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## **Pressure From Union Brings New Safety Measures to Lakes**

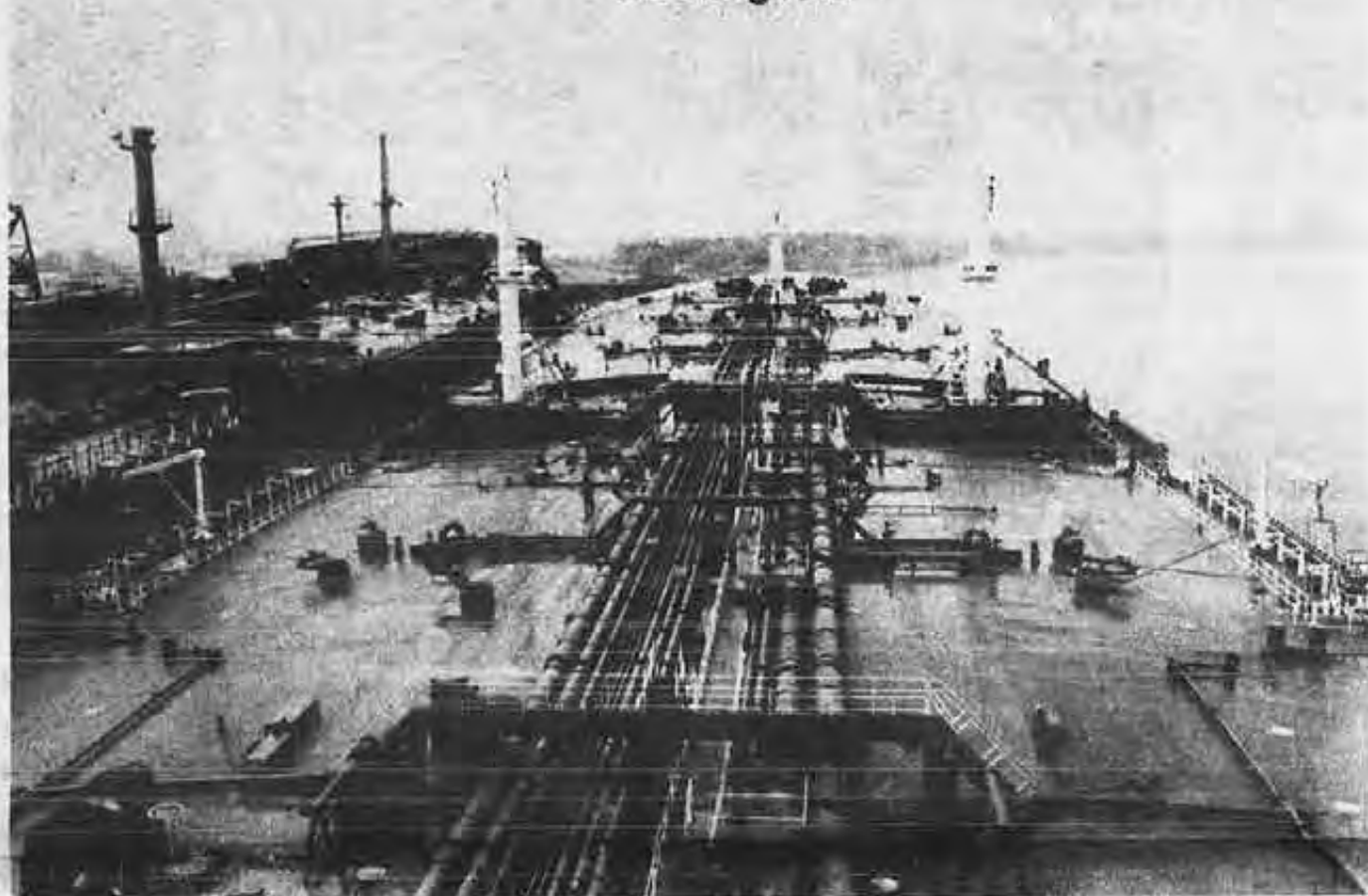
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# Hovercraft Industry May Find New Home in U.S.

The southwest portion of Alaska, where the Yukon and Kuskokwin Rivers form a delta, is rough country. The 40,000 mile area is flat, treeless and covered with snow most of the year. There are no roads connecting outlying areas with the principal population center. And roads, even basic gravel roads, would cost from \$300,000 to \$1,000,000 per mile to build.

The rivers are the main transportation arteries in this area and they are frozen from October through May. Even after the summer thaw, fluctuating water levels make the water routes difficult to navigate.

One way of solving Alaska's transportation problems is through the use of commercial hovercraft in the state. Hovercraft are massive vessels that skim over the water's surface, supported on a cushion of air, and controlled by propellers and rudders.

They can be used to carry both passengers and cargo, shuttling residents to hospitals, schools and jobs, and delivering fuel supplies, which often fall critically low, for home heating and electric generation. Use of these vessels in Europe, where they ferry across the Channel between France and England, has proved they are a viable means of water transport.

Alaska's state legislature has appropriated money to fund a feasibility study on the use of hovercraft. But, since the vessels are not built in the U.S., the state

is seeking a temporary waiver of the Jones Act to use foreign built hovercraft for experimental purposes. Under the Jones Act, all vessels carrying cargo in the U.S. domestic trades must be American built.

The two U.S. Senators from Alaska, Mike Gravel and Ted Stevens, have been working hard to get the hovercraft experiment under way. They feel hovercraft can be used successfully in Alaska, as well as other regions of the U.S.

"This unique mode of transportation," Sen. Gravel said, "could help to solve many of Alaska's transportation problems in the more remote areas of the State which will improve the opportunity for the development of a domestic market for a hovercraft industry."

Because of the potential jobs a U.S. hovercraft industry will create in both building and manning the vessels, the SIU supports the proposed Alaska experiment for hovercraft.

SIU President Paul Hall extended the Union's support for the hovercraft project to Alaska's Senators. "The main goal of the Seafarers Union," Hall said, "is to promote, to the maximum extent possible, the development of a U.S. hovercraft industry."

"Once tested," Hall added, "such craft should become a new source of employment for American shipping and American workers."

The SIU has traditionally encouraged and prepared for the newest technologi-

cal developments in the maritime industry.

A decade ago, the huge cargo storage tanks and special safety equipment of LNG tankers made those carriers seem more like special effects from a science fiction movie than seagoing vessels.

But the Union recognized LNG ships

as part of the future of shipping and began preparing SIU members to crew them.

Today, hovercraft are part of the future of maritime. And, when these vessels are ready for commercial operation in the U.S., the SIU will be ready for them.



Hovercraft like this may soon be operating in Alaska on experimental basis. If the experiments are successful, the U.S. will probably see clear to establish a hovercraft industry for America.



Paul Hall

## The PRESIDENT'S Report

### Everything Is Secondary to Jobs

Maritime labor has traditionally been regarded, and rightly so, as among the hardest working segments of the labor movement concerning contracts, organizing and legislation.

But up until a few years ago, maritime labor in at least one respect was operating with an albatross around its neck.

That albatross, plain and simple, was the inability of maritime unions to work together with any degree of consistency.

This basic deficiency in the movement has its roots in the 1930's when maritime labor really grabbed hold in this country.

The differences between the unions and the people involved were very real, and at the time some of them were legitimate.

In some cases, the differences were political, philosophical, geographic and economic. In other cases, the people involved simply didn't like each other and allowed these personality feuds to keep the movement fragmented.

At that time though, the unions felt that they could afford the luxury of keeping to themselves. The U.S. merchant marine had more ships and more jobs for seamen than any other fleet of the world.

But things are drastically different today. The U.S. merchant fleet has dropped from 3,000 ships to 500. And our ranking among the world fleets has fallen from first to tenth.

On top of this, the U.S. flag is facing the stiffest competition ever from foreign national lines and the growing flag-of-convenience fleets. And there is an increasingly hostile attitude toward many maritime issues in the U.S. Congress.

In other words, the U.S. maritime industry is not in good shape. Maritime labor recognizes this. But more importantly, the unions recognize that we can no longer afford to work alone, or much worse, work against each other.

