high standards. These are not little sailing dinghies that are going to be used out here on the Potomac; these are major vessels, these are oceangoing vessels, and these are made by people who have to pass examinations.

Often, many of the things that make shipbuilding yards inefficient are simply compliance with rules and regulations that their own Government imposes on them. I do not think it is fair to say if you support this amendment you are going to strike out featherbedding, nor do I think it is fair to say if you oppose this amendment that you are mandating inefficiency. Welders should not do carpentry, electricians should not do pipefitting. We want safe well built ships.

Mr. MURPHY of New York. I thank the gentleman for yielding.

Mr. Chairman, the gentleman is starting to show an awareness of what shipbuilding and ship construction is today.

Mr. CUNNINGHAM, Mr. Chairman, if I can reclaim my time, I will say to the gentleman that I have had the awareness longer than the gentleman might think.

Mr. MURPHY of New York. If the gentleman will yield further, I have been in many yards, at least eight of our competitors on a worldwide basis. We find a depression in the worldwide shipbuilding industry, not just in the United States. There was a tremendous overtonnage and overbuilding, with no market, about 7 or 8 years ago. When you go to yards today, you see most welding done electronically. You see the automation that has been built into the yards today. You see the heavy lifts, the module development and construction, the teams that are formed to do certain tasks on a programmed basis.

I almost feel we are debating something out of the past, perhaps 50 years ago, from listening to this type of amendment. We are in an efficient, electronic, viable competitive area in American yards today. That is why \$1.5 billion was invested in updating and upgrading those yards, so that they could compete on a world basis. But we are in an industry depression today on a world basis, particularly in America.

Mr. Chairman, I urge the defeat of the amendment.

The CHAIRMAN, The question is on the amendment offered by the gentleman from California (Mr. McCloskey).

The question was taken; and on a division (demanded by Mr. McCloskey) there were—ayes 20, nays 54.

So the amendment was rejected.

## LNG SHIPBUILDING

Mr. McCLOSKEY, Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. McCLOSKEY: On page 2, at the end of line 13, insert after "series;" *Provided further, That no funds authorized by this paragraph may be paid by subsidize the construction of liquefied natural gas carriers;*

Mr. McCLOSKEY, Mr. Chairman, I will not take too much time of the committee on this amendment, but let me just call to the committee's attention that last year this committee in this House voted to fund two LNG carriers,



Cong. John Burton (D-Calif.)



Cong. Barbara Mikulski (D-Md.)

carriers of liquefied natural gas. The administration at that time was not certain whether it wanted to proceed with the subsidization of liquefied natural gas carriers, but they decided later in the year not to build the carriers that we authorized.

This year the House is asked to authorize two more LNG carriers, although the administration admits it has not yet decided to build the two authorized last year, let alone these two. It seems to me almost absurd, if the administration has not decided whether it wants to build LNG carriers, when it has not used the funds that the House authorized last year that we authorize a third and fourth LNG carrier.

The administration is presently reviewing the liquid natural gas carrier program. They may come to us and say, "We would like to build these two liquid natural gas carriers and the two that were authorized last year but which we chose not to build."

Mr. Chairman, it seems the height of folly for the Congress to authorize \$102 million, that is, \$51 million each for ships that may never be built when the ships which we authorized last year have not been built, and the administration has not decided to build them.

I would think that the Committee on the Budget might be interested in this particular kind of issue where the Congress goes ahead and funds programs and then the administration says, "We do not know whether we will build or not. The money you gave us last year we are not going to spend."

It seems to me that under that circumstance, the least a supposedly fiscally minded Congress might do would be to vote against authorizing \$102 million when similar money was not spent last year.

Mr. LEGGETT, Mr. Chairman, the Committee on the Budget is interested in the national debt, in the deficit, and in money really spent.

Here we are talking about a liquid natural gas program that has been going on. We have 16 ships now that are currently authorized for subsidy or loan guarantee and that we are building.



## Legislative Support For LNG Carriers

*A major emerging American industry—the shipment and use of critically needed liquefied natural gas—would have been severely crippled by an amendment that would have stopped the payment of construction differential subsidy funds for LNG carriers.*

*The amendment would have caused massive job losses in shipyards, particularly in Massachusetts, Louisiana and California. Heavy job losses would have occurred in factories in other parts of the nation that provide the steel, the huge spheres that carry the pressurized gas, the power plants and other parts of the vessels.*

*America's dependence on foreign vessels for the carriage of this vital energy fuel would have increased, as it already has in the transportation of imported petroleum.*

*Congressman John M. Murphy of New York, chairman of the House Merchant Marine and Fisheries Committee, noted that the construction of LNG vessels "is one area of shipbuilding in which, on a world basis, the United States leads the world and on which it has expertise."*

*The superior safety of American-built LNG vessels was a strong point with Congresswoman Barbara A. Mikulski of Maryland, a member of the committee.*

*"My constituents want liquid natural gas coming up our Chesapeake Bay, on which they depend for their livelihood, on American ships," she asserted.*

*"We do not want some tanker with a bamboo bottom coming up the harbor, the kind of tanker that is going to blow Baltimore sky high," she said.*



The administration has taken a second look at the program. Certainly if they determine they want to do a 180-degree turn and not fund these programs, as we have in the past, then certainly it is not going to cost the Federal Government a dime; and we will not incur any further expenditure. The national debt will not be exacerbated.

**Mr. McCLOSKEY.** If these ships are so good, why did not the administration build them this year?

**Mr. LEGGETT.** As the gentleman knows, they are conducting a review, and based on their findings, they will approve the program.

**Mr. McCLOSKEY.** However, we do not know that, do we?

**Mr. LEGGETT.** Not today.

**Mr. McCLOSKEY.** Nevertheless, we are authorizing money for ships they did not build when we do not know whether they will build them or not; is that not true?

**Mr. LEGGETT.** Unless we authorize this money right now, we are closing the door for a full year.

**Mr. McCLOSKEY.** We authorized for a full year, and 8 months have passed and they have not decided to spend the money.

**Mr. LEGGETT.** They are still studying the matter, but they can still build them.

**Ms. MIKULSKI.** Mr. Chairman, I rise in opposition to the amendment.

Mr. Chairman, I am speaking in opposition to the amendment simply because of concerns for the environment and for public safety.

#### Cong. Barbara Mikulski (D-Md.)

*"My constituents want liquid natural gas coming . . . on American ships. We do not want some tanker with a bamboo bottom coming up the harbor, the kind of tanker that is going to blow Baltimore sky high."*

*" . . . the maintenance of an American fleet generates jobs in the private sector."*

Some of the major terminals receiving liquid natural gas in this country are my own Cove Point in Maryland, and also there is another major terminal in Boston Harbor. These terminals are not too far from major urban areas.

Mr. Chairman, it is absolutely critical if this country receives these kinds of energy supplies that we should receive them on ships that meet international safety standards or standards even stricter than those governing international safety.

Quite frankly, Mr. Chairman, my constituents want liquid natural gas coming up our Chesapeake Bay, on which they depend for their livelihood, on American ships. We do not want some tanker with a bamboo bottom coming up the harbor, the kind of tanker that is going to blow Baltimore sky high.

Mr. Chairman, for that reason I oppose the amendment.

**Mr. MURPHY** of New York. Mr. Chairman, I move to strike the last word.

In opposing the amendment, I might categorize it as not only a cargo preference, but a construction preference for foreign flag building and carriage.

The Federal Energy Regulatory Commission at the present time is resolving two facets of a liquid natural gas policy which remain to be resolved. One of those is incremental pricing, and a second is the question as to how much of the total gas supply in this country will be allocated to liquid natural gas. We realize that 15 percent is the downside of that estimate, and how far on the upside it will go we are not sure.

However, we do know that to carry liquid natural gas, we would prefer that it come in an American flag ship. This is one area of shipbuilding in which, on a world basis, the United States leads the world and on which it has the expertise.

To cut back this authorization on ship construction certainly would hamper us and lay us over for a year.

We might see what I saw just a few weeks ago at Cove Point, Md., which was a French liquid natural gas ship arriving at an American terminal with Algerian liquid natural gas.

Mr. Chairman, the gentleman from California (Mr. LEGGETT) knows that his State is wrestling with the location of a liquid natural gas terminal in order to bring liquid natural gas in from Indonesia. That contract is under its final review. The only thing holding up that entire project is the question of what incremental increase in price there will be and what yardstick will be used, whether it will be an OPEC increase or a cost-of-living increase in the United States. Those are technical problems. The program for liquid natural gas is ongoing.

We will need ships. We have, as Congressman LEGGETT said, 15 or 16 under construction at the present time. To adopt this amendment would merely delay a year, and perhaps take off the ways two of those vital ships.

**Mr. McCLOSKEY.** Would the gentleman not concede, though, that of the LNG ships that have thus far been constructed, half of them have not needed a Federal subsidy for construction? They have been built in U.S. yards, but without the need for subsidies.

**Mr. MURPHY** of New York. I might say that the subsidiary percentage of LNG ships is much lower than the average subsidy of dry freighters.

**Mr. McCLOSKEY.** I appreciate that, but they have not required subsidies.



**Mr. MURPHY** of New York. Eleven of those 16 did get a construction differential subsidy.

**Mr. McCLOSKEY.** So five of the ships did not require a subsidy.

**Mr. MURPHY** of New York. Yes, but those five ships are programmed for carriage between Indonesia and Japan, not in the American trade.

**Mr. McCLOSKEY.** Is that not the question the administration is concerned with, that they may not need additional subsidy?

**Mr. MURPHY** of New York. I think the Maritime Administration clearly presented evidence to the committee that a construction differential subsidy would be necessary for the construction of these vessels.

**The CHAIRMAN.** The question is on the amendment offered by the gentleman from California (Mr. McCLOSKEY).

**The amendment was rejected.**

## U.S. SOVIET GRAIN TRADE

**Mr. McCLOSKEY.** Mr. Chairman, I offer an amendment.

The Clerk read as follows:

**Amendment offered by Mr. McCLOSKEY:** On page 2, at the end of line 19, insert after "Defense;" "Provided further, That no funds authorized by this paragraph may be paid to subsidize the carriage of grain to Russia;"

**Mr. McCLOSKEY.** Mr. Chairman, it has always perplexed me why the taxpayer of the United States should pay the cost of shipping grain to Russia. When the Russians agreed to buy U.S. grain, we provided that we might have the privilege of transporting a third of that grain in U.S. ships. However, we also agreed with the Russians that the price would be \$16 per ton. The difficulty is that the cost to ship that grain on American ships is \$30 per ton. So, in essence, with the Russians buying grain from the United States, we are now paying almost half the cost of transporting that grain to the Russians.

This might be understandable if there were some benefit to the United States in paying the cost of shipping the grain to the Soviets, but there is no benefit to the United States. They buy the grain anyway. The purchase of the grain was not conditioned upon use of U.S. shipping. That is a condition we imposed. If the Soviets do not use U.S. ships, at a cost to us of \$4 million, they will either use their own ships or third flagships.

Another argument might be made that, under the maritime subsidy program, it is important to the United States to keep ships in operation that may be helpful at a time of national emergency. Here, however, the U.S. ships used to carry grain average 19 years of age. They are rust buckets; they are obsolete. If they were not being used to carry grain, they would be mothballed. So, there is absolutely no benefit to the U.S. taxpayer in paying \$4 million to transport this grain to Russia.

Last year, there was some concern on the part of the Agriculture Committee that, if we cut back the subsidy, it might intrude on the grain sales. It is clear from the testimony that the Russians will buy the grain anyway. They are protected.

The question is, Why should the United States finance the shipment of grain to Russia? There are other things on which we could spend the \$4 million for other parts of the shipping program. This benefit goes directly to the Russian Government, not to us.

**Mr. MURPHY** of New York. Mr. Chairman, I rise in opposition to the amendment.

The Russian grain trade of course was negotiated in two stages, one programmed in 1972 and the other in 1975. We agreed internationally with the Russians that one-third of the carriage would be in American bottoms, one-third in Russian bottoms, and one-third through the cross trades. We



## Legislative Support for Russian Grain

*An amendment that would have played directly into the hands of the Russians by denying breakeven subsidies to American-flag ships transporting grain to the Soviet Union was rejected by the Congress.*

*Had it passed, the amendment would have allowed the cut-throat Soviet fleet to fill its own ships, and use the remaining cargo as patronage to other fleets*

*of the world.*

*Congressman John M. Murphy of New York argued that American-flag shipment of a third of the cargo was part of the agreement negotiated in 1972 and 1975, when the Russians contracted for the purchase of U.S. grain. The grain shipments, he said, saved many jobs in the American-flag fleet at a time when its fortunes had hit rock-bottom.*

knew that the rate that was negotiated by the Russians was a noncompensatory rate for most foreign ship operators as well as for American operators, and therefore, a break-even subsidy was authorized for the carriage by American ships in the Russian grain trade.

This trade happened to come along during a very low point in American shipping. In fact, small oil tankers were used to carry this grain. It was at a time when the Alyeska pipeline was seriously delayed, and this provided 3.7 million metric tons of carriage and saved many jobs in the American maritime industry at, as I said, break-even rates to the American operators.

I do not think many of these vessels would have been put in mothballs. They would have been either scrapped or sold on the foreign market and we would have had an even further reliance on foreign tonnage to meet America's shipping needs.



Cong. Glenn Anderson  
(D-Calif.)



Cong. Joshua Eilberg  
(D-Pa.)

The fact is that this does provide employment to American ships and to American merchant seamen. I think to deny a break-even subsidy—note that it is not a subsidy but merely a break-even subsidy—would not have been in the best interest of the American merchant marine or American interest in this grain trade.

I urge defeat of the amendment.

**The CHAIRMAN.** The question is on the amendment offered by the gentleman from California (Mr. McCLOSKEY).

**Mr. McCLOSKEY.** Mr. Chairman, I demand a recorded vote, and pending that I make the point of order that a quorum is not present.

**The CHAIRMAN.** The Chair will count. One hundred and fifteen Members aren't, a quorum. The pending business is the demand of the gentleman from California (Mr. McCLOSKEY) for a recorded vote.

A recorded vote was ordered.

The vote was taken by electronic device, and there were—yeas 180, noes 218, not voting 36.

**Mr. WOLFF.** Mr. Chairman, during the consideration of H.R. 10729, I believe it is particularly relevant to draw the attention of the House of Representatives to the excellent work of the U.S. Merchant Marine Academy, whose authorization is contained therein.

The U.S. Merchant Marine Academy is located on a 68-acre campus at Kings Point, N.Y., located in my congressional district. The Academy was established under the Merchant Marine Act of 1936 which provided that the United States shall have a merchant marine capable of serving as a naval and military auxiliary in time of war or national emergency.

The deep sea segment of the merchant marine is an essential and critical component of national defense because it provides the basic sealift support to meet overseas military commitments. It is imperative that our defense posture, in this "uneasy world," must always be ready to deal quickly, and effectively, with any threat to our vital security.