There is no question that maritime labor has been making a sincere effort to shed the difference of the past. And I'm proud to say that the SIUNA has led the way in trying to bring together a coalition of maritime unions to work together on important issues.

In 1973, the SIUNA helped to set up the Ad Hoc Committee on Maritime Industry Problems. Since then, this Committee, which is made up of representatives from all the major maritime unions, has worked with a degree of success on legislation and in smoothing out jurisdictional and other disputes among the unions themselves.

The SIU-AGLIWD has also taken two important steps in strengthening our own organization by the mergers with the Inland Boatmen's Union of the Atlantic and Gulf in 1975 and the Marine Cooks and Stewards Union two months ago.

A more recent development toward consolidation of maritime unions has been the move by the SUP and the MFU to merge. These two SIUNA affiliates have also jointly invited the IBU of the Pacific to merge with them.

The SIUNA and NMU have set up dual committees to study the possibility of a future merger.

These mergers and proposals of merger represent real progress. Such actions would have been impossible a few short years ago.

I believe that the groundwork the SIUNA has helped to form in this area has not only strengthened our union, but it has provided a whole new atmosphere of cooperation and brotherhood throughout the maritime labor movement.

Despite these advancements in intra-union relations, maritime labor still has a long way to go in the area of total cooperation.

Presently, there are approximately 27 unions representing seagoing American workers in the deep sea, inland and Great Lakes sectors.

The goal of all these organizations is the protection of the jobs and job security of their respective memberships. However, in the U.S. maritime industry—an industry that is admittedly in trouble and in some respects shrinking—there are bound to be disputes, jurisdictional, contractual or otherwise.

The real test will be labor's ability to resolve these disputes quickly and intelligently when they arise. Failure to resolve them adequately, though, will not only damage the immediate unions involved, but could have serious implications for the rest of the industry.

There is too much at stake for maritime labor to become bogged down in unnecessary problems.

Despite the troubled waters our industry is in, there remains a great potential for it to improve. But the burden of fostering these improvements lies squarely on the shoulders of maritime labor.

By pooling our resources and by simply working together, I sincerely believe that maritime labor possesses the ability to turn our industry around and start to bring it back to its former level of greatness.

It all depends on the movement's ability to avoid petty differences and personality clashes and concentrate on the truly important issues. After all, what it really all comes down to is jobs—jobs on ships, jobs on tugs and jobs in shipyards. Everything else is secondary.

# SIU's Fight to Improve Safety on Lakes Pays Off

It took Congressional hearings, years of protest by the SIU, and independent inquiries by U.S. Representatives, but the Coast Guard has finally made a move to improve safety on Great Lakes vessels.

Serious and, in some cases, fatal accidents on Lakes ships caused by unsafe boarding ladders have been cited by the Union over and over again as proof that Coast Guard action requiring better boarding equipment was necessary. Most Lakes ships use straight metal ladders, without hand rails or cargo nets, for boarding.

After appealing directly to the Coast Guard to remedy boarding and other shipboard safety hazards, Union reps sought a wider forum, testifying at hearings held by the House Merchant Marine and Fisheries Subcommittee on Coast Guard and Navigation.

The Union's efforts have finally paid off. This month, the Coast Guard proposed amendments to boarding regulations for Lakes tankers and cargo carriers. The proposals affect in-port

boarding gear on all vessels over 1600 gross tons.

The new rules state that either inclined ramps which are at least 30 inches wide and fitted with stanchions and rails on both sides or inclined stairways can be used. The stairways can't be too steep or positioned with more than a foot between the end of the stair and the vessel or pier.

The recommendations will be published in the Federal Register within the next month and sent to Congress for advice and consent before the Coast Guard can issue them as formal regulations. At that time, all Great Lakes operators will be required to use regulation gangways or their vessels will not be classified as seaworthy by the Coast Guard.

The battle to ensure the safety of Great Lakes Seafarers aboard their vessels has been a hot and heavy one. In March, 1977, SIU reps attended a Great Lakes Coast Guard Marine Industry Seminar and criticized the boarding equipment and inadequate lifesaving gear used

aboard Great Lakes ships.

Rep. Philip E. Ruppe (R-Mich.), the ranking minority member of the House Committee on Merchant Marine and Fisheries, learned of the unsafe conditions on Lakers and began inquiries to find out why the Coast Guard allowed them to exist.

Then in June of 1977 the House Coast Guard Subcommittee began hearings on the Coast Guard's laxity on safety issues. The hearings marked the first time Congress had evaluated Coast Guard practices since mandating the Coast Guard to supervise merchant marine safety in 1946.

SIU Executive Vice President Frank Drozak, Algonac Port Agent Jack Bluit and other Union officials testified on a broad range of hazards to the health and safety of men crewing deep sea as well as Great Lakes vessels. They accused the Coast Guard of violating labor law and the Occupational Safety & Health Act of 1970 by not remedying unsafe working conditions aboard ships.

The proposed boarding regulations issued by the Coast Guard are a direct result of the combined pressure from Congress and the Union.

But safe boarding ladders aren't the only changes that need to be made on Lakes vessels. Safer, more efficient lifeboats are also needed on all ships.

Commenting on shipboard safety, Port Agent Jack Bluit said, "the Coast Guard recognizes the fact that conventional lifeboats aren't the safest way to leave a vessel. They are now exploring using enclosed capsule type lifeboats aboard ship."

Bluit also talked about the need for stress monitors on Great Lakes ships to determine metal fatigue on the aging Lakers. Metal fatigue takes place on ships which have been in use for many years and, if not repaired, can cause a vessel to break in two.

The Union will continue to work for the necessary changes aboard SIU-contracted vessels to make sure the health and safety of Seafarers is protected.

## Turn Lobbying Hearings Into Attack on Maritime

Three Congressional opponents of a strong U.S.-flag shipping capability have succeeded in turning a general examination of grassroots lobbying by American industry into an unwarranted attack on the U.S. maritime industry.

Congressmen Benjamin Rosenthal (D-N.Y.), Robert Drinan (D-Mass.) and Paul McCloskey (R-Calif.)

launched their attack during hearings in the House of Representatives on July 20-21. The hearings were conducted by the Subcommittee on Commerce, Consumer and Monetary Affairs, which is part of the House Committee on Government Operations.

The three Congressmen at first tried to prove that the U.S. Maritime Administration was involved in grassroots-lobbying through its participation in the National Maritime Council, a non-profit, promotional group. They then focused their attack on Marad's full role in the NMC and denounced it as "illegal and improper."

Marad, which is an agency of the U.S. Commerce Department, has played an important part in NMC since the inception of the seven year old organization. NMC was founded to promote the U.S. merchant marine through cooperative participation by government, labor and industry. It was felt that all three had to work together in order to stem the serious decline of the American fleet.

In the course of promoting U.S.-flag shipping, NMC carried out an advertising campaign known as "Don't Give Up the Ships." The ads encourage shippers to use U.S.-flag vessels and also promote public concern for the declining U.S. merchant fleet. But they do not solicit support for any specific maritime legislation, which would be considered grassroots lobbying.

However, the three Congressmen claimed that the ads implied a connection to specific legislation. The vague basis of this charge soon degenerated into a personal attack on Assistant Secretary of Commerce Robert Blackwell, the head of Marad.

In testimony before the Subcommittee, Blackwell refuted these charges and defended his agency's legal and proper role in NMC. First of all, he pointed out that Marad's function is to promote and maintain a strong U.S. fleet, as mandated by the goals of the Merchant Marine Acts of 1936 and 1970.

He explained that Marad's Office of Market Development, which worked openly and directly with NMC in promoting cargo for U.S.-flag ships, was created to carry out the intent of that important legislation. He also cited Section 212 of the 1936 Act as clear statutory authority for the agency to

maintain liaisons with private trade groups.

"In all respects," Blackwell concluded, "the NMC has been an unqualified success in helping to turn around the decline of the U.S. merchant marine." U.S.-flag participation in the liner trades rose from 21.9 percent in 1971, when NMC was founded, to 30 percent in 1977. Moreover, the U.S. maritime industry, which had been "plagued by frequent strikes, today has the most stable labor-management relations of any American industry," he said.