Among the prerequisites necessary to accomplish this is a well-trained, intelligent, and dedicated leadership. Fortunately, our great Merchant Marine Academy at Kings Point has been providing this type of leadership since its inception. The U.S. Merchant Marine Academy has been furnishing intelligent, qualified, highly trained officers to the Navy and Merchant Marine services for decades. The loyal dedication and sacrifices of its graduates and students are inscribed on its battle monuments honor roll.

However, the work of the Merchant Marine Academy, by providing graduates with the necessary education for careers in technical and management positions in the maritime industry, offers a great peacetime service to this great Nation. The recent rash of tanker mishaps, off our shores, has revealed the alarming fact that many of these ships are old, unsound, and poorly served. The Merchant Marine Academy provides the necessary trained personnel to help us prevent further costly and dangerous incidents of this kind.

In conclusion, I congratulate, and the House should congratulate, the U.S. Merchant Marine Academy for its excellent training of well-educated professional maritime officers for our future commerce.

**Mr. ANDERSON** of California. Mr. Chairman, as a cosponsor of H.R. 10729, I rise in full support of this bill. This authorization is necessary for the United States to operate and construct a modern flag merchant fleet, and will demonstrate continued congressional commitment to the maintenance of a strong American maritime industry.

Any significant weakening of H.R. 10729 will threaten the existence of the U.S. maritime fleet, as well as the future of construction and support facilities which service these ships, such as Bethlehem Steel and Todd Shipyards in my district of Long Beach, Calif.

The United States is the world's largest trading nation,

yet only 4 percent of our commerce is carried on U.S.-flag vessels, and over 93 percent is carried on foreign-flag vessels. So to protect our Nation in time of a national emergency, we must have a ready, financially sound, merchant marine fleet.

Also contained in this authorization are funds to establish a firefighting training school on the west coast. The purpose of the school is to provide training to crews of merchant ships to cope with shipboard fires and damage.

I have already written to Assistant Secretary of Commerce for Maritime Affairs, Mr. Robert Blackwell, about our desire to locate this school in the Los Angeles/Long Beach Harbor area. I rise to reiterate this request for the record.

The committee has also adopted an amendment which increases the authorization to pay for the increased cost of bunker fuel that is used on training vessel cruises. This has been a particular problem to the Maritime Academy in California, and I endorse this provision of the bill.

Therefore, Mr. Chairman, I urge my colleagues to enact this vital legislation.

**The CHAIRMAN.** Are there further amendments?

If not, under the rule, the Committee rises.

Accordingly the Committee rose; and the Speaker pro tempore (Mr. WRIGHT) having assumed the chair, Mr. MOAKLEY, Chairman of the Committee of the Whole House on the State of the Union, reported that the Committee having had under consideration the bill (H.R. 10729) to authorize appropriations for the fiscal year 1979 for certain maritime programs of the Department of Commerce, and for other purposes, pursuant to House Resolution 1190, he reported the bill back to the House with sundry amendments adopted by the Committee of the Whole.

**The SPEAKER pro tempore.** The question is on the passage of the bill.

The question was taken; and the Speaker pro tempore announced that the yeas appeared to have it.

**Mr. McCLOSKEY.** Mr. Speaker, on that I demand yeas and nays.

The yeas and nays were ordered.

The vote was taken by electronic device, and there were—yeas 326, nays 82, not voting 26, as follows:

# THE VOTE:

## YEAS—326



Cong. Lester Wolff  
(D-N.Y.)



Cong. Paul Trible, Jr.  
(R-Va.)

Abdnor  
Addabbo  
Akka  
Alexander  
Allen  
Ambro  
Anderson  
Call  
Andrews  
N Dak  
Annunzio  
Applegate  
Archer  
Ashley  
Aspin  
Baldis

Barnard  
Baucus  
Bauman  
Bearr, R I  
Benjamin  
Bennett  
Bevill  
Bingham  
Blanchard  
Blouin  
Boggs  
Boland  
Bolling  
Bonior  
Bonker  
Bowen

Brademas  
Breau  
Brinkley  
Brodhead  
Brooks  
Brown, Calif.  
Brown, Mich  
Buchanan  
Burgener  
Burke, Fla  
Burke, Mass  
Burison, Mo  
Burton, John  
Burton, Phillip  
Byron  
Caputo

Carney  
Carr  
Cavanaugh  
Chappell  
Chisholm  
Clausen  
Don H  
Clay  
Cohen  
Coleman  
Collins, Ill

Conte  
Corcoran  
Corman  
Cornell  
Cornwell  
Colter  
Coughlin  
Cunningham  
D'Amours  
Daniel, Dan  
Daniel, R.W

Danielson  
Davis  
de la Garza  
DeLaaney  
Dellums  
Dent  
Derrick  
Derwinski  
Dickinson  
Dicks  
Diggs



Cong. Bob Gammage  
(D-Tex.)



Cong. Bill Ford  
(D-Mich.)



“... the passage of this bill will once again renew the commitment of the Congress to a strong U.S. Merchant Marine.”

Congressman James Florio (D-N.J.)



Cong. Barbara Jordan (D-Tex.)



Cong. Robert Bauman (R-Md.)



Cong. Phillip Burton (D-Calif.)



Cong. Trent Lott (R-Miss.)



- |                 |                 |                |
|-----------------|-----------------|----------------|
| Dingell         | Gonzalez        | Krueger        |
| Dodd            | Gore            | LaFalce        |
| Dornan          | Grassley        | Lanommarsino   |
| Downey          | Green           | Le Fante       |
| Duncan, Tenn.   | Gudger          | Lederer        |
| Early           | Hall            | Leggett        |
| Eckhardt        | Hanley          | Lehman         |
| Edgar           | Hannaford       | Lent           |
| Edwards, Ala.   | Harkin          | Levitas        |
| Edwards, Calif. | Harrington      | Livingston     |
| Eilberg         | Harsha          | Lloyd, Calif.  |
| Emery           | Hawkins         | Lloyd, Tenn.   |
| Eriq            | Hackler         | Long, La.      |
| Evans, Colo.    | Helmer          | Long, Md.      |
| Evans, Del.     | Helfel          | Lott           |
| Evans, Ind.     | Hightower       | Luker          |
| Fary            | Hillis          | Lundine        |
| Fascell         | Holland         | McCormack      |
| Fish            | Hollenbeck      | McDade         |
| Fithian         | Holt            | McEwen         |
| Flippo          | Horton          | McFall         |
| Flood           | Howard          | McHugh         |
| Florio          | Hubbard         | McKay          |
| Flowers         | Huckaby         | Madigan        |
| Flynt           | Hughes          | Mahon          |
| Foley           | Hyde            | Mann           |
| Ford, Mich.     | Ichord          | Markey         |
| Ford, Tenn.     | Ireland         | Marks          |
| Forsythe        | Jenrette        | Martinez       |
| Fountain        | Johnson, Calif. | Mathis         |
| Fowler          | Jones, N.C.     | Mattox         |
| Fraser          | Jones, Okla.    | Meeds          |
| Fuqua           | Jones, Tenn.    | Metcalfe       |
| Gammage         | Jordan          | Meyner         |
| Garcia          | Kazen           | Mikulski       |
| Gaydos          | Kemp            | Millard        |
| Giamo           | Keys            | Miller, Calif. |
| Gibbons         | Kildee          | Miller, Ohio   |
| Gilman          | Kindness        | Mineta         |
| Ginn            | Kostmayer       | Minish         |
| Goldwater       | Krebs           | Mitchell, Md.  |

- |                |              |              |
|----------------|--------------|--------------|
| Mitchell, N.Y. | Rahall       | Stanton      |
| Moakley        | Raisbeck     | Stark        |
| Moffett        | Rangel       | Steed        |
| Mollohan       | Reuss        | Stevens      |
| Montgomery     | Rhodes       | Stokes       |
| Moore          | Richmond     | Stratton     |
| Moorhead       | Rinaldo      | Studds       |
| Calif.         | Rosenblum    | Taylor       |
| Moorhead, Pa.  | Roe          | Thompson     |
| Murphy, Ill.   | Rogers       | Thone        |
| Murphy, N.Y.   | Roncalio     | Traxler      |
| Murphy, Pa.    | Rooney       | Troen        |
| Murtha         | Rose         | Trible       |
| Myers, John    | Rosenthal    | Udall        |
| Myers, Michael | Rostenkowski | Ullman       |
| Natcher        | Roybal       | Van Deelen   |
| Neal           | Ruppe        | Vander Jagt  |
| Nedzi          | Russo        | Vento        |
| Nichols        | Ryan         | Volkmer      |
| Nolan          | Santini      | Waggoner     |
| Nowak          | Sarasin      | Walgren      |
| O'Brien        | Satterfield  | Walsh        |
| Oberstar       | Sawyer       | Wampler      |
| Ohey           | Scheuer      | Waxman       |
| Ollinger       | Schulze      | Weaver       |
| Panetta        | Schultis     | Wess         |
| Patten         | Seiboring    | White        |
| Patterson      | Sharp        | Whitehurst   |
| Pattison       | Shupley      | Whitely      |
| Pease          | Sikes        | Whitten      |
| Pepper         | Sisk         | Wiggins      |
| Perkins        | Skilton      | Wilson, Bob  |
| Pettis         | Skubitz      | Wilson, C.H. |
| Pickle         | Slack        | Winn         |
| Pike           | Smith, Iowa  | Wirth        |
| Pressler       | Smith, Neb.  | Wolff        |
| Preyer         | Snyder       | Wright       |
| Price          | Solarz       | Wyder        |
| Pritchard      | Spellman     | Yatron       |
| Pursell        | Spenc        | Young, Mo.   |
| Quie           | St Germain   | Zablocki     |
| Quillen        | Staggers     | Zetseretti   |

VOTE CONT. NEXT PG.

# THE VOTE: continued

## NAYS—82

Anderson, Ill.	Fronzel	Maguire
Andrews, N.C.	Gephardt	Marnoff
Armstrong	Glickman	Martin
Ashbrook	Goodling	Michel
Badham	Gradson	Mikva
Batalis	Guyer	Moss
Beard, Tenn.	Hagedorn	Mottl
Bedell	Hamilton	Myers, Gary
Bullenson	Hammer	Poage
Brimfield	Schmidt	Quayle
Brown, Ohio	Hanson	Regula
Broyhill	Harris	Roberts
Burleson, Tex.	Holtzman	Robinson
Butler	Jacobs	Rousselot
Clawson, Del.	Jeffords	Rudd
Cleveland	Jenkins	Schmidler
Collins, Tex.	Johnson, Colo.	Shuster
Conable	Kastanier	Stangeland
Conyers	Kelly	Steiger
Corn	Ketchum	Strockman
Downs	Latta	Stump
Dinn	Leach	Symms
English	Lucas	Vank
Fitzhugh	McClury	Walker
Fvans, Ga.	McCloskey	Watkins
Forswick	McDonald	Walt
Fordley	McKinney	Yates
Fisher		Young, Fla.



## NOT VOTING—26

Ammerman	Edwards, Okla.	Simon
AuCoin	Frey	Teague
Biaggi	Kasten	Thornton
Breckinridge	Mazzoli	Tsongas
Burke, Calif.	Nix	Tucker
Carter	Oakar	Whalen
Cederberg	Rodino	Wilson, Tex.
Cochran	Runnels	Young, Alaska
Duncan, Oreg.		Young, Tex.

**“AND SO THE  
BILL WAS PASSED”**



The Clerk announced the following pairs:

On this vote:  
Mr. Ammerman for, with Mr. Teague against.  
Mr. AuCoin for, with Mr. Runnels against.

Until further notice:  
Mr. Biaggi with Mr. Carter.  
Mr. Breckinridge with Mr. Duncan of Oregon.  
Mr. Mazzoli with Mr. Frey.  
Mrs. Burke of California with Mr. Tucker.  
Ms. Oakar with Mr. Whalen.  
Mr. Tsongas with Mr. Cederberg.  
Mr. Charles Wilson of Texas with Mr. Young of Alaska.  
Mr. Nix with Mr. Cochran of Mississippi.  
Mr. Simon with Mr. Kasten.  
Mr. Thornton with Mr. Edwards of Oklahoma.

Mr. GUYER and Mr. MARTIN changed their vote from “yea” to “nay.”  
Mr. KOSTMAYER changed his vote from “nay” to “yea.”  
So the bill was passed.  
The result of the vote was announced as above recorded.

Mr. MURPHY of New York. Mr. Speaker, I ask unanimous consent that the Committee on Merchant Marine and Fisheries be discharged from further consideration of the Senate bill (S. 2553) to authorize appropriations for the fiscal year 1979 for certain maritime programs of the Department of Commerce, and for other purposes, a similar Senate bill and ask for its immediate consideration in the House.

The Clerk read the title of the Senate bill.  
The SPEAKER pro tempore. Is there objection to the request of the gentleman from New York?  
There was no objection.

**“... to protect our Nation in time of a national emergency, we must have a ready, financially sound merchant marine fleet.”**

Congressman Glenn Anderson (D-Ca.)

The Clerk read the Senate bill, as follows:

**S. 2553**

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as the "Maritime Appropriation Authorization Act for Fiscal year 1979".*

Sec. 2. Funds are authorized to be appropriated without fiscal year limitation as the appropriation Act may provide for the use of the Department of Commerce, for the fiscal year 1979, as follows:

(1) For acquisition, construction, or reconstruction of vessels and construction-differential subsidy and cost of national defense features incident to the construction, reconstruction, or reconditioning of ships, not to exceed \$157,000,000;

(2) For payment of obligations incurred for operating-differential subsidy, not to exceed \$262,800,000;

(3) For expenses necessary for research and development activities, not to exceed \$17,500,000;

(4) For maritime education and training expenses, not to exceed \$22,483,000, including not to exceed \$15,359,000 for maritime training at the Merchant Marine Academy at Kings Point, New York, \$5,370,000 for financial assistance to State marine schools, and \$1,904,000 for supplementary training courses authorized under section 216(c) of the Merchant Marine Act, 1936; and

(5) For operating expenses, not to exceed \$34,845,000, including not to exceed \$5,516,000 for reserve fleet expenses, and \$29,329,000 for other operating expenses.

Sec. 3. There are authorized to be appropriated for the fiscal year 1979, in addition to the amounts authorized by Section 2 of this Act, such additional supplemental amounts for the activities for which appropriations are authorized under section 2 of this Act, as may be necessary for increases in salary, pay, retirement, or other employee benefits authorized by law, and for increased costs for public utilities, food service, and other expenses of the Merchant Marine Academy at Kings Point, New York.

Sec. 4. Section 1103(f) of the Merchant Marine Act, 1936,

\$7,220,000 for financial assistance to State marine schools, and \$1,904,000 for supplementary training courses authorized under section 216(c) of the Merchant Marine Act, 1936; and

(5) For operating expenses, not to exceed \$34,845,000, including not to exceed \$5,516,000 for reserve fleet expenses, and \$29,329,000 for other operating expenses.

Sec. 3. There are authorized to be appropriated for the fiscal year 1979, in addition to the amounts authorized by section 2 of this Act, such additional supplemental amounts for the activities for which appropriations are authorized under section 2 of this Act, as may be necessary for increases in salary, pay, retirement, or other employee benefits authorized by law, and for increased costs for public utilities, food service, and other expenses

of the Merchant Marine Academy at Kings Point, New York.

Sec. 4. Section 3 of the Maritime Academy Act of 1958 (46 U.S.C. 1382) is amended by the addition of a subsection to read as follows:

"(d) The Secretary may pay additional amounts to assist in paying for the cost of fuel oil consumed during the training cruises of the vessels referred to in subsection (a)."

Sec. 5. Section 1103(f) of the Merchant Marine Act, 1936, as amended (46 U.S.C. 1273(f)) is amended by striking "\$7,000,000,000," and inserting in lieu thereof "\$10,000,000,000."

The motion was agreed to.

The Senate bill was ordered to be read a third time, was read the third time, and passed.



**Cong. Joshua Eilberg (D-Pa.)**

*"By raising the statutory (Title XI) ceiling we can increase the amount of construction by the maritime industry and thereby create more jobs."*

*"The funds authorized represent continued Congressional commitment to a strong American maritime industry and, concomitantly, to the American economy."*

as amended (46 U.S.C. 1273(f)), is amended by striking out "\$7,000,000,000," and inserting in lieu thereof "\$10,000,000,000".

Mr. MURPHY of New York. Mr. Speaker, I offer a motion.

The Clerk read as follows:

Mr. MURPHY of New York moves to strike out all after the enacting clause of the Senate bill, S. 2553 and to insert in lieu thereof the provisions of the bill H.R. 10729, as passed, as follows:

That this Act may be cited as the "Maritime Appropriation Authorization Act for Fiscal Year 1979."

Sec. 2. Funds are authorized to be appropriated without fiscal year limitation as the appropriation Act may provide for the use of the Department of Commerce, for the fiscal year 1979, as follows:

(1) For acquisition, construction, or reconstruction of vessels and construction-differential subsidy and cost of national defense features incident to the construction, reconstruction, or reconditioning of ships, not to exceed \$157,000,000; *Provided*, that no funds authorized by this paragraph may be paid to subsidize the construction of any vessel which will not be offered for enrollment in a Sealift Readiness program approved by the Secretary of Defense; *Provided further*, That in paying for funds authorized by this paragraph, the construction subsidy rate otherwise applicable may be reduced by 5 percent unless the Secretary of Commerce, in his discretion, determines that the vessel to be constructed is part of an existing or future vessel series;

(2) For payment of obligations incurred for operating-differential subsidy, not to exceed \$262,800,000; *Provided*, That no funds authorized by this paragraph may be paid for the operation of any vessel which is not offered for participation in a Sealift Readiness program approved by the Secretary of Defense;

(3) For expenses necessary for research and development activities, not to exceed \$17,500,000;

(4) For maritime education and training expenses, not to exceed \$24,647,000, including not to exceed \$15,523,000 for maritime training at the Merchant Marine Academy at Kings Point, New York, of which \$450,000 shall be for the replacement of barracks windows at the Academy.

**"... every time a nation is powerful in this world it is because they controlled all of the sealanes both military and merchant, and that as they lose that sea power then they lose their other power."**

**Congressman Trent Lott (R-Miss.)**

# How Political Action Got the Job Done

Port agents and members of the Seafarers International Union in ports on all coasts, the rivers and the Great Lakes were the backbone of a wide-ranging national campaign that brought passage of the 1979 Maritime Authorizations Bill.

Because of their solid efforts, the jobs and futures of all seafarers and the many thousands of other workers who depend on the maritime industry for their paychecks have been secured for another year.

A coordinated drive to deliver the message of the seafarer to Congress opened well before the bill was brought to the floor of the House of Representatives when SIU port agents gathered in Washington for a complete briefing on the legislation, and the action needed to win.

The port agents were provided detailed information on the seven killer amendments that opponents had cleverly prepared to weaken the bill, bit by bit, until the U.S. Merchant Marine itself would be forced to go belly-up.

The SIU's Washington legislative team armed each port agent with information about the Congressmen from the states in which the port agent operated. The information included the individual Congressman's addresses, telephone numbers and voting record on three key maritime-related votes in the past two years.

The port agents relayed the information to rank-and-file Seafarers, setting up a coordinated team effort to let Congressmen know that SIU members and their families were depending on their support.

The messages being sent were loud and clear and numbered in the thousands. They were delivered in the form of letters, telegrams, phone calls and personal visits in the Congressmen's home districts. One Maryland Congressman acknowledged that he received more than a thousand messages in support of the Maritime Authorizations Act of 1979.

Congressmen were made personally aware that Seafarers and their families live in their districts, vote in their districts, and are politically active.

The port agents, at the same time, provided Congressmen with the facts in support of the bill, and in opposition to the amendments. They called on the Congressmen to enlist the support of other members of the House in recognizing just how vital the bill was to the survival of the U.S. Merchant Marine.

SIU representatives kept a steady stream of information flowing back to the campaign's coordination center at the AFL-CIO Maritime Trades Department offices in Washington.

At the campaign center, MTD Administrator Jean Ingraio, Legislative and Political Activities Director David Dolgen and National Field Coordinator John Yarmola were monitoring a vast range of activities on a number of fronts.

The SIU's Washington team provided a steady stream of current information to the 123-member House of Representatives Port Caucus, a Congressional group that maintains a close liaison with the House Merchant Marine and Fisheries Committee and its chairman, Congressman John M. Murphy of New York.

Lobbyists of many other AFL-CIO unions affiliated with the Maritime Trades Department were enlisted in the cause. They accepted assignments to provide the members of the Congressional Port Caucus with the data re-



quired to beat back the McCloskey amendments with facts and logic.

The leaders of many of the MTD affiliates sent directives to their thousands of locals across the United States, urging them to take part in the movement to win passage of the Maritime Authorizations Act.

SIU port agents helped to design programs for the 29 MTD Port Councils to rally community support, and to get the message of that support to their Congressmen.

The port agents, the Port Councils, the MTD and the AFL-CIO and its departments contacted AFL-CIO state central bodies, which responded by providing staff personnel to spread the word that the jobs of thousands of American trade unionists depended on adoption of this Maritime Authorizations Bill.

Local AFL-CIO central bodies called on their Congressional delegations, informing them that the folks back home expected a "YES" vote.

All AFL-CIO departments rallied to the Seafarers' cause.

In Washington, Andrew J. Biemiller, director of the Department of Legislation, and his staff joined the lobbyists

from MTD-affiliated unions in letting members of the House Merchant Marine and Fisheries Committee and the Port Caucus know that the bill carried a top priority throughout the labor movement.

Many other AFL-CIO organizations — the Building and Construction Trades, Food and Beverage, Metal Trades, Public Employees, Union Label, and the Industrial Union Departments among them — urged their affiliates to lend a hand, and a voice, in favor of the measure.

In the field, Alan Kistler, director of the AFL-CIO Department of Organizing and Field Services, made his staff available to participate in promoting the passage of the act.

And from the earliest stages of the campaign until the end, Alexander Barkan, director of the AFL-CIO Committee on Political Education, made it known that labor was fully committed to winning acceptance of the Maritime Authorizations Act of 1979.

SIU port agents had taken part in all of the COPE area conferences that were conducted nationwide early in the year, where the issue was given prominent attention.

As the debate on the bill and the amendments echoed throughout the House chambers, the SIU Washington legislative team provided a steady reliable stream of technical and economic information flowing to the bill's floor leader, Congressman Murphy, and those who were standing by him.

As each of the crippling amendments came to the floor, the SIU team made certain that its friends in the House had the answers needed to convince the majority that the opponents were using devious means to reach a single goal—the destruction of the U.S. Merchant Marine.

The climax came when the House voted 326 to 82 to provide the Merchant Marine with the government support required to stay alive against the cut-throat competition of the state-controlled fleets and those bearing "flags of convenience."

Seafarers and SIU port agents provided the strength for victory.

This SIU Washington team provided the political know-how and coordination. The Seafarer's reward comes in knowing that their jobs and their futures are secure for now.

## Digest of SIU Ships' Meetings



**SEA-LAND MARKET** (Sea-Land), April 16—Chairman, Recertified Bosun D. Rood; Secretary R. Hutchins; Deck Delegate F. Fromm; Engine Delegate E. Liwag; Steward Delegate E. Vervenotis. No disputed OT. Secretary reported that on this trip the department heads and delegates were shown another safety film. Before the safety meeting some very interesting points were made on preventing accidents and that everyone should always be safety conscious. Chairman remarked upon smoking on deck as we carry some very inflammable cargo in tanks which sometimes leak. The electrician pointed out that anyone caught in the elevator when it went out of order be sure to pull the emergency switch before attempting to use the escape hatch. Observed one minute of silence in memory of our departed brothers. Next port, Portsmouth, Va.

**GUAYAMA** (Puerto Rico Marine Mgt.), April 23—Chairman, Recertified Bosun William Velazquez; Secretary J. Prats; Deck Delegate W. Matthews; Engine Delegate H. F. Welch. No disputed OT. Chairman discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done.

**BALTIMORE** (Sea-Land), April 16—Chairman, Recertified Bosun Joseph Puglisi; Secretary George W. Gibbons; Educational Director W. J. Dunnigan. \$15.25 in ship's fund. Some disputed OT in deck department. Chairman noted that the repair list had been posted and everything had been fixed and taken care of. Discussed the importance of donating to SPAD. A vote of thanks to the 4-8 watch in the deck department for keeping the pantry and messroom clean. A vote of thanks to the steward department for a job well done. Next port, Port Elizabeth, N.J.

**COVE COMMUNICATOR** (Mount Shipping), April 24—Chairman, Recertified Bosun B. Browning; Secretary C. M. Modellas; Educational Director G. Berger; Deck Delegate Milton R. Henton. No disputed OT. Chairman gave a talk about upgrading for LNG. Encouraged all members to attend Piney Point. Also on the importance of SPAD. Requested all members who use the washing machine to turn off the switch after using. Everything running smoothly. Next port, Delaware City.

**SEA-LAND FINANCE** (Sea-Land), April 9—Chairman, Recertified Bosun J. Pulliam; Secretary G. Reasko; Deck Delegate J. Long; Steward Delegate E. Cullerton. No disputed OT. Educational director advised all crewmembers to go back to be upgraded as soon as possible. Chairman noted that the passing away of Paul Drozak and Mickey Wilburn will be mourned by all. All stood a moment of silence in their memory. Jitney service is still needed in Yokohama, Kobe, Hong Kong, and Seattle. Also platforms on dock for gangway. A vote of thanks to the steward department. Next port, Hong Kong.

**BANNER** (Interocean Mgt.), April 30—Chairman R. E. Clifford; Secretary F. Nigro; Steward Delegate R. B. Woodard. \$22.69 in ship's fund. No disputed OT. The March issue of the *Log* was received and distributed and the educational director suggested that it be read from cover to cover and then passed around. Chairman advised all members that smoking is a dangerous habit in the wrong area so be safety minded and think before smoking on a tanker. A vote of thanks to the steward department for a job well done. Next port, Lake Charles.

**SAN FRANCISCO** (Sea-Land), April 9—Chairman, Recertified Bosun John Japper; Secretary V. Douglas; Educational Director D. Able. No disputed OT. Secretary gave a vote of thanks to the crew for their fine cooperation. Educational director reported that so far movies were seen every other night when at sea. Some books came on in some ports and the *Log* had been received. A vote of thanks to the steward department for a job well done.

**SEA-LAND VENTURE** (Sea-Land), April 9—Chairman, Recertified Bosun Edward Morris, Jr.; Secretary Roy R. Thomas; Educational Director Henry Duhadway. \$10 in ship's fund. No disputed OT. Chairman held a safety meeting and advised that there should be no smoking on deck at anytime and to consider the ship like a tanker due to the fact that we have containers containing combustible cargo. A collection was made to send flowers for Brother Tom Kline's mother who passed away while the vessel was at sea. The importance of SPAD was discussed. A vote of thanks to the steward department for a job well done. Next port, New Orleans.

**SEA-LAND ECONOMY** (Sea-Land), April 9—Chairman, Recertified Bosun A. McGinnis; Secretary L. Nicholas; Educational Director L. Acosta; Engine Delegate R. Celicus; Steward Delegate S. Morris. \$149 in movie fund. No disputed OT. Chairman held a discussion on upgrading and the highlights in the *Log* were pointed out. A vote of thanks to the movie director for a job well done. Report to the *Log*: "A telegram was sent to Executive Vice President, Frank Drozak in regard to the death of our friend and Union brother Paul Drozak." Next port, Rotterdam.

**BORINQUEN** (Puerto Rico Mgt.), April 2—Chairman, Recertified Bosun C. L. Gonzalez; Secretary H. A. Galicki; Deck Delegate O. V. Ortiz; Engine Delegate J. I. Newhouse; Steward Delegate R. F. Cordero. \$7 in ship's fund. Some disputed OT in deck and engine departments. Chairman requested all men who are off watch to attend the Union meetings. It was also suggested that all should read the Washington Activities and Headquarters Reports in the *Log*. Everyone should read the *Log* to be informed as to what the Union is doing for the membership. Next port, Port Elizabeth N.J.

**MARYLAND** (Interocean Mgt.), April 2—Chairman K. C. McGregor; Secretary L. H. Walbrop. \$25 in ship's fund. Some disputed OT in deck, engine and steward departments. Report to *Log*: "The Ship's Committee and crew wish to express their deep sorrow over the passing away of Brother Paul Drozak. We wish to extend our sympathy to his wife and family and his brother, Frank Drozak. Brother Paul will be sorely missed. He was an excellent official and Union Brother. May God rest his soul." Observed one minute of silence in memory of our departed brothers. One extra minute in memory of Paul Drozak. Next port Valdez, Alaska.

**STONEWALL JACKSON** (Waterman Steamship), April 23—Chairman, Recertified Bosun C. T. Lineberry; Secretary C. L. Shirah; Educational Director B. Coole; Deck Delegate Werner Becher; Engine Delegate Cyril Grab; Steward Delegate Rafael Padilla. \$25 in ship's fund. \$910 in movie fund. Some disputed OT in deck, engine, and steward departments. Chairman noted with regret the passing away of Vice President Paul Drozak and advised crewmembers that there was an article in the *Log* that gave information on where you could send a donation to the Cancer Fund in his memory. A vote of thanks to the deck department by the chairman for the job of handling the cargo this trip. A vote of thanks to the steward department for a job well done. Next port, New York.