Finally, as a result of the hearings, Secretary of Commerce Juanita Kreps announced that Marad and NMC could "effectively contribute" to the maritime promotional program by independent actions. Consequently, Marad withdrew from NMC.

In her announcement, Kreps paid tribute to Blackwell for his work in

adopting innovative promotional programs which have increased the share of cargoes carried by U.S.-flag vessels.

"His accomplishments are well recognized throughout the government and the industry, and he deserves a great deal of credit for the progress of the U.S.-flag merchant marine in this decade," she said.

After Marad's withdrawal, both Kreps and Blackwell reaffirmed the agency's promotional role. "Our decision to dissolve the existing working arrangement (with NMC)," Kreps said, "does not in anyway mean a lessening of our resolve to provide and support the U.S. maritime industry, and specifically, programs that encourage American exporters and importers to ship their cargoes in U.S.-flag vessels."

The NMC, which has scheduled meetings in early September, plans to continue and intensify its campaign to promote a strong, competitive U.S. merchant fleet.

## NLRB Has Twice the Caseload, Fewer Judges Than 10 Years Ago

The National Labor Relations Board announced the appointment of five new labor relations attorneys as Administrative Law Judges on August 14.

The appointments increase the number of NLRB judges to 100 which is still 8 fewer than there were 10 years ago when the Board's caseload was considerably smaller.

The NLRB has the responsibility of administering the nation's labor laws which stem from the National Labor Relations Act of 1935. If a worker feels he has been unfairly treated or discriminated against by an employer, then he can plead his case to the NLRB. The overworked Board found that over 7,500 workers had been illegally discriminated against in 1977 alone.

The recently shot down Labor Law Reform Bill would have made the Board's job easier, and made it more effective, by speeding up the process of grievance hearings. It also would have given the Board greater power in enforcing the law.

The bill had been in the works for over a year. It was endorsed by the Carter Administration in July of 1977. But an AFL-CIO Task Force on Labor

Law Reform office had actually been opened as early as April of that year, to promote the Bill.

The House of Representatives passed the Labor Law Reform Bill in October of last year, but it ran into trouble after debate began on the bill in the Senate last May.

George Meany, president of the AFL-CIO, summed up the problem with the bill at an August 7 meeting of the AFL-CIO Executive Council when he said, "we were defeated by the fact that the filibuster prevented the bill from coming to the floor. We had only 59 votes and we needed 60."

Meany, speaking candidly about the bill, added, "Labor Law Reform—the bill that we put in—is lost." The labor movement has waited a long time for this bill, but Meany went on to say that, "we will have to wait for a new Congress if we are going to try to pass labor law reform."

The AFL-CIO Task Force on Labor Law Reform says it is looking forward to the day when, "we reassemble to fight again to make the 43-year-old National Labor Relations Act fit worker need instead of employer greed."

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# Former Queen Raped by Flag-of-Convenience

Most seamen will agree that ships, like people, have personalities. And when a well-known ship, after a long and illustrious career, makes a last bid to be useful, and falters, it is as sad and pathetic as the aging, overweight prizefighter vainly struggling to make a comeback.

Like a once-proud thoroughbred relegated to hauling milk wagons, the *SS America*, former Queen of the U.S. merchant fleet, recently suffered the humiliation of taking sorely disappointed passengers on an aborted and filth-ridden "cruise to nowhere" out of New York.

The *America* has sailed under foreign flags since she was sold to Greek shipping interests in 1964. For many years she has been under Panamanian registry. Even after being bought by her new U.S. owners, Venture Cruise Lines, she has retained this registry and her "flag-of-convenience" status.

As her recent demise has shown, the *America* has been operated as a typical "flag-of-convenience" ship, that is, not up to U.S. standards. Not even close. Her name was given back to her, but not her former reputation.

The *America's* career began when she entered the passenger service in 1940. Soon after, she was made a U.S. Navy transport and re-named *USS West Point*. She carried almost a half-million troops across the Atlantic during World War II. After having her original name restored in 1946, she carried another half million passengers before she left the U.S. merchant fleet in 1964. Until recently she sailed under the name *Australis*.

Even though Venture Cruise Lines sank some \$2 million into the *America*, getting her ready for her "cruises to nowhere", and other short cruises, she never was ready. Even though she sported a fresh coat of blue paint on her hull, this proved to be just a superficial facelift.

Inwardly, the *America* proved to be a filthy, unsanitary mess. And her typical "flag-of-convenience" crew could scarcely communicate amongst themselves let alone make her and keep her fit for duty.

The U.S. Public Health Service Center for Disease Control conducted sanitary inspections on the *America* after a



The *America* waiting to be sold at a dock in New York.

flood of complaints from irate passengers who had suffered through the initial "cruise to nowhere" and a later cruise to Halifax, Nova Scotia. The *America* flunked these inspections miserably.

According to the Health Service, shipboard personnel, when questioned, had no idea of the proper cleaning and sanitizing procedures as outlined in the World Health Organization's "Guide to Ship Sanitation" and the Center for Disease Control's "Recommendations on Vessel Sanitation."

It is difficult to imagine the conditions on the *America* that led to her being closed down last month. These conditions were summed up by Rep. John M. Murphy, chairman of the House Committee on Merchant Marine and Fisheries, in a letter of protest to Captain J. C. Musser of the Panamanian Maritime Safety Department.

Murphy wrote: "I cannot believe that a ship can be safely operated by a crew who sleeps in sewage and other wastes, whose bathroom facilities are awash with human waste matter and garbage, and whose food and water are stored, cooked and prepared under filthy conditions with garbage encrusted utensils. Roach infestation and water contaminated by coliform bacteria bespeak a floating garbage can, not an efficient, safe passenger vessel."

A look at the Public Health Service report indicates that Congressman Murphy's statement is no exaggeration.

In fact, the bulk of the report and other published statements by passengers paint a much more graphic picture of the putrid conditions that existed throughout the ship.

Because of these conditions, the *America's* owners were forced to halt their operation of the ship. On July 18 the *America* was seized by U.S. marshalls under a court order obtained by creditors. The ship is to be sold at public auction on August 28 provided that an acceptable bid is received.

## Jones Act Circumvented

We do not mean to dwell on the demise of the *America*, but her plight does raise a number of issues that go far beyond her own decks—issues that have far-reaching implications for the future of the U.S. merchant marine.

The "cruise to nowhere" is itself an issue. Though these cruises do not technically violate the provisions of the Jones Act, they do run contrary to the spirit of that Act.

The Jones Act mandates that only ships built and registered in the U.S., and manned by U.S. citizens can transport cargo or passengers between U.S. ports. In this way, the strength of the U.S. merchant marine is at least partially guaranteed.

However, by going beyond U.S. territorial limits, the *America* circumvented the Jones Act, even though she did not put in to any foreign port on her "cruise to nowhere".

This raises another issue: if the *America* can do it, so can other "flag-of-convenience" ships. The prospect of other such ships operating out of U.S. ports on similar cruises is not a pleasant one. "Flag-of-convenience" ships have proven themselves to be accident prone, substandard ships. We don't want more of them operating in our waters, let alone have them using such ports as New York for their base of operations.

The story of the *America*, once part of a great U.S.-flag passenger ship fleet, is perhaps symbolic of the demise of that same fleet. Just a few months before the *America's* "cruise to nowhere", the last U.S.-flag, deep sea passenger ship, the *SS Mariposa*, went out of service. The timing of the *America's* cruise, even though it ended in failure, was just another kick in the teeth to the U.S. merchant marine.

We believe that a strong merchant marine, including a passenger ship fleet, is necessary for the nation's defense. We learned during the Vietnam War that we can not rely on foreign flag ships to help us out in times of emergency. So being without a passenger fleet, necessary for moving troops in time of war, leaves us in a precarious position.

You would think that the United States would have learned its lesson. In each of the major wars we have been involved in, in this century, we have not been prepared. We have been lucky enough to have the "grace period" to come from behind in building up our fleets. There may never be another war, but if it does come, we might not have the grace period we've had in the past.

People in power forget very fast the way it was. We wonder how many people remember how even the Vietnam War had military people scurrying around like chickens without heads, trying to scrounge up men and ships for the Sealift.