**LNG AQUARIUS** (Energy Transportation), April 2—Chairman, Recertified Bosun Billy Nuckols; Secretary Frank Costango; Educational Director Dom Orsini; Deck Delegate Charles Loveland; Engine Delegate Charles Dahlhaus; Steward Delegate Larry Dockwiler. No disputed OT. Chairman reported that Port Agent Frank Boyne visited the vessel on March 23 in Nagoya. He will try to make the vessel at least once a month. Also discussed the importance of donating to SPAD. Steward delegate noted that Pat Geary, HLS graduate is doing a fine job. His Piney Point training shows. Report to *Log*: "The crew of *LNG Aquarius* would like to express their deepest sympathy to the families of our departed friends and brothers, Paul Drozak and Mickey Wilburn." Observed one minute of silence for our departed brothers with a special prayer for Mickey Wilburn and Paul Drozak. Next port, Osaka.

**MOUNT NAVIGATOR** (Cove Tankers), April 23—Chairman, Recertified Bosun R. Johnson; Secretary C. Guerra; Educational Director W. Weekly; Engine Delegate James Flynn; Steward Delegate M. Deloatch. No disputed OT. Chairman held discussions on the articles in the *Log*, the importance of donating to SPAD, and called for safety suggestions and the repair list. A vote of thanks was given to all department delegates and chairman for making this a smooth voyage. It was noted that the crew would like some updated literature on retirement and welfare benefits. A vote of thanks to the American Library for the books and magazines in New York. Observed one minute of silence in memory of our departed brothers.

**SEA-LAND CONSUMER** (Sea-Land), April 16—Chairman, Recertified Bosun F. Pehler; Secretary C. Rice; Educational Director K. Hart; Deck Delegate E. Scroggins; Engine Delegate R. Elliott; Steward Delegate M. Cox. No disputed OT. Chairman reminded all crewmembers to get passports and to go to Piney Point to upgrade. Next port, Port Everglades.

**ALLEGIANCE** (Interocean Mgt.), April 30—Chairman, Recertified Bosun A. T. Ruiz; Secretary G. Rosholt; Educational Director Mark Serlis; Deck Delegate A. Lesnansky; Engine Delegate J. J. Kulas; Steward Delegate H. W. Roberts. \$24 in ship's fund. Some disputed OT in steward department. Chairman noted that more members should attend the meetings so if they have a beef it could be considered. Observed one minute of silence in memory of our departed brothers. Next port Braintree, Mass.

**POTOMAC** (Ogden Marine), April 9—Chairman S. L. Coker; Secretary A. Salem; Educational Director H. N. Foster; Deck Delegate C. F. Mann; Engine Delegate F. W. McFaul; Steward Delegate V. Young. Some disputed OT in deck and steward departments. Chairman to consult patrolman on arrival as a lot of shipyard work has to be done. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

**PISCES** (Apex Marine), April 9—Chairman, Recertified Bosun W. G. Butterton; Secretary F. R. Hicks; Educational Director G. D. Crowder; Deck Delegate G. James; Engine Delegate Otto Motley; Steward Delegate Jerry Wood. Chairman reported that the crew has been exceptional and he thanked the men and delegates for good cooperation. Discussed the importance of donating to SPAD. Also noted that the Piney Point men aboard ship show signs of good seamanship. Letters that were received from Headquarters concerning men being left in hospitals in foreign countries and getting required replacement when leaving ship were read and discussed, pro and con, and posted. Report to *Log*: "Chief Cook Frank Pastano is retiring from the Union after this voyage. Everyone wished him many happy years on retirement and gave him a hearty farewell and wished him God speed in retirement." Next port, New York.

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

ROBERT TOOMBS  
SEA-LAND GALLOWAY  
LNG CAPRICORN  
MAYAGUEZ  
MOUNT VERNON VICTORY  
BEAVER STATE  
CHARLESTON  
POINT SUSAN  
MOUNT WASHINGTON  
SEA-LAND COMMERCE  
JACKSONVILLE  
OGDEN WABASH  
STUYVESANT  
TAMPA  
OGDEN CHAMPION  
HUMACAO  
ARECIBO  
DEL SOL  
THOMAS LYNCH  
DELTA MEXICO  
HUDSON  
GOLDEN ENDEAVOR  
BRADFORD ISLAND  
WESTWARD VENTURE  
DELTA BRASIL  
BOSTON  
TRANSCOLUMBIA  
ARTHUR MIDDLETON  
SAN JUAN  
DELTA URUGUAY  
SEA-LAND PRODUCER  
MOHAWK  
TAMARA GULDEN  
INGER  
ZAPATA PATRIOT  
DELTA MAR  
OVERSEAS CHICAGO

# The Big One's Still Waiting For Brother Buzzwah

When the sun starts warming the sweet water of the Great Lakes and the only ice around is clinking in glasses, people start thinking about vacations.

Summer is the busiest part of the shipping season on the Lakes, with vacation time for Seafarers a good six months off. But the weather is mild, the fish are biting and that gives some SIU members a lot to do in their spare time.

Perhaps the greatest fisherman of them all is one of our own. Ray Buzzwah, a wiper aboard American Steamship Co.'s *Consumers Power*, is out casting a line every chance he gets.

Brother Buzzwah has fished all over the world. In the Persian Gulf, the Suez Canal, the China Sea. He's hunted the beasts of the water in California, northern Michigan, and Lorain, Ohio.

Brother Buzzwah has the best fishing gear money can buy. And, when asked

to share the secret of his success, he answered in one word—"patience."

Unfortunately, he can answer the question, "What do you catch," in one word, too.

"Nothin'."

Seafarer Buzzwah doesn't like to clean fish, so he doesn't catch too many. In fact, he can number his lifetime catch on the fingers of one hand—two of them.

## Four Inch Perch

He bagged his first trophy back in 1974. It was a catfish. And last year he caught his first perch. But it was only four inches long, so he threw it back.

Buzzwah hails from Mountain View, Arkansas which is known for its clear lakes and good fishing. He's never caught anything there, either.

It was Jim Budnick, the MEBA, Dis-

trict 2 steward, and an SIU member from 1959, who sat Brother Buzzwah down in the galley of the *Consumers Power* one day during the fit out and insisted he tell his inspirational story.

"Many's the time," Budnick said, "Ray's asked me to leave the deep freeze open overnight for his catch. The next morning, though, there's never anything there."

Budnick's always willing to oblige in the galley when Brother Buzzwah gets in from a fishing trip. "I enjoy cooking Ray's fish," he said. "They don't leave much to clean up."

So, Brother Buzzwah will keep on fishing the ports his ship comes into. He'll continue dispensing good advice on lures, bait, and casting. And he'll probably go on not catching much.

There is an advantage, though, in being the kind of fisherman he is. The big one's still out there waiting for him!

## Researching Vietnam Sealift

Seafarer Mike Gillen is currently doing research for a book about the merchant marine during the Vietnam War. He is looking for stories, photos, etc. and would like to correspond with anyone who was on the Vietnam run.

Gillen was OS on the *SS Fairport* to Da Nang in 1969. Write to him, c/o Lee, 21-05 33rd St., Astoria, N.Y. 11105.



Lakes Seafarer Ray Buzzwah, a wiper and resident fishing expert on the *Consumers Power* (American Steamship Co.), is shown working aboard the ship during fit out last April.



recipe for  
**SUCCESS**

**FROM:** the galleys at HLS

**SERVES:** Seafarers in the Steward Department

**INGREDIENTS:** 6-week course, experienced instructors, lots of on-the-job training using up-to-date equipment

**HOW TO PREPARE:** Enroll in the Cook and Baker Course at HLS starting July 24 or August 7 or August 21. See your SIU Representative or contact HLS.

**YIELDS:** Cook and Baker certificate, Job Security, Better Pay

## A MESSAGE FROM YOUR UNION

IF YOU ARE CAUGHT WITH DRUGS ...



YOUR SEAMAN'S PAPERS WILL BE LIFTED



... AND YOU'LL BE BEACHED FOR LIFE !!



THERE'S NO PLACE FOR DRUGS IN A PROFESSIONAL SEAMAN'S LIFE !



# LNG

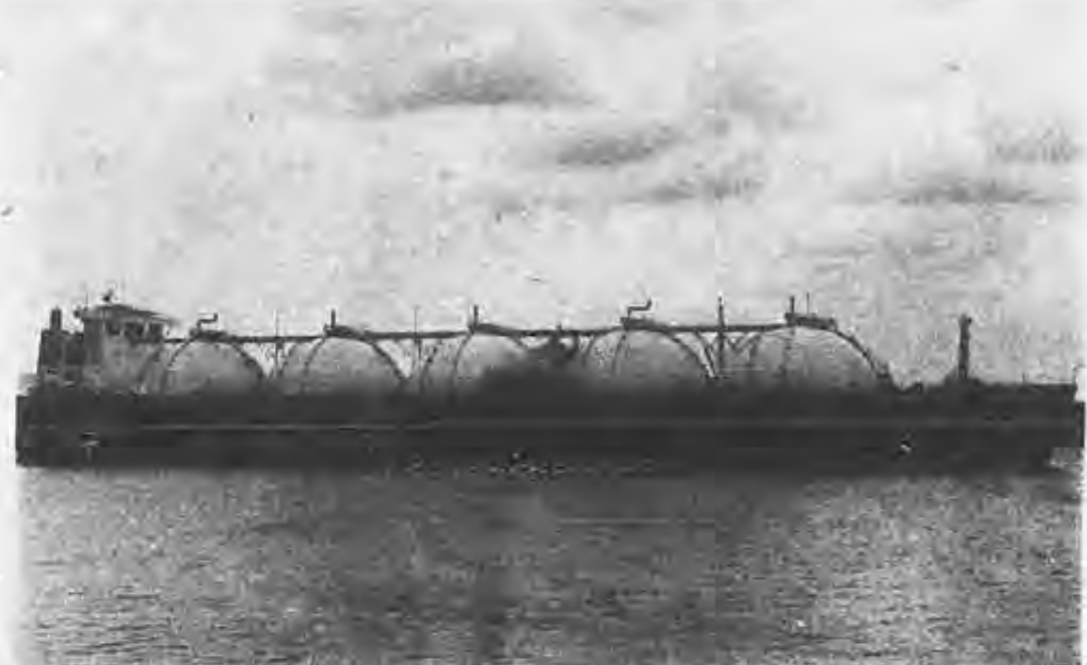
The newest U.S.-flag ships are helping to end America's dependence on runaway-flag tankers



David Pappas receives instruction in the use of safety equipment found aboard LNG tankers.



Seafarers David Pappas (center) and Richard Robinson (right) discuss firefighting equipment aboard LNG tankers with their instructor.



U.S.-flag LNG vessels are the safest ships ever built. American technology provides the know-how and the SIU provides the skilled manpower for the operation of these vessels.

Seafarers today have the chance to sign a new Declaration of Independence for America. When a seafarer signs on one of the new U.S.-flag LNG tankers, he helps make America independent of poorly-maintained, unsafe, foreign-flag tankers that pollute our shores and steal American jobs.

The new LNG vessels are the finest, safest ships ever built. Seafarers can earn excellent pay aboard these vessels and they enjoy fine working and living conditions. But, to take advantage of this op-

portunity, seafarers must be **QUALIFIED**. Seafarers Mike Stravers (center) and Hanable Smith, Jr. (right) use the automated console simulator at HLS to gain experience in the automated systems aboard LNG vessels. Instructor John Mason (left) programs problems into the simulator so that the seafarers can practice troubleshooting.

portunity, seafarers must be **QUALIFIED**.

Qualifications are the key. All the seafarers aboard LNG vessels are specially-trained. They are skilled in LNG operations and theory and they are very safety conscious.

The Harry Lundeborg School is the place to get these qualifications. HLS offers a special course to teach seafarers everything they need to know to work aboard an LNG ship. The course also helps seafarers to understand LNG as a cargo.

Seafarer Pete Reid is a crew member aboard the *EI*

*Paso Southern*. He commented, "There are many untrue stories floating around and education is the only way to stop false rumors about LNG."

Seafarer Bill Bellinger, who is also aboard the *Southern*, added, "A small tank of propane at a person's home is more dangerous than a whole vessel of LNG." He also noted, "A regular tanker is a much more dangerous vessel to work aboard than an LNG ship."



So, seafarers who train at HLS to man the new LNG vessels receive many benefits—good pay, great working conditions, new skills, more knowledge, better job security. And these seafarers will work aboard U.S.-flag ships that are providing energy for America's needs.

Attending the LNG course at HLS is the best move any seafarer can make—he'll help himself, help his industry and help his country.



Seafarers in the LNG course listen as John Lindak of the U.S. Coast Guard explains the safety factors involved in the construction and operation of LNG vessels.



SIU deckhands secure lines between the *J. W. Hershey* (Inland Tugs) and one of 15 grain barges in her tow. The boat was tied up on the Mississippi, just above St. Louis, waiting to go through Lock 27.



This full view of the *J. W. Hershey* and her tow is typical of the large, modern towboats which operate on the Rivers. She was one of the 30 boats waiting above and below Lock 27 last month when the busy facility was partially closed for maintenance.



Robert Gallion, SIU deckhand on the towboat *Ed Renshaw* (Ozark Marine) uses a flashlight to check for barge leaks.



SIU Patrolman Dave Wierschem talks with Nancy Hite, cook on the *Ed Renshaw*, during his servicing visit to the boat.



The crew of the *Ed Renshaw* had time for a relaxed lunch with Patrolman Dave Wierschem (left) while the boat was waiting her turn at Lock 27, expected around midnight. Crewmembers shown are (l to r): Lead Deckhand Jack Carlile and Deckhands John Kalges and Albert Brenizer.

## Pulsating With the Rivers, SIU Boats Pump

Call it what you like—the Mississippi, the Western Rivers or just the Rivers. This vast network of waterways, which was the lifeline for America's westward development, is still the nation's main inland artery for commercial growth.

The steamboats are gone but diesel powered towboats and barges of all types and sizes now carry the pulse of the Rivers. And it's stronger now than it ever was when paddleboats dominated the scene.

SIU Boatmen are playing an increasing role in the growth of river transportation and *The Log* had a chance to

see them in action on a recent trip to several key points along the Mississippi.

The heart of the action is around St. Louis where the SIU hall is located. Strategically sited just below where the Missouri and the Illinois Rivers enter the Mississippi, St. Louis is the nation's leading inland waterways port. Latest available figures show close to 24 million tons of cargo moved through there in 1976.

Coal, grain, fertilizers and chemicals are the major cargoes that pass through this port. They are generally carried in huge tows which can be as large as 50

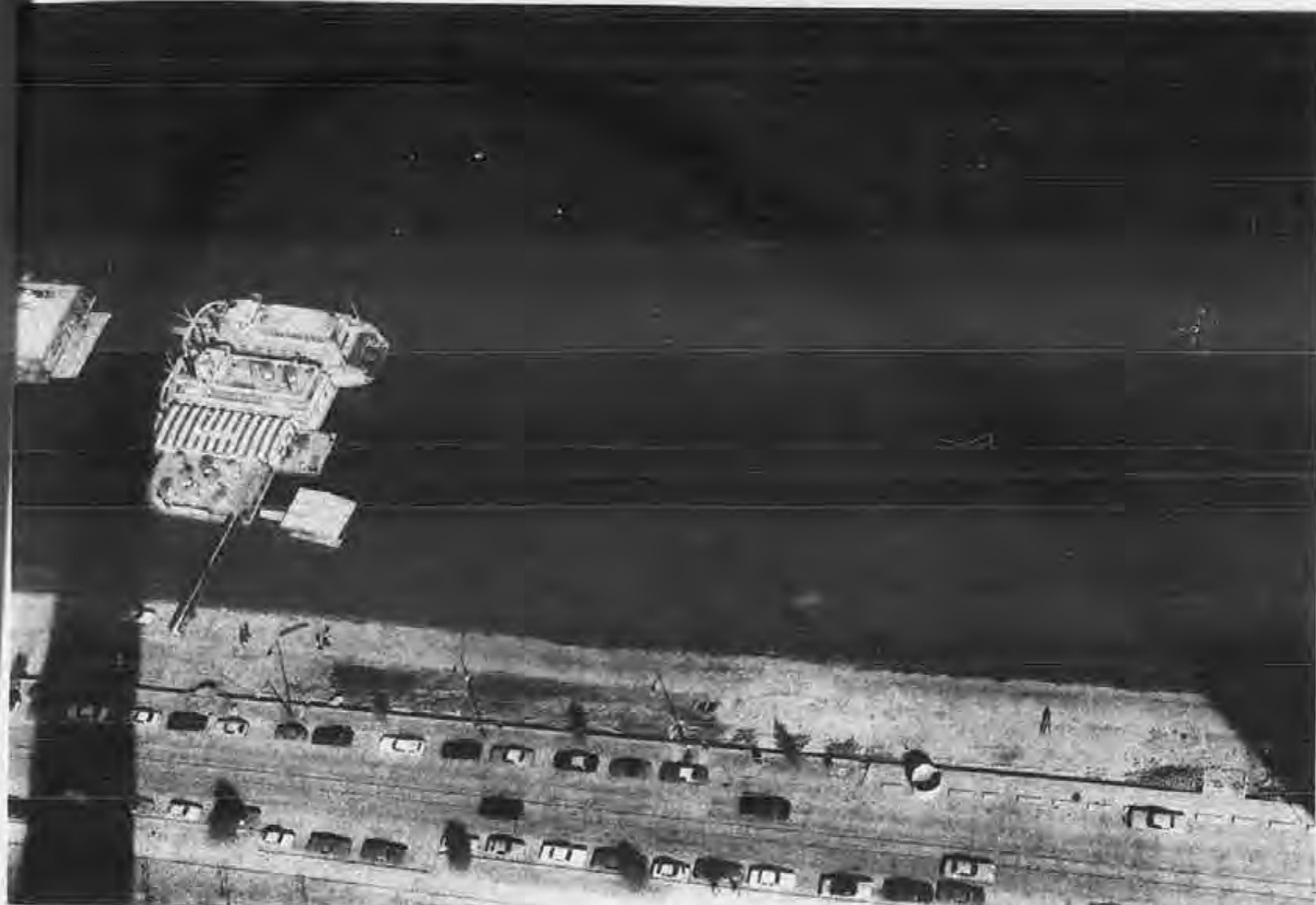
barges pushed by a single towboat. Lashed rigidly together by deckhands or linesmen, these barges move through the calm waters of the Mississippi like a single vessel.

The river is relatively calm because of the system of 30 locks and dams that regulate its different steps. As they approach St. Louis, the big tows have to be broken up to pass through some of the busiest locks in the entire system.

The longest delays usually occur at Alton, Ill., right across the river from St. Louis. Here, the outmoded Locks

and Dam 26 still awaits replacement. But during *The Log's* visit, the biggest bottleneck was at another facility just above St. Louis. Locks and Dam 27 at Granite City, Ill. was partially closed for maintenance work and we saw 30 boats backed up above and below this point.

One of them was the *Ed Renshaw*, operated by SIU contracted Ozark Marine. She was on her first trip out of the shipyard after repairs for ice damage last winter. The 5,600 hp. boat was tied up along the river bank with her tow of 15 grain barges. She was scheduled to pick up another 10 barges on her way to



The Gateway Arch, symbol of St. Louis' modern resurgence, throws a shadow around reminders of her riverboat past. Visitors can ride up the steel arch to its 600 foot top, where this photo was taken, overlooking excursion boats docked on the Mississippi. St. Louis was "the gateway to the West" in the 19th century and it is still the nation's leading inland port.



Hollice Davidson is an SIU deckhand on the *Dan Hogan*, a harbor boat in Louisiana Docks fleetling service at Cairo, Ill.



Dottie Sullivan, part of the 90 member work force at Denna Products, turns out ceramic lamp bases at this UIW-contracted shop on the Ohio River, near Paducah, Ky.



Barge repair and other shoreside workers at Louisiana Docks are also UIW members. Shop Steward Leon Spraggs here supervises Welder Terry Whiteside as he works on a new office addition to this expanding operation.

## Economic Energy Into Heart of U.S.

New Orleans. But when we boarded the boat around noon, her crew told us that she would have to wait "at least until midnight to get through Lock 26 and then a couple of days before going through Lock 27."

The *Ed Renshaw* wasn't the only SIU-contracted boat caught in the lock back-up. The *J. W. Hershey* (Inland Tugs) was also waiting with 15 grain barges. Crossing the Mississippi, we had a birds-eye view from the bridge leading into St. Louis of three more grouped together on the riverbank. The *Jeffboat* (Inland Tug), *Delmar Jaeger* (Northern Tow-

ing) and the *Hugh C. Blaske* (Southern Ohio Towing) were all waiting their turn at the locks with hopper barges filled with coal.

Locking for one boat takes about one and a half hours when the tow is too large to go through all at once. But breaking up tows is only one part of the story on the Rivers. Farther down the Mississippi at Cairo, Ill. we saw one of the busiest spots where these big tows are made up by SIU Boatmen.

The Ohio River meets the Mississippi at Cairo and this is where the Louisiana Dock Company, Inc. puts together

barges going in all directions. In 1976, the SIU-contracted fleetling boats in this company handled a total of 18,000 barges and the figures are steadily climbing.

Louisiana Dock is also a growing barge repair service, under contract to the United Industrial Workers, an affiliated union of the SIU. The repair yard started out five years ago with 18 UIW workers and today the number has doubled. These include general laborers in the "Bull Gang," machinists and crane operators.

But the pulsebeat of the Rivers isn't



confined to the waterways. River commerce has pumped economic energy into the industries of the surrounding areas.

We visited another active UIW shop, sandwiched between two river towns, Cairo and Paducah, Ky. Close to 100 UIW workers at Denna Products turn out 5,000 ceramic lamp bases a day. Set on the banks of the Ohio, the plant is part of the growing economy of an area which is fed and sustained by the Rivers.



**Thomas O. Rainey, 64,** joined the SIU in the port of New Orleans in 1955 and sailed as a chief steward. Brother Rainey sailed 31 years. He is a World War II veteran of the U.S. Air Forces. Seafarer Rainey was born in Beebe, Ark. and is a resident of Forrest City, Ark.



**Roy W. Anderson, 69,** joined the SIU in the port of Jacksonville in 1961 and sailed as a cook and fireman-watertender. Brother Anderson sailed 18 years. He also worked as a shipyard rigger. Born in Oklahoma, he is a resident of Jacksonville.



**Troy M. Carver, 65,** joined the SIU in the port of Baltimore in 1951 and sailed as a bosun, quartermaster and in the steward department since 1958. Brother Carver sailed 43 years. He is also a rigger. Seafarer Carver was born in Elkins, W. Va. and is a resident of Houston.



**James W. Davis, 53,** joined the SIU in 1946 in the port of Jacksonville and sailed as an AB. Brother Davis was born in Greensboro, N. C. and is a resident of Jacksonville.



**Leroy J. Doty, 59,** joined the SIU in 1947 in the port of New York and sailed as a bosun and quartermaster. Brother Doty sailed 41 years. He hit the bricks in the 1961 Greater N. Y. Harbor beef and the 1962 Robin Line strike. Seafarer Doty attended a 1972 Educational Conference in Piney Point, Md. He upgraded at the HLS in 1976. A native of Akron, Ohio, he is a resident of Lakewood, N. J.



**Joseph R. Gallant, 59,** joined the SIU in 1942 in the port of Mobile and sailed as a fireman-watertender. Brother Gallant sailed 38 years. He was born in New Bedford, Mass. and is a resident of Houston.



**Henry R. "Hy" Gordon, 57,** joined the SIU in 1942 in the port of Mobile and sailed as a bosun. Brother Gordon sailed 38 years. He is a World War II veteran of the U.S. Army. Born in Bergen County, N. J., he is a resident of Miami, Fla.



**Luis Gil, 66,** joined the SIU in 1942 in the port of New York and sailed as a bosun. Brother Gil walked the picketline in the 1962 Robin Line beef and the 1965 Rotobroil strike. He was born in Puerto Rico and is a resident of Bayamon, P. R.



**Anthony J. Skillman, 58,** joined the SIU in 1944 in the port of Baltimore and sailed as a bosun. Brother Skillman sailed 37 years. He also sailed on the Bull Line. Seafarer Skillman hit the bricks in the 1961 N. Y. Harbor strike. He is a World War II veteran of the U.S. Army. A native of Brooklyn, N. Y., he is a resident of Astoria, Queens, N. Y.



Recertified Bosun **Joseph O. Snyder, 66,** joined the SIU in 1946 in the port of Baltimore sailing for 43 years. Brother Snyder graduated from the Union's Bosun Recertification Program in March 1976. He walked the picketline in the 1965 Rotobroil beef in Chicago, Ill. Seafarer Snyder is a veteran of the U.S. Navy. Born in Pennsylvania, he is a resident of Baltimore and Genoa, Italy.

## NEW PENSIONERS



**Jess Willard "Tex" Ringo, 61,** joined the SIU in 1944 in the port of Baltimore and sailed as a bosun. Brother Ringo sailed 46 years. He was born in Texas and is a resident of Houston.



**John B. Johnson,** joined the SIU in the port of Seattle in 1963 and sailed as an AB. Brother Johnson sailed 30 years. He is a veteran of the U.S. Navy. Seafarer Johnson was born in Pearidge, Ill. and is a resident of Newburgh, Ore.



**Paul Buddy McDaniel, 61,** joined the SIU in 1947 in the port of New York and sailed as a bosun. Brother McDaniel sailed 36 years. He is a World War II veteran of the U.S. Navy. Seafarer McDaniel was on the picketline in the 1961 N.Y. Harbor beef. He upgraded to AB at Piney Point in 1974. Born in Georgia, he is a resident of Stroudsburg, Pa.



**Carlos Torres, 65,** joined the SIU in 1938 in the port of New York and sailed as a junior engineer and fireman-watertender. Brother Torres sailed 41 years and in 1965 for the Isthmian Steamship Co. He was on the picketline in the 1961 N.Y. Harbor beef and the RMR strike. Seafarer Torres was born in Yauco, P.R. and is a resident of Brooklyn, N. Y.



**Ronald R. Wells, 65,** joined the SIU in the port of Jacksonville in 1962 and sailed as an oiler. Brother Wells sailed 35 years. He is a World War II veteran of the U.S. Navy. A native of the British West Indies, he is a resident of Mililiani Town, Hawaii.



**Leon R. Drylewicz, 63,** joined the Union in the port of Detroit in 1960 and sailed as a conveyorman. Brother Drylewicz sailed 29 years. He is a World War II veteran of the U.S. Army. Laker Drylewicz is also a turret lathe operator. Born in Wilkes Barre, Pa., he is a resident of Plains, Pa.



**Virgil E. Clement, 62,** joined the Union in the port of Houston in 1960. He sailed as an engineer and tanker-man for National Marine Service from 1954 to 1978. Brother Clement was born in Loranger, La. and is a resident of Independence, La.



**Walter L. Jarrett, 62,** joined the Union in the port of St. Louis in 1965. He sailed as a cook on the *M/V Hugh C. Blaske* (Inland Tugs) from 1963 to 1964, on the *Towboat Harry M. Mach* (ACBL) from 1963 to 1977, and on the *M/V Bill Elmer* from 1975 to 1976. Inland Boatman Jarrett was a member of the United Steelworkers Union in 1957. He is a World War II veteran of the U.S. Army. Brother Jarrett was born in Louisville, Ky. and is a resident there.



**William C. West, 66,** joined the Union in the port of Philadelphia in 1967. He sailed as a captain and deck-hand for the Interstate Oil Transport Co. from 1965 to 1977 in Norfolk and the Graham Transportation Co. in 1965. Brother West was a commercial fisherman from 1948 to 1965. He was a former member of the Masters, Mates and Pilots Union and the National Maritime Union. A native of Mathews, Va., he is a resident there.



**George L. Tolliver, 63,** joined the SIU in 1938 in the port of Boston and sailed as a chief steward. Brother Tolliver sailed 46 years. He was aboard the *SS Steel Traveler* (Isthmian Line) in 1973 when Cambodian frogmen attached sticker bombs to the ship's side blowing a 4 by 4 hole in her hull. A native of Nova Scotia, Canada, he is a U.S. naturalized citizen and a resident of New Orleans.



**George Washington Trippe Jr., 55,** joined the SIU in the port of Mobile in 1960 and sailed as a cook. Brother Trippe sailed 26 years. He was born in Alabama and is a resident of Lipscomb, Ala.



**Charles G. Starling** joined the Union in the port of Norfolk in 1961. He sailed as a cook for Mariner Towing from 1956 to 1978, IBC Towing in 1972, Gulf Atlantic Towing, and McAllister Brothers. Brother Starling sailed 46 years. He is a veteran of the U.S. Coast Guard. Boatman Starling was born in Rocky Mount, N.C. and is a resident of Norfolk.



### MEMBERSHIP MEETINGS' SCHEDULE



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

# Today's SIU Pilot—

# The Best of Old and New



Gene Mavi, Robert Heitmeier and Roger Ronsonet, SIU Boatmen who are currently enrolled in the Pilot's Course at HLS, listen as instructor Paul Allman explains the use of the sextant.



A pilot on the waterways—Mark Twain called this “the greatest position of all.” But the boats and the waterways have changed a lot since Mark Twain's day.

Today's pilot must be very skilled. He must be able to handle new technology, cope with rules and regulations, constantly practice safety measures, and pass detailed examinations test-

ing his knowledge.

Even so, there's still glory in being a pilot—there's pride in being in charge of your own boat and being responsible for the safety and well being of crew and cargo.

For Boatmen who want to be pilots, the best way to earn their license is the pilot course at the Harry Lundeberg School. At HLS, experienced instructors



Boatman Robert Heitmeier is shown here as he makes a chart of the waters he will work on as a pilot.



Dennis Cumiskey spends some classroom time practicing chart reading skills.

help each Boatman learn exactly what he needs to know to pass the Coast Guard exams and handle his boat with skill.