For those who think no one ever learns the lessons of history, we need only look at the Soviet Union to refute that argument. The Russians now have the largest passenger fleet in the world.

Maybe, just maybe, the misfortunes of the *America* will cause some people to start thinking about these issues of vital concern to the maritime industry and the country.

## AFL-CIO Chides Congress, Carter for Slowness on Worker Issues

**CHICAGO**—The AFL-CIO Executive Board levied criticism at Congress and President Carter for lack of progress on key issues affecting working people in the U.S. at their midsummer meeting.

The Executive Board, on which SIU President Paul Hall serves as senior AFL-CIO vice president, examined inflation, unemployment, health care, taxes, trade and energy. Strategy for attacking these serious and continuing problems in the future was mapped out at the session.

Calling for tax reforms including a sliding-scale income tax and more equitable sales and property taxes to ease the burden on working people, the Council issued a statement which said: "The problem of low and middle-income taxpayers, who now bear an unfair share of the tax burden, must not be ignored."

"The economic outlook for the near future is discouraging," the Council said, citing the high interest rate, tight-money policy of the Federal Reserve Board as a major factor.

To offset bleak economic forecasts, the Board urged tax cuts, specially targeted jobs programs to curb unemploy-

ment and action by President Carter to protect U.S. industry from being eroded by low-cost foreign imports.

Pledging "enthusiastic cooperation" with Sen. Edward M. Kennedy's efforts for a national health insurance bill, the Council also expressed disappointment with the President's conditional, piecemeal approach to the legislation. "Our goal is to make decent health care a right of all Americans, and we will not be deterred in our efforts to achieve that goal," the AFL-CIO said.

George Meany, AFL-CIO president, reiterated the Federation's strong support for the Labor Law Reform bill which was scuttled for this session of Congress by a Senate filibuster. "I'm sure that this battle will go on," Meany said, "and we will be in there fighting as we have been in the past."

In a statement on energy, the Council urged Congress to defeat the natural gas compromise bill which it called a "serious threat" to the economy. The bill provides for a 50 percent increase above current prices.

The Council also attacked the Soviet Union's "harsh totalitarianism," opposing U.S. labor exchanges with Russia and called for removal of the 1980 Olympic Games from Moscow.

Addressing the Council, Labor Secretary Ray Marshall announced the creation of a special five-man committee, made up of Carter Administration officials, which will deal with inflation and collective bargaining problems. The

committee was created in response to complaints filed by AFL-CIO President Meany with the White House about "unprecedented interference" by Wage & Price Council director Barry Bosworth in wage talks.

## Eligibility Rules For Benefits Changed to 125 Days

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

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

ceding the date of claim.

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

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

# SIU, T.I. Blast Plan to Export Alaskan Oil

SAN FRANCISCO—When Congress approved construction of the Trans-Alaska pipeline it was welcomed as a boon to the U.S. in more ways than one. The Alaskan crude would cut down U.S. dependence on oil imported from OPEC nations. And it would stimulate the sagging American merchant fleet since U.S. tankers would be needed to move the oil and U.S. crews to man the tankers.

But the Alaskan crude boon is on the verge of backfiring as the Department of Energy and the multinational oil companies continue to advocate exporting the oil to Japan.

The Committee on Interior and Insular Affairs Subcommittee on Investigations is examining the issue of exporting Alaskan crude. Testifying this month before the Subcommittee, SIU West Coast Representative Steve Troy and Transportation Institute President Herb Brand presented strong arguments opposing export plans.

Brand told the Subcommittee that such exports would be a breach of the promise Congress made to the American people that no oil produced in the U.S. would be exported. "The only justification for such exports," Brand said, "is higher profits for the oil companies."

What it comes down to is the fact that

it would cost the oil companies less to move Alaskan crude to Japan than to the oil-hungry East Coast of the U.S. The savings in transportation costs mean higher profits for the oil companies.

In addition to the transportation savings, the oil companies could jack up prices of the Alaskan crude for foreign markets—higher than if it were sold domestically.

Since the Mid-East oil embargo in 1973, it became clear that there was an unwritten law for worldwide distribution of oil. The price of domestically produced crude can be controlled in that country by the government. But once oil crosses an international boundary, the situation changes. "When oil crosses international boundaries," Brand told the Subcommittee, "it is effectively free from the full sovereignty of any government and is subject only to the dictates and interests of the oil companies."

In spite of the obvious profit boost to the oil multinationals if they sell Alaskan oil abroad, these companies claim a shortage in U.S. tanker tonnage is one of the reasons exports are necessary.

But since the Trans-Alaska pipeline opened, the U.S. tanker fleet has almost doubled. SIU West Coast Rep Steve Troy told the Committee, "much of this

new tonnage was built largely on speculation by U.S. tanker companies, relying on the apparent commitment that Alaska oil would never be exported."

Troy pointed out that there are still a half million tons of U.S. tankers laid up which could be used to ship Alaskan crude in the continental U.S. And there are at least 17 tankers plying unremunerative U.S. trades like exports of grain to the Soviet Union which could be pulled for the domestic oil trade.

"The SIU strongly opposes the suggestion that we export Alaska North Slope oil to Japan," Troy said. "We have the surplus American ships to move the oil anywhere it needs to go in the United States. It should not go overseas."

Exporting Alaskan crude to Japan, said Troy, would have both short and long term effects on the U.S. and none of them would be positive.

• While Japan would have a secure source of imported oil, the U.S. would have to rely increasingly on Middle East imports.

• Even "temporary" exports, to ease the current glut of Alaskan oil on the U.S. West Coast, would hamper efforts to complete West-to-East Coast pipeline, refining and distribution systems. If they were able to export oil from Alaska, the oil companies would have

no economic incentive to develop domestic distribution.

• The Government's credibility would be seriously damaged if oil companies were given a green light to export oil while, at the same time, the American people are asked to conserve energy and adjust to higher fuel costs.

• American shipbuilders, who undertook new tanker construction in the belief that Alaska North Slope crude would move to the lower 48 states on American-flag ships, would be crippled.

It is for these reasons that the SIU and the Transportation Institute oppose the export of Alaskan oil. "Exports of Alaskan oil is a dangerous course for the U.S. to follow," Troy said. "It would adversely impact on the nation's economy and security."

The Union urged the Subcommittee to consider alternatives that would assure Alaska's oil reserves would be used domestically.

Construction of an oil pipeline from Port Angeles, Wash. to serve Montana, the Dakotas, Wisconsin and Minnesota is one option. Another is refitting an existing gas pipeline which would move oil from Southern California to Texas.

These pipelines would channel Alaskan oil to the continental U.S. where it would serve the American people, not the multinational oil companies.

## Congress to Extend Construction Aids to Great Lakes Fleet

One of the ways the U.S. government gives a shot-in-the-arm to the American shipbuilding industry is through the Maritime Administration's Title XI funding program.

Under Title XI, the government provides loans and mortgage insurance of up to 87½ percent of the cost of construction of a deep sea vessel. One of the specifications of Title XI is that the vessels planned for construction have a sustained speed of at least 14 knots.

That speed specification, which is based on World War II convoy speeds, means Great Lakes ship operators aren't eligible for the construction aids. Few Great Lakes ships have either the power or the opportunity to travel that fast. So Great Lakes operators have only been eligible for a maximum 75 percent

rebate on financing costs.

But a bill that recently came through the House Merchant Marine and Fisheries Committee, chaired by Rep. John Murphy (D-N.Y.), is aimed at amending Title XI. The bill (H.R. 11658) would put funding for Great Lakes and inland vessel operators on a parity with deep sea vessel financing.

At hearings held by the House Committee, testimony was overwhelmingly in favor of extending Title XI assistance. Representatives of Great Lakes operators associations, unions, and the Maritime Administration urged passage of the parity funding measure.

One result of extending full Title XI insurance to Great Lakes vessels would mean Lakes operators would be able to replace their aging fleets. The average

age of ships on the Lakes is 40 years old.

And subsidizing the Great Lakes fleet would allow U.S. vessels to compete on a more equal basis with foreign flag ships which dominate the Lakes trade.

Representing MEBA-District 2, Edward V. Kelly told the committee that passage of the legislation would put "our maritime support program on a more equal footing with the financial aid routinely administered by Canada to its Great Lakes-Seaway bulk fleet."