Everything in the course is individualized for the student—he learns rules of the road, weather, winds and tides, chart

sketching and navigation exactly as they apply to the route he will work on as a pilot.

At HLS, the SIU Boatman can learn all the modern skills he needs to enjoy the old-fashioned glory of being a pilot on the waterways.

## Susquehanna Committee



N.Y. Patrolman George Ripoll (center) is with the Ship's Committee and a crew-member of the *ST Susquehanna* (Hudson Waterways) at a payoff on June 6 in the Hoboken (N.J.) Shipyard. They are (seated l. to r.) Deck Delegate Waller Clifton and Engine Delegate Ken Killion. Standing (l. to r.) are Chief Steward James Osbey, secretary-reporter, and AB Mike Atkinson. The Navy tanker was laid up for repairs after payoff.

## Boston Committee



On a May 26 payoff at Port Elizabeth, N.J. here's part of the Ship's Committee of the *SS Boston* (Sea-Land). They are (l. to r.) Chief Cook S. Bell, steward delegate; Engine Delegate Vincent Mello, Chief Steward Jim Keno, secretary-reporter, and Recertified Bosun Loyal Joseph, ship's chairman.

# Final Departures



**Michael A. McNulty**, 22, died on Dec. 6, 1977. Brother McNulty joined the SIU in the port of New York in 1971 sailing in the steward department. In 1973, he attended the HLS.

He was born in Philadelphia and was a resident there. Surviving is his father, Andrew of Philadelphia.



**Paul T. Marusia**, 72, passed away on Apr. 22. Brother Marusia joined the SIU in the port of Houston in 1963 and sailed as a fireman-watertender. He sailed 33 years and was also a pipefitter. Seafarer Marusia was born in Cleveland, Ohio and was a resident of Houston. Surviving is a sister, Mrs. Emma Alvis of Parma, Ohio.



**Edgar L. Jester**, 63, was found dead in his camper around May 7. Brother Jester joined the SIU in the port of Baltimore in 1959 and sailed as an AB and quartermaster. He sailed 41 years. Born in Choptank, Md., he was a resident of Baltimore. Surviving are two sons, Edgar and Timothy of Preston, Md. and a daughter, Regina.



**Dennis P. Pierce**, 71, passed away on Apr. 30. Brother Pierce joined the SIU in 1938 in the port of Baltimore and sailed as a fireman-watertender. He sailed 42 years. A native of Oklahoma, he was a resident of Fairview, N.M. Surviving is a brother, Ralph of Fairview.



**Michael Darawich**, 63, died of a brain ailment in the U.S.A. Medical Center, Mobile, Ala. on Apr. 1. Brother Darawich joined the SIU in 1946 in the port of Mobile and sailed as a chief electrician. He sailed 34 years and received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Steel Voyager*. Seafarer Darawich was born in Alabama and was a resident of Mobile. Burial was in the Catholic Cemetery, Mobile. Surviving is a brother, Samuel of Creola, Ala.

**Larry Ballom**, 21, was dead on arrival at the St. Claude General Hospital, New Orleans on Apr. 22. Brother Ballom joined the Union in the port of New Orleans in 1977. He sailed for Radcliff Materials in Mobile from 1977 to 1978. Born in New Orleans, he was a resident there. Interment was in Rest Haven Memorial Park Cemetery, New Orleans. Surviving is his mother, Iram of New Orleans.



**Laker Francis H. Burke**, 59, died of brain contusions in the Staten Island, N.Y. USPHS Hospital on Apr. 25. Brother Burke joined the Union in the port of Detroit in 1966

and sailed as a cook for the American Steamship Co. that year and also for the Gartland and Reiss Steamship Cos. He was a veteran of the U.S. Air Forces during and after World War II. A native of St. James, Mich., he was a resident of Mount Clemens, Mich. Burial was in St. Peter's Cemetery, Mount Clemens. Surviving is a son, George of Mount Clemens.



**Laker Charles L. Cochran**, 39, died on Apr. 30. Brother Cochran joined the Union in the port of Detroit in 1961 and sailed as a bosun on the *SS Roger M. Kyes* (American Steamship) and for the Pringle and Kinsman Marine Steamship Cos. He sailed 22 years on both the Lakes and deep sea. Seafarer Cochran was a Vietnam War veteran of the U.S. Army. Born in Detour, Mich., he was a resident of River Rouge, Mich. Surviving are his widow, Shirley, and three stepdaughters, Denise Miller, Maureen Miller and Rachele Miller.



**Pensioner James P. Kelly**, 70, passed away on May 12. Brother Kelly joined the Union in 1949 in the port of Detroit and sailed as an AB, deck maintenance, and fireman-watertender for the American Steamship Co. and for Kinsman Marine. Brother Kelly was born in Glasgow, Scotland and was a resident of Detroit. Surviving is his widow, Mary.



**Pensioner Herbert J. Granville**, 82, died of cerebral hemorrhage in the Georgian Court Nursing Home, Buffalo, N.Y. on Apr. 20. Brother Granville joined the Union in the port of Buffalo in

1961. He sailed as a deckhand for Gravel Products Corp. from 1942 to 1960, and Merritt, Chapman and Scott, and the Great Lakes Dredge and Dock Co. from 1960 to 1966. He was born in Newfoundland, Canada, was a naturalized U.S. citizen and a resident of Buffalo. Burial was in Elmwood Cemetery, Tonawanda, N.Y. Surviving is his widow, Martha.



**Laker Robert M. White**, 58, died of heart and lung failure in the Cleveland (Ohio) Clinic Hospital on Nov. 15, 1977. Brother White joined the Union in the port of Ashtabula, Ohio

in 1961. He sailed as a deckhand and fireman-watertender for the Great Lakes Towing Co. from 1960 to 1977. Also he was a boilermaker for the Geary Boiler Works from 1950 to 1960. He was a World War II veteran of the U.S. Navy. Born in Ashtabula, he was a resident there. Interment was in St. Joseph's Cemetery, Ashtabula. Surviving are his widow, Isabel, and two daughters, Jane Ann and Isabel.



**Pensioner Barney Buxton**, 67, died of diabetes in the West Calcasieu Cameron Hospital, Sulphur, La. on Apr. 18. Brother Buxton joined the Union in Port Arthur, Tex. in 1964

and sailed as a pilot and captain for the Ziegler Towing Co. from 1953 to 1958 and for the Slade Towing Co. from 1958 to 1973. He was a World War II veteran of the U.S. Army. Boatman Buxton was born in Starks, La. where he was a resident. Burial was in Doyle Cemetery, Starks. Surviving are his widow, Louzell; a son, Darrell, and a daughter, Mrs. Elizabeth B. Bergeron of Orange, Tex.



**Inland Boatman Mark W. Wallace**, 60, died on Dec. 12, 1977. Brother Wallace joined the Union in the port of Chicago in 1972 and sailed as a tugman and tankerman on the *Tug Hannah* (Hannah Inland). From 1946 to 1971, he was a self-employed painter. He was a veteran of the U.S. Army in World War II. Boatman Wallace was born in Bayport, Mich. and was a resident of Pigeon, Mich. Surviving are his widow, Helen, and a son, Mark.

**Pensioner Theodore J. "Phil" Marullo**, 67, died of heart failure in the Tampa (Fla.) General Hospital on May 1. Brother Marullo joined the SIU in the port of Mobile in 1952 and sailed as a fireman-watertender and chief steward for the Alcoa Steamship Co. He walked the picket line in the Savannah, Ga. coal beef, attended a Crew Conference at HLS in Piney Point and was a ship's delegate. A native of New Orleans, he was a resident of Tampa. Burial was in Myrtle Hill Memorial Park Cemetery, Tampa. Surviving is his widow, Evelyn.

**Pensioner Adolph G. Miller**, 87, died of a heart attack in the Norfolk USPHS Hospital on Mar. 2. Brother Miller joined the Union in the port of Norfolk in 1962. He had sailed as deep sea AB, 2nd mate, captain, and inland master for the Sheridan Transportation Co. from 1949 to 1967 and for Dickman, Wright and Poe from 1944 to 1949. Seafarer Miller, who rounded Cape Horn five times in square riggers was featured in a 1972 fullpage news story in the Norfolk "Virginia Pilot." It told of how Capt. Miller was a prisoner twice during World War I of the notorious German Sea Devil, Count Felix von Luckner, Luckner's raider, the *SS Prince Eitel Friedrich* sunk Miller's ship, the *William P. Frye* in 1914 off Buenos Aires, Argentina. Later he was freed with 100 others. In 1917, he was a prisoner of Count Luckner again when the raider chased his vessel onto a South Sea isle reef where he was shipwrecked and rescued by the French. In all, he sailed 60 years. During the Great Depression, he sailed with his late wife, Alice on boats and barges. Boatman Miller was a resident of Norfolk. Burial was at sea in the Atlantic Ocean. Surviving is a brother-in-law, Robert H. Snyder of Wilson, N.C.

**Pensioner William R. Baker**, 66, died of arteriosclerosis on Apr. 4 in Baltimore City, Md. Brother Baker joined the Union in the port of Baltimore in 1956 sailing as a deckhand and AB on the *Tug Wagners Point* (Curtis Bay) from 1946 to 1974. He was born in Baltimore and was a resident there. Burial was in Holy Rosary Cemetery, Baltimore. Surviving is his widow, Katherine.



**Vassilios D. Venetoulis**, 46, died in the Staten Island (N.Y.) USPHS Hospital on Aug. 24, 1977. Brother Venetoulis joined the SIU in the port of New York in 1963 and sailed as a

fireman-watertender. He sailed 30 years. Seafarer Venetoulis was a veteran of the Greek Army infantry from 1970 to 1971. A native of Piraeus, Greece, he was a resident of New Orleans. Surviving are his widow, Peggy and his parents, Mr. and Mrs. Drossos Venetoulis of Piraeus.



**Pensioner Cleveland J. Vincent**, 65, died of heart failure at home in Baton Rouge, La. on Jan. 18. Brother Vincent joined the SIU in the port of New York in 1953 sailing as a

cook. He sailed 25 years. And he was a World War II veteran of the U.S. Army. Seafarer Vincent was born in Crowley, La. Burial was in Simmons Cemetery, Silver Creek, Miss. Surviving are his widow, Carrie; two sons, Joseph of Lafayette, La. and Paul; a daughter, Virginia, and his mother, Mrs. C. Vincent of Baton Rouge.



**James E. Welch**, 52, died of a heart attack in the San Francisco General Hospital on Feb. 26. Brother Welch joined the SIU in the port of Houston in 1953 and sailed as an AB. He

sailed 32 years. Seafarer Welch attended Piney Point Crew Conference No. 6 in 1970. He was also a World War II veteran of the U.S. Navy. Born in Springfield, Mass., he was a resident of Bernardston, Mass. Surviving are his mother, Olga of Dunedin Isles, Fla., and his sister, Mrs. Betty W. Nettles of Bernardston.



**Harold B. Thomas**, 69, passed away on Mar. 26. Brother Thomas joined the SIU in the port of New York and sailed as an electrician and bosun. He served as deck

delegate. He sailed 40 years. Seafarer Thomas sailed Great Lakes sand suckers and tankers in 1944. He helped to organize the Eastern Steamship Co. and the Central Vermont Railroad Co. He was a veteran of the U.S. Coast Guard. Born in Southold, L.I., N.Y., he was a resident of Baltimore. Surviving are his widow, Catherine, and his mother, Mrs. John Beyer of New London, Conn.

**Gary N. Forster**, 38, was killed when *Barge Interstate 19* (IOT) exploded Mar. 20 on the Delaware River at the Getty Oil Refinery, Delaware City, Del. Brother Forster joined the Union in the port of Norfolk in 1976. He sailed for Allied Towing, IBC Co. last year, and as a relief captain and mate for the Interstate Transport Ocean Co. in the port of Philadelphia. He was a Vietnam War veteran of the U.S. Army. Born in Kalamazoo, Mich., he was a resident of Coinjock, N.C. Surviving are his widow, Barbara; a daughter, Tracy, and his father, Shelton.

# HLS UPGRADING CLASS SCHEDULE 1978

Below is complete list of all upgrading courses, and their starting dates, that are available for SIU members in 1978. These include courses for deep sea, Great Lakes and inland waters.

SIU members should be aware that certain

courses may be added or dropped from the schedule as the need arises. However, the Log will try to keep you abreast of these changes.

For further information regarding the courses offered at the Lundeberg School, members

should contact their local SIU representative, or write to the Lundeberg School Vocational Education Department, Piney Point, Md. 20674.

or call the School at (301) 994-0010



LNG

July 24  
August 21  
September 18  
October 16  
November 13  
December 11

QMED

October 2

FOWT

July 10  
August 31  
October 16  
November 23

Pumproom, Maintenance & Operation

October 9

Diesel Engineer

July 31

Welding

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

July 10  
August 17  
September 18  
November 13

Quartermaster

October 16

Chief Steward (maximum 1 student per class)

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)

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

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



The SIU tug *Miss Lana* (Peter Kewit & Sons) moves a rig used in construction of a dike wall at the port of Cleveland.



Mike O'Donnell, an SIU rangeman, works with engineers setting up tripods on the fill and lake sides of Lake Erie. Bulk carriers site themselves on the 50 foot high markers when unloading.

## SIU Lakes Tugs Working on Dike,

Fit out on the Lakes is usually associated with a top-to-bottom workover of Lakes bulk carriers. But tugs have to be checked, repaired and repainted after winter lay-up, just like the larger vessels.

Tugs in the Great Lakes area usually lay-up from mid-December through April. But when they're working, they're working hard.

The 75 foot tug *Miss Lana* (Peter Kewit Co.) had only been back on the water for three weeks when she was well into work on construction of a dike wall.

New environmental rulings say that dredged materials from harbors can't be

dumped in the Lakes because they add to pollution. So the two SIU deckhands and scowman aboard the *Miss Lana* were moving a rig used to build the wall that will keep contaminants out of Lake Erie.

The wall the *Miss Lana* is working on is the third to be built in the Cleveland area and is scheduled for completion next year.

Another SIU-contracted tug, Dunbar & Sullivan's *Sachem*, was on her way to Fairport, Ohio for a job connected with a nuclear power plant there.

The power plant will have a tunnel

under Lake Erie and the *Sachem's* crew will be laying cribs for water intake on the site of the tunnel. That job is expected to take all summer.

Construction projects are nothing new



SIU deckhand Jim Burns working on the Dunbar & Sullivan Co. tug *Sachem* during fit out in Cleveland.





Jim Burns (l.) and Joe Turner, both deckhands, get the tug *Sachem* ready for a job in Fairport, Ohio, which will take them most of the summer.



The *Miss Lana's* SIU crew is, (l-r): Edward Goetz and Bill Taylor, deckhands; and Corky Parish, scowman.

## Power Plant GREAT LAKES

to some SIU members. Ed Goetz, a deckhand on the *Miss Lana* for the last 18 years, was on that tug when Burns Harbor in Indiana was built. Brother Goetz said that in order to put up the harbor's breakwall, they had to build right into sand dunes.

Tugs make shipping on the Lake possible but they don't get too much of the

fame and glory. There's a story about the *Sachem*, which, if it hasn't brought the boat fame, has at least made her infamous.

In 1950, the tug sank near Buffalo and the 12 people aboard were drowned. It cost about \$1 million to salvage the boat but the mystery of why she went down was never solved.



William "Corky" Parish, scowman on the *Miss Lana*, secures the tug's line to a construction rig platform during work on a dike wall project. Construction of the wall, the third built in Cleveland, will be finished next year.



Peter Czech, an SIU deckhand since 1959, brings a launch to the *Miss Lana* to pick up crewmembers.



Fitting out the *Sachem* took the crew six days. Here deckhands Jim Burns (l.) and Joe Turner make sure the boat's life raft is in working order.



## Dispatchers Report for Deep Sea

MAY 1-31, 1978

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	7	1	0	9	0	2	10	2	2
New York	88	19	5	68	38	6	134	15	2
Philadelphia	22	1	0	9	9	0	20	4	0
Baltimore	22	9	2	27	15	2	36	6	0
Norfolk	11	3	4	15	9	6	21	2	1
Tampa	5	3	1	5	3	1	9	2	0
Mobile	22	4	1	19	8	2	30	7	0
New Orleans	107	15	2	84	43	1	130	15	4
Jacksonville	43	8	3	38	15	3	61	5	2
San Francisco	30	3	1	19	4	3	56	7	3
Wilmington	28	4	2	7	8	1	32	7	0
Seattle	33	2	1	31	10	6	54	7	2
Puerto Rico	11	2	0	12	4	2	14	1	0
Houston	102	10	8	99	33	14	149	13	12
Piney Point	0	12	0	0	25	0	0	0	0
Yokohama	3	2	0	5	1	1	3	1	0
<b>Totals</b>	<b>534</b>	<b>98</b>	<b>30</b>	<b>447</b>	<b>225</b>	<b>50</b>	<b>759</b>	<b>94</b>	<b>28</b>
<b>ENGINE DEPARTMENT</b>									
Boston	1	5	0	1	2	0	4	5	0
New York	54	31	3	42	37	2	119	40	5
Philadelphia	11	2	0	7	3	0	17	4	1
Baltimore	25	4	0	17	9	0	33	8	0
Norfolk	11	2	2	16	4	2	11	3	0
Tampa	0	1	1	4	0	1	6	4	1
Mobile	27	7	0	22	7	1	38	13	0
New Orleans	59	14	2	53	17	1	95	21	7
Jacksonville	34	8	1	18	11	3	57	10	0
San Francisco	36	7	2	16	5	4	60	9	1
Wilmington	20	7	0	7	4	0	29	7	2
Seattle	29	12	1	19	14	2	38	6	1
Puerto Rico	9	0	0	15	2	0	8	1	0
Houston	68	20	2	80	31	10	102	21	6
Piney Point	1	2	0	1	8	0	0	0	0
Yokohama	1	1	0	1	1	0	2	1	0
<b>Totals</b>	<b>386</b>	<b>123</b>	<b>14</b>	<b>319</b>	<b>155</b>	<b>26</b>	<b>619</b>	<b>153</b>	<b>24</b>
<b>STEWARD DEPARTMENT</b>									
Boston	0	0	0	1	2	0	2	1	0
New York	36	11	0	37	18	2	62	16	1
Philadelphia	2	0	0	6	8	0	5	0	0
Baltimore	10	3	1	17	9	2	15	3	1
Norfolk	7	3	0	13	5	3	11	1	0
Tampa	0	0	0	3	1	0	2	0	0
Mobile	12	1	0	14	10	1	18	1	0
New Orleans	39	7	1	38	30	2	57	5	2
Jacksonville	16	7	1	21	12	2	29	3	0
San Francisco	21	2	0	19	5	2	33	4	0
Wilmington	8	1	0	5	3	0	11	0	0
Seattle	10	2	0	19	11	0	15	1	0
Puerto Rico	8	1	0	7	7	1	5	1	0
Houston	46	2	0	41	18	20	75	4	0
Piney Point	0	3	0	0	26	0	0	0	0
Yokohama	1	0	0	0	0	0	1	0	0
<b>Totals</b>	<b>216</b>	<b>43</b>	<b>3</b>	<b>241</b>	<b>165</b>	<b>35</b>	<b>341</b>	<b>40</b>	<b>4</b>
<b>ENTRY DEPARTMENT</b>									
Boston	2	5	3				5	7	10
New York	21	61	79				35	113	170
Philadelphia	6	17	0				7	29	0
Baltimore	16	13	7				21	17	9
Norfolk	3	7	4				4	10	5
Tampa	1	2	1				2	3	1
Mobile	7	16	3				10	19	1
New Orleans	29	39	9				44	35	18
Jacksonville	9	22	5				14	21	5
San Francisco	19	25	9				29	32	11
Wilmington	2	18	15				4	26	21
Seattle	14	21	8				20	22	24
Puerto Rico	14	11	5				19	17	3
Houston	25	49	40				34	49	52
Piney Point	0	42	0				0	0	0
Yokohama	2	3	1				3	3	1
<b>Totals</b>	<b>170</b>	<b>351</b>	<b>189</b>				<b>251</b>	<b>403</b>	<b>331</b>
<b>Totals All Departments</b>	<b>1,306</b>	<b>615</b>	<b>236</b>	<b>1,007</b>	<b>545</b>	<b>111</b>	<b>1,970</b>	<b>690</b>	<b>387</b>

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

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United Industrial Workers  
of North America

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1311 Mission St. 94103  
(415) 626-6793

SANTURCE, P. R. . . . . 1313 Fernandez, Juncos,  
Stop 20 00909  
(809) 724-2848

SEATTLE, Wash. . . . . 2505 1 Ave. 98121  
(206) MA 3-4334

ST. LOUIS, Mo. . . . . 4581 Gravois Ave. 63116  
(314) 752-6500

TAMPA, Fla. 2610 W. Kennedy Blvd. 33609  
(813) 870-1601

TOLEDO, Ohio . . . . . 935 Summit St. 43604  
(419) 248-3691

WILMINGTON, Calif.  
510 N. Broad St. 90744  
(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 SIU deep sea ports remained good to excellent in all departments. In all, 1,663 Seafarers took jobs on SIU-contracted deep sea vessels. Shipping is expected to remain good to excellent in all ports as the SIU will be crewing as many as 20 new ships or new acquisitions before the end of the year.

## Stonewall Jackson Committee



Headquarters Patrolmen Teddy Babkowski (standing left) and George Ripoll (sitting right) read the LOG with the Ship's Committee and part of the crew of the SS Stonewall Jackson (Waterman) at a payoff on May 18 at Pier 7, Brooklyn, N.Y. They are (sitting l. to r.) Nelson Dorado, deck delegate; Educational Director B. Cooley and Recertified Bosun Carl Lineberry, ship's chairman. Standing (l. to r.) are C. V. Grab, engine delegate; ABs Gene Walker and Gene Sexton and Cook and Baker Raphael Padilla, steward delegate.

## Baltimore Committee



Part of the Ship's Committee of the SS Baltimore (Sea-Land) of (l. to r.) Deck Delegate Don Averill, Steward Delegate Tom Brown, Chief Steward George Gibbons, secretary-reporter, and Recertified Bosun Jose Gonzales, ship's chairman standby at a payoff at Port Elizabeth, N.J. on May 17. SIU Patrolman Teddy Babkowski (seated right) fills out his report.



### 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."

Deposit in the  
SIU Blood Bank—  
It's Your Life

## Dispatchers Report for Inland Waters

MAY 1-31, 1978

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	1	1	1	3	1	6	3	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	4	0	0	2	0	0	5	1	3
Mobile	5	1	0	0	0	0	10	1	0
New Orleans	2	0	16	2	0	11	8	7	21
Jacksonville	2	0	5	0	0	4	5	1	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	2	4	0	2	3	0	0	1	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	1	0	2	0	0	2	1	0	9
Houston	3	10	7	4	6	11	3	8	16
Port Arthur	8	4	41	13	2	22	8	4	77
Algonac	7	3	2	9	0	0	37	9	5
St. Louis	5	14	26	5	15	17	8	12	19
Piney Point	0	28	0	0	28	0	0	0	0
Paducah	5	4	36	5	5	31	7	4	57
<b>Totals</b>	<b>44</b>	<b>69</b>	<b>136</b>	<b>43</b>	<b>62</b>	<b>99</b>	<b>98</b>	<b>51</b>	<b>211</b>
<b>ENGINE DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	1
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	2	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	1	0	0	1	0	0	1	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	1	0	0	0
Houston	0	1	0	0	1	0	2	1	1
Port Arthur	0	0	0	0	0	0	0	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	1	0	0	0	0	0	0	0
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>4</b>
<b>STEWARD DEPARTMENT</b>									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	2	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	1	2	1
Jacksonville	0	0	2	0	0	1	0	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	1	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	5	0	0	3	1	0	8
Houston	0	0	1	0	0	1	0	0	0
Port Arthur	0	0	0	0	0	0	2	0	2
Algonac	0	0	0	0	0	0	1	1	1
St. Louis	0	1	1	0	0	0	1	1	5
Piney Point	0	2	0	0	2	0	0	0	0
Paducah	2	0	5	2	0	5	0	2	13
<b>Totals</b>	<b>2</b>	<b>3</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>31</b>
<b>Totals All Departments</b>	<b>47</b>	<b>74</b>	<b>151</b>	<b>47</b>	<b>65</b>	<b>110</b>	<b>111</b>	<b>58</b>	<b>246</b>

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

# Success!

Sometimes an idea is so good that it meets many needs and solves a lot of problems. The Towboat Operator Scholarship Program is an idea like this—it is helping industry and it's helping SIU Boatmen. It has improved the quality of SIU wheelhouse personnel, put trained skilled manpower aboard SIU-contracted boats, and helped SIU Boatmen take advantage of the great job opportunities in their industry.

Because the scholarship program has been so successful, the Transportation Institute, in cooperation with the Harry Lundeberg School, is offering a third scholarship program for qualified Boatmen who want to earn a license as towboat operator.

Boatmen who are selected for the scholarship program will receive the most complete and in-depth training available any-

where. The curriculum will include very individualized classroom instruction, lots of boat-handling experience aboard the HLS pushboat and tugboat, practical lessons in crew management, and safety training.

Here's what the program will provide:

- Special three-month curriculum offered only at the Harry Lundeberg School
- Room, Board and Books Free
- Tuition free
- Weekly stipend of \$125
- Time spent in on-the-job training is Coast Guard approved as the equivalent of Wheelhouse time
- Day-for-day work time credit for HLS Entry Graduates

The course is approved by the U.S. Coast Guard. Boatmen who complete the course can

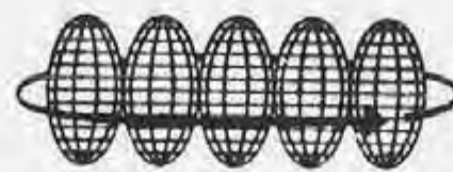


As part of their curriculum, the scholarship recipients learn how to operate LORAN.

earn more than a license—they will have real experience so they are able to apply the knowledge that's tested on the exams.

These Boatmen will be skilled workers—valuable personnel in the companies who employ them. Their abilities will qualify them to earn top pay.

So, the Towboat Operator Scholarship Program is a good idea—a successful idea. By offering the scholarships for a third time, the Transportation Institute is continuing to help the towing industry and the talented Boatmen who work in that industry.



Instructor Chuck Dwyer explains a principle of chart navigation to scholarship winners Ronald Meinke (left) and Raymond McDonald (right).



Boatman Pat O'Neal (left) is enrolled in the second towboat operator scholarship program. He is shown here directing a crew of HLS trainees from the wheelhouse of the Susan Collins. Practicing crew management skills (right) is an important part of the scholarship curriculum.



# SIU Scholarship Winner Says 'It's One of Union's Best Benefits'

When he won an SIU college scholarship in 1962, Gerald Dwyer had shipped out as an AB for almost 10 years. He had been ashore for a year working part time when the Union's award came through.

Dwyer got his BA degree from Syracuse University in New York, majoring in music and education. He went to work as a high school music teacher in a small town near Utica, N.Y., giving instruction in all band instruments.

Though he loved teaching, when the economic crunch came, Dwyer found himself out of a job. The familiar story of insufficient funds forced cutbacks at Dwyer's school and the music department was eliminated completely.

Music is still an important part of Dwyer's life, though. He keeps up on sax, clarinet and trumpet, playing with marching bands in local parades. And he's proud of the collection of trophies he has which were won by his former

students in band competitions.

Even though he's no longer teaching, Dwyer feels very strongly about education and about opportunities created by the SIU's scholarship awards. "Guys are smart having their kids apply for those scholarships," he said, adding, "it's not that hard to pass the test."

After leaving his teaching job, Dwyer went into the construction business. He found his training as an AB helped him in the construction trade. "Knowing how to do things like rigging is an asset in building," Dwyer said. "I've made good use of the training I got at sea."

If he had it to do all over again, Dwyer thinks he'd apply for an SIU scholarship, which he called "one of the Union's best benefits," to go to law school. In any case, when the time comes, he'll try to talk his four-year-old son Dustin, who's his pride and joy, into a legal career. Unless, of course, he hears the call of the sea.



Gerald Dwyer with son, Dustin

## Personals

### Viggo Christensen

Your sister, Helen Nass, asks that you contact her at 10120 Burnet Ave., Mission Hills, Calif. 91345 or call her collect at (213) 892-7024.

### Wayne Evans

Paul B. Adams, Jr. asks that you contact him at Route 1, Box 509, Ellabell, Ga. 31308. Tel. (912) 858-2555.

### Nick Marcogliese

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

### Francis Wherrity

Please call the editor of the Log at (212) 499-6600, ext. 242.



MAY 1-31, 1978

Algonac (Hdqrs.)

\*TOTAL REGISTERED  
All Groups  
Class A Class B Class C

29 11 0

Algonac (Hdqrs.)

31 5 4

Algonac (Hdqrs.)

5 3 2

Algonac (Hdqrs.)

25 66 35

Totals All Departments

90 85 41

\*"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.

## Dispatchers Report for Great Lakes

TOTAL SHIPPED  
All Groups  
Class A Class B Class C

DECK DEPARTMENT

21 33 2

ENGINE DEPARTMENT

15 9 2

STEWARD DEPARTMENT

11 3 0

ENTRY DEPARTMENT

0 0 0

\*\*REGISTERED ON BEACH  
All Groups  
Class A Class B Class C

55 13 9

43 8 14

7 5 4

38 81 83

143 107 110

## 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.



**Heriberto Cortes**



Seafarer Heriberto Cortes, 24, graduated from the HLS entry program in 1971 and upgraded to FOWT there in 1978. He holds tickets for lifeboat, firefighting, and cardio-pulmonary resuscitation. He was born in Ponce, Puerto Rico and lives and ships out in New York.