Rep. Murphy noted that the increas-

## U.S. Ships to Move Wheat to Bangladesh

A number of U.S.-flag ships will soon be involved in the seafit of 200,000 metric tons of American wheat and wheat flour to Bangladesh.

The wheat products, valued at \$26 million, will be shipped under a Public Law 480 Title I sales agreement worked out between the U.S. and Bangladesh earlier this month.

Public Law 480 mandates that at least 50 percent of all agricultural products sold or donated to developing nations be carried in American-flag ships.

Public Law 480, also known as the Agricultural Trade Development and

Assistance Act, has been on the books since 1954.

This Law authorizes the low cost sale or donation of surplus agricultural commodities to poor and developing countries. Originally, the emphasis of the PL-480 program was on selling. But since 1966, Congress has placed more of an emphasis on the humanitarian aspect of the program.

Bangladesh officials say that proceeds from the distribution of the \$26 million worth of wheat will be used for rural and agricultural development.

## All Membership Records Saved From Gutted Plans Building

The SIU is extremely happy to report that 100 percent of the memberships' records have been salvaged from the Union's Administrative and Plans building, which was hit by a major fire last month.

All membership services have since been restored in full or in part. However, there may be some delays in getting out payments for welfare claims and vacation benefits. The Union once again asks its members to be patient while the entire situation is corrected.

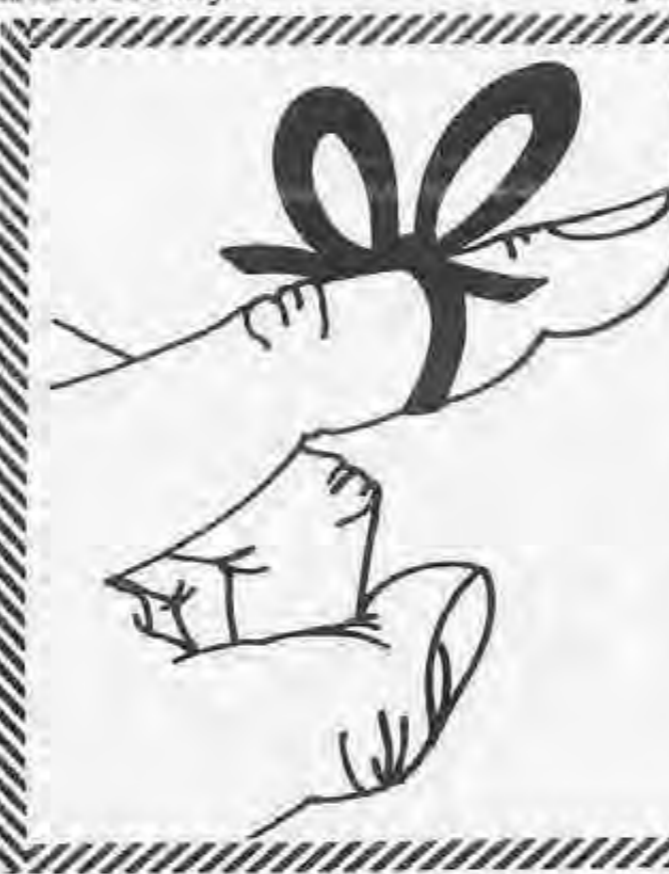
The building, located just one block from the Brooklyn Union Hall, caught fire the night of July 26. The blaze gutted the fourth and fifth floors of the building.

The intense heat from the fire caused major structural damage, though, to the entire building. And in extinguishing the blaze the building received heavy water damage.

Fire marshalls determined the blaze to be an accidental electrical fire starting on the fourth floor. No one was injured since the blaze occurred at night.

The displaced offices have set up

temporary homes in the Union Hall and other various smaller facilities owned or leased by the Union in the surrounding area of Brooklyn.

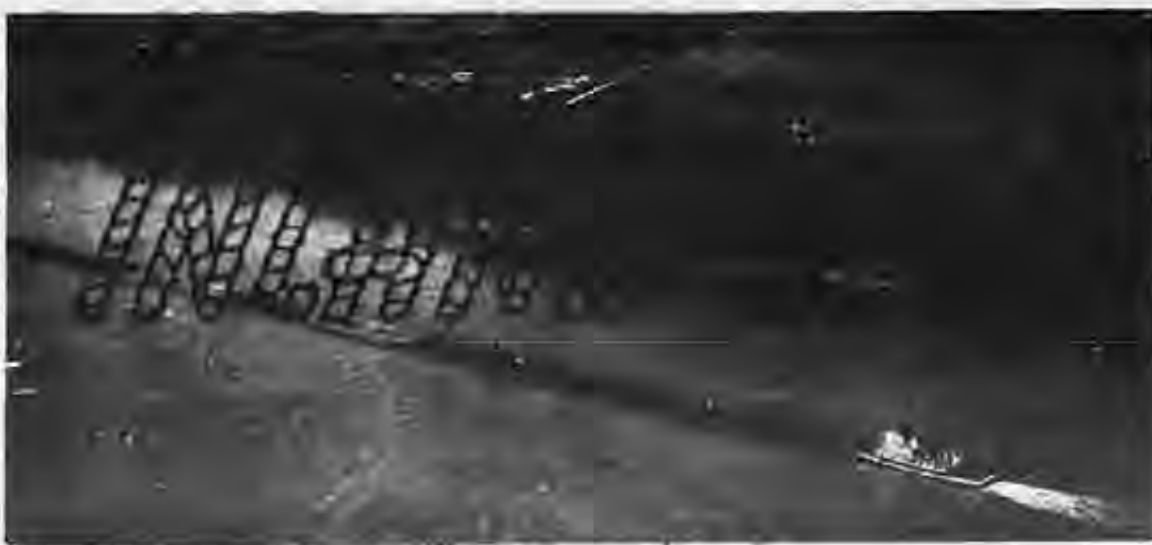


## Don't Forget...

... That new LNG ships are under construction now and that you can be aboard one soon — IF you've got the skills and know-how.

DON'T FORGET that LNG courses start at HLS on September 18 and October 16.  
DON'T FORGET to enroll...

See your SIU Representative  
or contact HLS



### Mississippi River System

A floating palace glided into St. Louis last month and the city put out a royal welcome mat to receive her in proper style.

The SIU-contracted *Mississippi Queen*, the biggest and most luxurious steamboat in the world, made her grand debut in this port on July 29. She was greeted by a chorus of boat whistles, the release of 2,000 helium balloons and a National Guard F-100 formation flying overhead. All day entertainment was provided on the riverfront after she tied up at the levee in the picturesque backdrop of the 600 foot high Gateway Arch.

The two year old, 379 feet long *Mississippi Queen* has the elegance of the gilded riverboat era, along with air conditioning, a movie theater, sauna, swimming pool and elevators. She made the first leg of her trip from New Orleans to Cincinnati, and from there carried 450 passengers to St. Louis.

Although this will be her only visit to St. Louis this year, both she and her 50 year old sister, the *Delta Queen*, will make frequent trips to the port in 1979. SIU members make up the deck, galley and housekeeping crew on both riverboats, which are operated by the Delta Queen Steamboat Company of Cincinnati.

\* \* \*

SIU Boatmen are crewing nine jobs this month in St. Louis on the towboat *Peck Cranston*, which was recently chartered by Ozark Marine. The 116 feet long, 2,400 hp. vessel will work on the lower Ohio River.

River traffic on the Upper Mississippi reached the highest tonnage record in the history of the system in June, 1978. Barges passing through the 12 locks in the Rock Island, Ill. district added up to 3,792,332 tons of cargo.

\* \* \*

No records will be set on the Illinois River, at least until the three main locks on that waterway reopen. The locks at Starved Rock, Marseilles and Dresden Island, Ill. all closed for major repair work on Aug. 1 and won't reopen until Sept. 30. SIU boats which normally operate in this area have been assigned to other points on the rivers, St. Louis Port Agent Mike Worley reported.

### New Orleans

SIU-contracted Dixie Carriers will be crewing a new 5,600 hp. deep sea tug in this port next month.

### Great Lakes

Barge towing is normally the only order of business for Hannah Inland Waterways, but the SIU-contracted tugboats in this Lakes fleet can handle whatever happens to come along. In this case, it was the grounded freighter *Photinia*, stranded off Milwaukee since May. The tug *James A. Hannah* was one of six boats which finally freed the damaged ship from her perch on July 7.

### Birmingham, Ala.

The National Waterways Conference, Inc. will hold its annual meeting here on Sept. 20-22. NWC is a Washington, D.C. based, nationwide organization of industries and other groups which have an interest in promoting the inland waterways.

This year's theme, "Waterways and Public Policy: Adapting to New Realities," was sparked by the user charge bill, which is still pending in Congress. Representatives of Government and industry will address some 350 business, civic and waterways leaders expected to gather in Birmingham and take stock of what lies ahead for America's inland industry.

## Think Safety Working in Tank or Confined Area

A recent headline in a New Orleans newspaper read, "Seaman Dies in Cargo Tank." It was an account of a merchant seaman who died after being overcome by toxic fumes in the tank of a crude carrier.

It's difficult to say whether this unfortunate accident was avoidable or not. But one thing is certain. Working in the confined space of a cargo tank is one of the most hazardous aspects of a seaman's job. And in the interest of personal safety, a seaman must take every precaution possible before entering a tank.

According to a special Coast Guard report on safety, a seaman is faced with three primary hazards when entering a cargo tank or any confined space:

- The tank may not contain enough oxygen to sustain life.
- The tank may contain toxic vapors.
- The tank may contain cargo vapors within the explosive range.

The Coast Guard says that the most important thing to remember about working in a tank is to never assume that the tank is safe. The C.G. warns that if you intend on entering a tank without respiratory equipment, "the tank must be checked and certified safe by a marine chemist, an industrial hygienist or an officer of the ship who has been properly trained in the use of gas detection equipment."

The C.G. also maintains that if you have doubts about the person's ability taking the readings, play it safe and do not enter the tank because you are putting your life on the line.

### Oxygen Levels

The C.G. says that any area which has been closed to circulation should always be suspect for not containing enough oxygen to sustain you. Normal air contains 21 percent oxygen.

Spaces containing less than 16 percent oxygen can prove fatal. Spaces containing 16 to 18 percent oxygen are considered "marginally safe." The term marginal safety means that such variables as a person's level of activity in the confined area, the person's age, weight, health and smoking habits determine the person's ability to work safely in the "marginal" area without respiratory equipment.

In the interest of safety, the C.G. suggests that you wear a fresh air breather while working in any such suspect area.

The C.G. also notes that a tank that has been inerted does not contain sufficient oxygen. Respiratory equipment must be worn in such areas.

Utmost care must also be taken when entering tanks that have carried crude oil, gasoline, benzene, vinyl chloride or any of hundreds of other toxic substances. An atmosphere test should

always be taken before entering such a tank.

The C.G. warns that simply smelling is not a reliable means of testing because many toxic substances are odorless.

High concentrations of toxic vapors are immediately dangerous to life. Some vapors are so deadly that one breath can render a person helpless instantly.

On the other hand, low concentrations of toxic vapors can have a long term effect on your health. For instance, chronic exposure to benzene vapors can cause anemia, or worse, leukemia. Exposure to vinyl chloride can lead to liver cancer.

In other words, always wear respiratory equipment when entering a tank that contained such substances unless you are certain that the tank has been inerted and proper levels of oxygen exist in the area.

If you must, however, enter a tank that has not been tested, or has been tested and found to be unsafe, the C.G. suggests the following steps be taken:

- Wear a self contained breathing apparatus. This piece of equipment gives respiratory protection where the concentration of toxic chemicals is unknown or known to be hazardous.

- Wear a harness and attached life line tended by at least one person positioned in a gas free location outside of the tank. The life line should be

secured and electrically bonded in a gas free space.

- Wear protective clothing to prevent skin irritation. Then remove the clothing as soon as possible after leaving the tank.

The C.G. also warns that you should never attempt to rescue a fallen comrade without first notifying others to assist you, and without wearing proper respiratory equipment and life line.

One last safety note. If you are working in a tank that may contain flammable vapors, don't smoke; don't do hot work; don't produce sparks or open flames and don't use non-explosion proof flashlights or lamps.

In other words, if you're working in a tank or confined area, think safety and use your head.

### Gives \$60. to SPAD



Utility Messman William Kelly aboard the *Sea-Land Galloway* proudly displays the three SPAD tickets he got for his \$60. donation recently in the SL-7 containership's galley.

## Boatmen Crew New Boat Thruston Morton

Tugs and towboats may be the workhorses of the shipping industry, but the newest ones out are looking more like thoroughbreds.

The *Thruston B. Morton*, the newest SIU-contracted towboat, is a case in point. This sleek beauty is the latest addition to the fleet of SIU-contracted Southern Ohio Towing Co., Inc., a division of American Commercial Barge Lines (ACBL) of Jeffersonville, Ind. She was crewed by SIU Boatmen on July 10 and will run primarily on the Illinois River.

The *Morton* is 150 ft. long by 35 ft. wide and has two four-cycle diesel engines which give her 4,200 hp. She can handle tows carrying 22,500 tons or more of cargo.

Unusually heavy construction of the hull plate, rudders and shafts have been designed to aid and protect the new towboat in ice-breaking operations. A double-bottomed engine room gives her extra protection from heavy grounding damage.

Towboats normally only push barges, but the *Morton* can also pull her tow.

This allows her to operate even in bad weather with minimum risk of damage to the tow.

All quarters, including cabin areas, lounges, galley and pilot house are fully air-conditioned. Other features include the most up-to-date navigation, boat control and fire protection equipment.

The new boat was named after the former Senator from Kentucky. After leaving the Senate, Thruston B. Morton also served on the Board of Directors of Texas Gas Transmission Corporation, the parent company of ACBL.



## Headquarters Notes

by SIU Executive Vice President  
Frank Drozak

### The Choice Is Up to You

How long should you stay an ordinary seaman, a wiper or a messman? Until you have enough seetime to upgrade to a rating? Or for the rest of your working life? The choice is up to you.

As far as the SIU is concerned, there is only one way to maintain good job security for its membership—by urging the membership to upgrade.

We can't do one without the other. And the reason why goes to the heart of the Union's responsibility to its members.

A union can simply fill jobs like dropping coins into a slot machine, blindly waiting for the right combination to come up. But new, higher paying jobs don't suddenly appear like a jackpot.

New and improved contracts are the pay-off that comes through constant planning. And that's where upgrading comes in. It pays off every time you move up to higher wages through an advanced rating. And it pays off for everyone when our collective job skills give us the means to contract a new ship, tug or an entirely new company.

What I'm saying is that upgrading gives us the ability to prepare for our future job security. But job security doesn't mean staying in one job all your life.

In fact, in this industry, it usually means just the opposite.

Throughout our history, we've learned that the future holds only one certainty—change. Shipping has changed tremendously over the years. The new

tankers, containerships, LASH and LNG vessels that have come out have replaced many old jobs with new positions, which demand advanced skills and ratings. The rapid growth of the tug and barge industry has also created a much greater need for licensed personnel.

By increasing the upgrading programs at the Harry Lundeberg School, we were able to make a calculated bet—not a blind gamble—on the changes emerging in the maritime industry. As a result, the SIU has come out ahead of the game because we now have the qualified manpower ready to meet modern job opportunities.

But like change, upgrading is a constant process. Right now there is a great demand on new ships for Pumpmen, QMEDs and Electricians. But you can't fill these jobs with the same skills you've used on older vessels.

Automated loading and discharging procedures are different on the new tankers. And the best way for QMEDs and Pumpmen to master these new techniques is through the six week Pumproom Maintenance and Operation course, being offered from October 30 to December 8 at the Lundeberg School.

QMEDs and Electricians who want to work on LASH vessels need to know the operation and maintenance of the latest electrical equipment used on these ships. They can learn it in the HLS Marine Electrical Maintenance course, running from September 18 to October 27. The LNG courses, offered each month at the School, are also an essential first step for all Seafarers who must take advantage of the job opportunities on the many new LNG carriers scheduled to be out this year and next.