**Tom Burke**



Seafarer Tom Burke started sailing with the SIU in 1973. He upgraded to QMED at the HLS that year. He also has his firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. He was born in Boston and lives and ships out in Seattle.

**Robert Vranish**



Seafarer Robert Vranish, 27, graduated from the HLS entry program in 1968 and upgraded to AB there in 1978. He has his firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. He was born in Baltimore, Md., and resides and ships out in that port.

**Steve Kues**



Seafarer Steve Kues, 25, graduated from the HLS entry program in 1975. He upgraded to FOWT there in 1976 and to QMED in 1977. He also recently completed the Marine Electrical Maintenance course and LNG training at the School. He has all tickets for firefighting, lifeboat, and cardio-pulmonary resuscitation. He makes his home in Martinsburg, W. Va. and ships out of the port of New York.

**Gary Rosen**



Seafarer Gary Rosen, 23, graduated from the HLS entry program in 1972 and shipped out then as a Third Cook. He received his Cook and Baker endorsement at the School this year. He also holds all tickets for lifeboat, firefighting, and cardio-pulmonary resuscitation. He makes his home in Bryn Mawr, Pa. and ships out of the port of New York.

**Donald Hixon, Jr.**



Seafarer Don Hixon, 25, graduated from the HLS entry program in 1973. He returned to the School to get his AB endorsement in 1977. He also has tickets for firefighting, lifeboat, and cardio-pulmonary resuscitation. Born in Massachusetts, he makes his home in Lexington Park, Md. and ships out of the port of New York.

**Henry McDaniel**



Seafarer Henry McDaniel, 26, graduated the HLS entry program in 1974 and upgraded to FOWT there in 1976. He has tickets for firefighting, lifeboat, and cardio-pulmonary resuscitation. He lives in Magnolia, Miss. and ships out of the port of New Orleans.

**Mark Paterson**



Seafarer Mark Paterson, 22, graduated from the HLS entry program in 1975 and upgraded to FOWT there in 1978. He has also completed firefighting, lifeboat, and cardio-pulmonary resuscitation courses at the School. He was born in San Antonio, Tex., lives in Jacksonville, Fla., and ships out of that port.

**Michael Kraljevic**



Seafarer Michael Kraljevic, 19, graduated from the HLS entry program in 1975. He received his FOWT endorsement there in 1976 and he also holds tickets for lifeboat, firefighting, and cardio-pulmonary resuscitation training. He was born in Mobile, Ala. and lives and ships out in that port.

**Steve Bigelow**



Seafarer Steve Bigelow, 23, graduated from the HLS entry program in 1973 and received his FOWT endorsement there in 1977. He also completed all training for lifeboat, firefighting, and cardio-pulmonary resuscitation. His home is Henderson, Nev. and he ships out of the port of Wilmington, Calif.

**Chris Devonish**



Seafarer Chris Devonish, 25, graduated from the HLS entry program in 1970. He received his FOWT endorsement there in 1971 and after completing the "A" Seniority program, entered the QMED course at the School. He has his firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. He was born in Mobile, Ala., lives in Brooklyn, N. Y., and ships out of that port.

## Why is this FOWT smiling?



### Because he's working.

The best bet for wipers who want to improve their job security is getting an FOWT ticket at HLS. Job opportunities for FOWT's have never been better. So, enroll now in the FOWT course at HLS. Course starts August 31. To sign up, see your SIU Representative or Contact the Harry Lundberg School, Vocational Education Department, Piney Point, Maryland 20674, (301) 994-0010.

## Golden Monarch Committee



Recertified Bosun Tom Brooks (left) ship's chairman of the SS Golden Monarch (Westchester Marine) goes over ship's business on May 26 with Headquarters' Patrolman Teddy Babkowski (right). Also at the payoff at Port Reading, N.J. are part of the Ship's Committee of (l. to r.) Chief Steward Walter Lescovich, secretary-reporter, Steward Delegate C. C. Williams and Deck Delegate Jim Coscarelli.



## DEEP SEA

# 346 Have Donated \$100 or More To SPAD Since Beginning of 1978

The following SIU members and other concerned individuals, 346 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1978. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions. SPAD is the Union's separate segregated political fund. It solicits and accepts only voluntary contributions. It engages in political activities and makes contributions to candidates. A member may voluntarily contribute as he sees fit or make no contribution without fear of reprisal.) Nine who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, two have contributed \$300, one has given \$500, and one \$600. The Log runs the SPAD Honor Rolls because the Union feels that our political role must be maintained if the livelihoods of maritime workers are to be protected. (A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.)

NOTE: Each month's SPAD Honor Roll contains the names of those individuals who have given \$100 or more as of the last Friday of the previous month.

## SPAD Honor Roll

Adams, E.  
Adams, W.  
Adamson, R.  
Agugussa, A.  
Aguir, J.  
Air, R.  
Alcarin, G.  
Algina, J.  
Allen, E.  
Allen, J.  
Amat, K.  
Ammann, W.  
Anderson, D.  
Anderson, E.  
Anderson, R.  
Antici, M.  
Antone, F.  
Appleby, D.  
Apuzzo, W.  
Aquino, G.  
Aronica, A.  
Atkinson, D.  
Aumiller, R.  
Avery, R.  
Babkowski, T.  
Barnes, D.  
Bartlett, J.  
Bauer, C.  
Beeching, M.  
Bellinger, W.  
Berglund, B.  
Bjornsson, A.  
Blackwell, J.  
Bluitt, J.  
Bluitt, T.  
Bobalek, W.  
Bonser, L.  
Bourgeois, M.  
Boyne, D.  
Brady, J.  
Brand, H.  
Brown, G.  
Brown, I.  
Brown, J.  
Bryant, N.  
Bucci, P.  
Bullock, R.  
Buffinton, O.  
Butch, R.  
Caffey, J.  
Calogeros, D.  
Campbell, A.  
Carey, W.  
Castel, B.  
Carr, J.  
Carroll, J.  
Cavalcanti, R.  
Cherup, N.  
Chilinski, T.  
Cinquemano, A.  
Collier III, J.  
Comstock, P.  
Conklin, K.  
Cooper, J.  
Corder, J.

Costa, F.  
Costango, F.  
Costango, G.  
Costango, J.  
Craig, J.  
Crocco, G.  
Czerwinski, J.  
Dallas, C.  
Dalman, G.  
Davis, J.  
Davis, J.  
Davis, J.  
Debarrios, M.  
DeChamp, A.  
Delea, G.  
Dell, R.  
Del Moral, A.  
Demetrios, J.  
Dengate, H.  
Di Domenico, J.  
Diaz, R.  
Diercks, J.  
DiGiorgio, J.  
Dillings, L.  
Doak, W.  
Dobbins, D.  
Dolan, J.  
Dolgen, D.  
Donnelly, M.  
Donovan, P.  
Dornes, R.  
Drozak, F.  
Dryden, J.  
Ducote, C.  
Dudley, K.  
Dwyer, J.  
Dyer, A.  
Elzahri, A.  
Eschukor, W.  
Evans, J.  
Fagan, W.  
Faitz, F.  
Fanning, R.  
Fay, J.  
Fergus, S.  
Fgrshee, R.  
Filer, W.  
Firth, R.  
Fletcher, B.  
Florous, C.  
Foley, P.  
Francum, C.  
Frank, S.  
Frazier, J.  
Frounfelter, D.  
Fuller, E.  
Fuller, G.  
Furukawa, H.  
Gallagher, L.  
Gard, C.  
Gavin, J.  
Gentile, C.  
George, J.  
Gimbert, R.  
Glenn, J.

Glenn, J., Jr.  
Glidewell, T.  
Gobrukouich, S.  
Graham, E.  
Grepo, P.  
Grima, U.  
Guillen, A.  
Hager, B.  
Hall, P.  
Hall, W.  
Hamblet, A.  
Hamilton, G.  
Hampton, D.  
Haney, L.  
Hant, K.  
Harris, N.  
Harris, W.  
Hauf, M.  
Haykes, F.  
Heacox, E.  
Heniken, E.  
Higgins, J.  
Horne, H.  
Hotton, G.  
Houlihan, M.  
Houston, H.  
Hunter, W.  
Hurley, M.  
Huss, P.  
Iovino, L.  
Ipsen, L.  
Jacobs, R.  
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McCorvey, D.  
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Moore, J.  
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Murray, R.  
Myers, H.  
Nash, W.  
Nelson, D.  
Newberry, H.  
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Orsini, D.  
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Papuchis, S.  
Passapera, F.  
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Perez, J.  
Petak, P.  
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Pillsworth, P.  
Poer, G.  
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Pretare, G.  
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Raines, R.  
Ramage, R.  
Randazza, L.  
Ratcliffe, C.  
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Reck, L.  
Regan, F.  
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Richoux, J.  
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Rung, J.  
Ryan, T.  
Sacco, M.  
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Shelley, S.  
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Troy, S.  
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Vukmir, G.  
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Weaver, A.  
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Wierschem, D.  
Wilhelmsen, B.  
Williams, L.  
Wilson, B.  
Wilson, C.  
Wolf, P.  
Wood, C.  
Worley, M.  
Wright, A.  
Wright, F.  
Wydra, R.  
Yarmola, J.  
Zai, C.  
Zeloy, J.

### \$600 Honor Roll

Pomerlane, R.

### \$500 Honor Roll

Antich, J.

### \$300 Honor Roll

Chartier, W.  
Curtis, T.

### \$200 Honor Roll

Ahmed, F.  
Bernstein, A.  
Cookmans, R.  
Ellis, P.  
Hagerty, C.  
Kerngood, M.  
Lombardo, J.  
McCullough, L.  
Pow, J.

### SEAFARERS POLITICAL ACTIVITY DONATION

(SPAD)

675 FOURTH AVENUE

BROOKLYN, N.Y. 11232

Date \_\_\_\_\_ S.S. No. \_\_\_\_\_

Contributor's Name \_\_\_\_\_ Book No. \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

I acknowledge and understand that SPAD is a separate segregated fund established and administered by my Union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions, and I have the right to refuse to make any contribution without fear of reprisal. I may contribute such amount as I may voluntarily determine and I herewith contribute the sum of \$\_\_\_\_\_. This contribution constitutes my voluntary act and I am to receive a copy of this receipt showing the amount of my contribution. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

Signature of Solicitor \_\_\_\_\_

Solicitor's No. \_\_\_\_\_

1978

Port \_\_\_\_\_

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# 30 Cents a Day Can Buy Job Security

What can you buy for 30 cents today?

Much more than you think.

For the price of a cup of coffee every working day, you can buy yourself a lifetime of job security.

Sound impossible?

It's not. It's only a new way to solve an old problem.

The SIU learned in the early days of our history that our jobs and the gains made at the bargaining table can be taken away by the actions of Congress. We learned to protect our jobs and our collective bargaining rights by pooling our collective political strength.

For years we have exercised our right to participate in the political process of this country. We have backed candidates who support maritime labor and fought those who oppose us.

It has taken hard work, organization, manpower, but most of all—money.

That's where the 30 cents comes in.

30 cents may not get you much on your own. But if we all put it to work together, it can give us a stronger foothold in politics than we ever had before.

Up until now, the Union's only way to collect funds for SPAD (Seafarers Political Activities Donation) has been through appeals to the membership for voluntary contributions. We have been asking you to give \$20 or more whenever you felt ready and able to make a donation.

This program will continue because there is no doubt that your response to it has given the SIU the means to play an effective political role for maritime labor. But we need to expand that role. So we have come up with an additional program to significantly increase voluntary political contributions.

This is how it works:

You can now sign a form authorizing the Seafarers Vacation Plan to deduct 30 cents per day from your



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JUNE 1978

vacation benefit payments and transfer that amount to SPAD. An example of the form is printed below.

Like all political contributions collected by the Union, this deduction is entirely voluntary on your part. And like all money that goes into SPAD, it becomes part of a separate fund used by the Union for political activity to benefit the membership.

This program is a convenient way for you to support SPAD. It is a better way for the Union to reach a mobile membership. And it can cut down the administrative costs of our collection efforts.

But above all, if we all support the new program, it will guarantee that a regular, substantial flow of money will be there for political activity when we need it.

And we need it now.

This is a big election year in Congress and in State governments. We want to back up the campaigns of those candidates throughout the country who back us up on maritime and labor issues.

We want to make sure that these candidates get elected. But our political efforts can't stop there.

When legislation that affects your

job security comes up, we will have to step up our efforts to make elected officials fully aware of your economic and social welfare.

We need more friends and more political action than ever before in Congress. For example, we had to wage a tough battle for the Maritime Appropriation Authorization Act. (See pages 19-30). Normally unopposed, this important bill had to overcome a serious attempt to destroy its crucial financial provisions for the U.S. maritime industry.

We won this battle, but we face even tougher legislative fights to insure the survival of the U.S. merchant marine. Critical issues, like whether or not American labor will have a fair share of the expected ocean mining boom, are coming up in Congress. They mean that the SIU must start now to gather its full political force.

We have an opportunity to increase our political programs with the new 30 cent daily deduction program to boost SPAD. This could be the start of the most effective way ever to wield the political clout that we must carry this year and in the future.

And for the price of a cup of coffee, you can make it begin.

## ASSIGNMENT FOR SEAFARERS POLITICAL ACTIVITY DONATION (SPAD)

DATE \_\_\_\_\_

TO:

Seafarers Vacation Plan  
275 20th Street  
Brooklyn, N.Y. 11215

Effective from this date, I hereby assign, direct and authorize you to deduct from payments required to be made by you to me for vacation benefits and at the time of such payments, a sum equal to thirty cents per day for which I am entitled to vacation benefit payments and to pay and transfer such amounts to SPAD, 675 Fourth Avenue, Brooklyn, N.Y. 11232. This authorization shall remain in full force and effect unless written notice by certified mail is given by me to you of revocation of this authorization, in which event the revocation shall be effective as of the date you receive it and applicable only to vacation benefits both earned and payable to me thereafter.

I acknowledge advice and understand that SPAD is a separate segregated fund established and administered by my union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits only voluntary contributions and I have the right to refuse to make any contributions, including this authorization without fear of reprisal. I may contribute directly to SPAD such amount as I may voluntarily determine in lieu of signing this authorization and that the specified amount herein provided is to minimize administrative responsibilities and costs consistent with the facilitation for the making of voluntary contributions. And this authorization for contributions, constitutes my voluntary act. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

This authorization has been executed in triplicate, the original for you, copy to SPAD and copy to me.

Member's name (Print) \_\_\_\_\_

Member's Signature \_\_\_\_\_

Social Security Number \_\_\_\_\_

Members Home Address \_\_\_\_\_

City \_\_\_\_\_

State \_\_\_\_\_

Zip \_\_\_\_\_

Port \_\_\_\_\_

Book Number \_\_\_\_\_

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