I'm talking not only about the difference between having and not having another job to move into as the industry changes. I'm talking about money, too, much more money that you can earn by upgrading into these and other new jobs.

I would like the Ship's Chairmen to keep talking about these advantages at weekly shipboard meetings. Department Delegates can also play an important part on a one-to-one basis with crewmembers.

We need our members to upgrade in all departments. This is the key to maintaining a balanced supply of qualified manpower so that no matter how many new vessels come out, we'll be ready.

You can do your part now by signing up for an upgrading course in your department. Tuition, room and board are free in all cases. All you need to give is a small investment of your time for a large return in higher pay and better job security.

It's no gamble.

It's a sure thing.

## SIU Boatmen at G & H Towing, Moran Set Contract Goals

SIU members from two towing companies in the Gulf Area met at the Harry Lundeberg School recently to set goals for contract negotiations with their companies. The delegates repre-

sented Boatmen from G & H Towing and Moran of Texas.

Working along with the delegates were SIU representatives Joe Sacco and Don Anderson; HLS Vice President

Mike Sacco and SIU Inland Coordinator Chuck Mollard.

To prepare their proposals, the delegates split into two work groups. On the last day of the conference, the rank-

and-file delegates discussed their proposals and ideas in one group. The final agreements which were reached in this open forum were unanimously adopted by all the delegates.



SIU Representative Don Anderson (center) goes over contract proposals with Moran of Texas delegates (l. to r.) Glen Arnaud, Howard Champagne and J. Tours at the workshop session.



Boatman Gary Jarvis (2nd r.) with the G & H Towing delegation looks over the shoulder of Houston Agent Joe Sacco (seated) at their contract proposals on the table. The rest of the delegation are (l. to r.) Aaron Wilburn, Leonard Fuller, Jr., Pete Ryan, Maurice "Duke" Duet and Raymond Cocek.

## HLS Working to Meet Towing Industry Manpower Needs

From Aug. 7 through Aug. 9, the Harry Lundeberg School hosted the annual meeting of the Towboat Advisory Board. The meetings were opened by HLS President Hazel Brown, who urged the participants to communicate freely to develop ideas and programs to benefit the towing industry.

Representatives of many SIU-contracted companies attended the meetings as did SIU officials and representatives from the Maritime Administration, the Coast Guard and the Transportation Institute.

The main thrust of the meetings, which were chaired by SIU Inland coordinator Chuck Mollard, was aimed at solving manpower problems in the towing industry through education and through the cooperation of the various agencies involved.

Other SIU officials participating in the meetings were Joe Sacco, Houston

agent; Mike Worley, St. Louis agent, and Mike Sacco, HLS vice president.

In reviewing the contribution of HLS to date in meeting the industry's manpower needs, Mollard noted that the school has graduated 1,200 students from the basic Deckhand/Tanker program and that 382 Boatmen have achieved various licenses through the upgrading courses at HLS.

The Transportation Institute Towboat Operator Scholarship Program received enthusiastic support from all participants. As Mollard noted, over 70 newly licensed towboat operators will enter the industry in 1978 as a result of the Scholarship Program. This is in addition to 40 more Boatmen who will get their licenses through the regular Towboat Operator course at the Lundeberg School this year.

Advisory Board representatives were especially pleased with the quality of the

scholarship program graduates, which they felt was due in part to the extensive on-the-job training offered in the curriculum.

Robert Nicholls of National Marine Service of Houston, said: "Both scholarship graduates who are employed by National Marine are working as pilots now and we are very pleased with them."

Buddy Jordan of G & H Towing added: "The graduate we employed is a real fine man—one of the best we've ever had."

Another area which the Advisory Board discussed was the revamped diesel engineering course. At the request of the 1977 Advisory Board, a committee of representatives from industry and HLS met and revised this curriculum to include more on-the-job training and to provide basic diesel knowledge for seafarers who were not interested in obtaining an engineer's license.

In discussing the benefits of these changes, the Advisory Board also noted that every Boatman who actually sat for a diesel engineer's license had achieved it. And those Boatmen who were not in the licensing curriculum had obtained a much better knowledge of actual diesel operations aboard a towing vessel.

At the conclusion of the meetings, the Board members worked together with HLS staff members to develop a proposed course schedule for the School based on anticipated manpower needs. As HLS Vice President Mike Sacco noted, "this has been a very productive meeting. We have been able to openly review our problems in the industry and to develop some solutions to those problems."

Vocational Education Director Charlie Nalen added, "as a result of every Advisory Board meeting, the scope of our program at HLS grows."



# The Lakes Picture

## ALGONAC

The ratification votes on two contracts covering most Great Lakes Seafarers have been completed. The vessel-by-vessel vote on the Great Lakes Association of Marine Operators contract was finished on July 20. The final tally was 553 in favor of accepting the contract and 51 against.

The vote on the new agreement with S&E Shipping Corp. and Bay Shipbuilding Corp., which operate the Kinsman fleet, was wrapped up on Aug. 2. The final count was 160 for and one against.

\* \* \*

The Kinsman Lines' bulk carrier *Merle M. McCurdy* went into drydock last month to have hull damage on her port side repaired. The *McCurdy* was carrying a cargo of grain when she struck bottom in the St. Mary's River in Ohio.

## DULUTH

An Ogden Marine "salty", the *Merrimac*, is expected on the Lakes soon to pick up a cargo of grain. The *Merrimac* is only the second American-flag salt water ship to enter a Great Lakes port in 12 years. She'll pay off her SIU crew in Duluth on Aug. 14.

## BUFFALO

The newest ship in the SIU-contracted American Steamship Co. fleet, the *M/V Buffalo*, was christened Aug. 2 in Sturgeon Bay, Wis. The self-unloader will carry iron ore pellets, coal and other bulk cargoes. The ship is 635 feet in length, with a 68 foot beam and a midsummer draft of 27 feet, 11 inches. Her two diesel engines provide 7,000 shaft hp.

## CHICAGO

Plans are progressing for construction of Chicago's first all-container terminal. The Chicago Regional Port District is planning the container facility at the mouth of the Calumet River.

\* \* \*



The photo, above, shows three SIU pensioners on a recent visit to the Chicago Union hall. The retired Seafarers are (l-r): Nord Pedersen, 83; Gabriel Olsen, 81; and Joe Yukes, 77. All three began shipping out at the age of 15 and they seem to be enjoying their hard-earned retirement. Pedersen and Olsen, take yearly visits to their native Norway. Joe Yukes spends a lot of time gardening and brings the vegetables he grows to old friends at the Union hall.

## CLEAN WATERS

The U.S. and Canada have agreed on a program of clean-up standards and tougher pollution enforcement for the Great Lakes. The bi-national agreement is an update of the 1972 Great Lakes Water Quality Agreement and sets specific goals for lakewater concentrations of more than 30 new pollutants.

With a target date of 1983, the agreement calls for control programs for toxic chemicals like PCBs; heavy metals like mercury; pesticides, trace elements and other substances that pose threats to human health and the environment.

The clean-up pact is an executive agreement, not a binding treaty. Under the agreement, the executive branches of both governments will seek federal and state legislation and funding to get the clean-up program underway.

## Labor Dismayed Over Carter's National Health Proposals

The Carter Administration released its version of a national health care package last month and representatives of labor and Congress who have been working hard to develop national health insurance legislation were dismayed with the President's proposals.

Carter's plan refuses to commit Federal funds for national health care until 1983. And even then, the President's proposals call for health care financing from "multiple sources" including the government, employers and workers.

The ten principles laid out by the Administration are broad and vague, calling for "comprehensive health care coverage" but offering no specific definitions of that term.

AFL-CIO President George Meany expressed disappointment with Carter's proposals. "I want a bill that will bring comprehensive medical care to every person in this country," Meany said. He added, "every citizen . . . of every industrial country of the world except the United States and South Africa has comprehensive, universal, national health insurance."

Speaking at a news conference, Sen. Edward M. Kennedy, chairman of the Senate Health Subcommittee since 1971, attacked the President's pro-

posals. "We asked for a commitment to oppose any automatic trigger that could kill the program arbitrarily in the future," Kennedy said. "The President declined to make that commitment."

Organized labor has long supported and worked for national health care legislation. Auto Workers President Douglas Fraser, chairman of the Committee for National Health Insurance, criticized the Carter plan for linking up government spending on health care with other economic factors.

"We know that many in the Administration have insisted that we delay a national health plan because it may be inflationary," Fraser said. "The exact opposite is the fact. Inflation rates for health services have been one and a half to twice those of other components in the Cost of Living Index in the last ten years."

When he was campaigning for the Presidency, Carter's national health proposals paralleled those laid out by the National Health Insurance Committee. Though reacting with disappointment to the President's turn-around on health care, the bill's supporters pledged to work on their own to meet the health needs of the American people.

## Top Blood Donor: 4 Gallons!



Taking repose recently after giving the start of his fourth gallon of blood to the SIU Blood Bank is Arthur Sankovidt of the steward department. Looking on in admiration is Nurse Gloria Passanisi. Seafarer Sankovidt is the No.1 blood donor in the Union.

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

AUGUST 1978

Legislative, Administrative and Regulatory Happenings

## Tribble Amendments Saved Subsidies For LNG Tankers

During the debate on the recently-passed Maritime Authorization Bill (LOG, June 1978), the House passed two very important amendments which in a very real sense saved the U.S.-flag LNG tanker program. The amendments were proposed by Congressman Paul Tribble (R-Va.).

Originally, the legislation provided that no construction subsidy funds could be used for any vessel which was not enrolled in a "Sealift Readiness Program" approved by the Secretary of Defense, or which was not actually participating in the program. The readiness program was set up to assure the availability of general cargo ships to the Department of Defense in times of national emergency.

Congressman Tribble's amendments eliminated the requirements that the LNG vessels be enrolled and participate in the program.

## Postal Reform Bill Would Require Use Of US-Flag Ships

A bill is now moving through the Senate Committee on Government Affairs with an amendment which would require the U.S. Postal Service to use U.S.-flag ships in the carriage of overseas mail. The amendment was sponsored by Senator Ted Stevens (R-Alaska).

The House passed its version of the Postal Service Amendments Act of 1978 on April 6. The House bill includes language which requires the use of U.S.-flag ships for the transportation of all surface overseas mail.

In a letter to all members of the Senate Government Affairs Committee, Paul Hall, president of the AFL-CIO Maritime Trades Department, said that this amendment will be of significant help in ending the practice in which foreign state-owned fleets consistently undercut American carriers to secure U.S. cargo.

The Postal Services Bill is expected to come up for final action in the Senate later this month.

## APL to Build Five New Containerships

Bids are expected early next month for the construction of five 32,650 dwt containerships for American President Lines. The ships will be built in U.S. yards, and will be eligible for construction differential subsidy (CDS) under provisions of the 1970 Merchant Marine Act.

The new ships will have speed of 24 knots, and will carry 2,476 20-foot containers.

During the debate he said: "In consistently approving construction differential subsidy contracts for LNG's, the Navy has recognized their national security role. However, the Navy does not view LNG's as needed for the narrower defense mission of direct military support en-

visioned for the Sealift Readiness Program."

In urging support for the amendments, Tribble warned that "the loss of this opportunity (to build U.S. LNG's) will result in higher shipyard unemployment and the erosion of U.S. shipbuilding capabilities."

## SIU Seniority Upgraders Visit Nation's Capital; Get Briefing On Seafarers Political Program



As part of the SIU's continuing education program for upgrading Seafarers, the Union brought another group of "A" Seniority Upgraders to Washington recently to give them a first-hand look at the SIU's legislative and political action programs.

While they were here, the Seafarers visited the Transportation Institute, the AFL-CIO Maritime Trades Department, and the Congress. During their visit, they were briefed on the status of various legislation which was then pending in the House and Senate, and they heard a detailed

explanation of how their Union works in Washington to promote and protect the jobs and job security of American seafarers.

Participating in the Washington visit were Paul A. Burke, James Clarke, James Emidy, Paul Johnson, William McClintic, Mark McGill, Richard McClusky, Wilbert Miles, Charles Perryman, Steven Reitz, Ben Tidwell and Joseph Nicholson. The group was accompanied by Piney Point Port Agent Pat Pillsworth, and SIU Legislative Representative Betty Rocker.

## On the Agenda in Congress . . .

**FEDERAL MARITIME COMMISSION.** The House Merchant Marine Subcommittee is continuing hearings on the scope of responsibility of the Federal Maritime Commission in establishing and implementing codes of conduct in the liner trades.

**OIL POLLUTION LIABILITY.** The Senate Environment and Public Works Committee is holding hearings this month on S. 2900—a comprehensive oil pollution liability bill.

**OCEAN MINING.** The Ocean Mining bill—which earlier this month cleared the Senate Commerce Committee, is now coming before the Senate Foreign Relations Committee. (For a status report on this important legislation, see the Special Supplement on Ocean Mining in this issue of THE LOG.)

**LAW OF THE SEA CONFERENCE.** The Oceanography Subcommittee of the House Merchant Marine and Fisheries Committee will hold hearings to discuss the Law of the Sea Conference. Congressman John Breaux (D-La.) will be chairing these hearings. The Law of the Sea

Conference has been meeting this year—with one of the priority items being Ocean Mining. (For a full report on what's been happening at the LOS Conference with respect to the vital question of Ocean Mining, see the July issue of THE LOG.)

**ALASKA NORTH SLOPE CRUDE OIL.** The possibility of exchanging Alaska North Slope crude oil with foreign nations will be the subject of special field hearings by the House Interior and Insular Affairs Committee. The hearings will take place in San Francisco later this month. Testifying for the SIU will be San Francisco Port Agent Steve Troy. Also testifying will be Herb Brand, president of the Washington-based Transportation Institute.

**PHS HOSPITALS.** The Senate Appropriations Committee is in the final stages of approving the Labor-Health, Education & Welfare appropriations bill for next year which includes appropriations for Public Health Service Hospitals.

**ALASKA LANDS.** The Senate Energy Com-

mittee is continuing mark-up of a number of bills dealing with so-called "D-2 Lands" legislation. What these bills are attempting to do is balance the needs of the U.S. for valuable minerals and the environmental concerns of the State of Alaska. Part of the controversy surrounds the exploration and exploitation of petroleum and natural gas reserves. The chances of any of these bills reaching the Senate floor this session are very slim.

**FREE AND FAIR TRADE.** The Senate Governmental Affairs Committee will hold hearings later this month of a bill (S.3284) which would establish fair preference for domestic products and materials in government procurement practices. Because this legislation deals with matters similar in nature to fair preference for U.S.-flag ships, our Washington staff will be watching the debate with interest.

**LOBBYING REFORM.** The Senate Government Affairs Committee is meeting to consider three bills dealing with regulations regarding lobbying activities.



## MarAd Dissolves Relations With Maritime Council

Secretary of Commerce Juanita M. Kreps late last month told the Maritime Administration to "dissolve" the formal relationship established seven years ago between the Maritime Administration and the National Maritime Council.

The National Maritime Council is a private, non-profit organization representing U.S. maritime industry and labor. It was set up in 1971 to promote the use of U.S.-flag vessels by American shippers.

In announcing the decision to end the formal working relationship with the NMC, Secretary

Kreps made it clear that the Maritime Administration "will continue its market development and promotional programs which are essential in fulfilling its mission to develop a strong American merchant marine."

The decision to withdraw MarAd involvement in the Maritime Council came after two stormy days of hearings into the relationship which was conducted by the House Subcommittee on Commerce, Consumer and Monetary Affairs. The hearings were initiated by Rep. Benjamin S. Rosenthal (D-N.Y.).

Mrs. Kreps said that generating cargoes for American-flag vessels is one of the major functions of the Maritime Administration. She said that MarAd would continue its efforts to promote the maritime industry as one of the mandates of the Merchant Marine Act of 1970 which calls for "a strong U.S. merchant marine capable of providing logistical support to U.S. armed forces in wartime, and serving the nation's waterborne commerce in peacetime."

## SIU Boatmen, King's Point Cadets Come to Washington for Briefing



Eight SIU Boatmen and five cadets from U.S. Maritime Academy at Kings Point came to Washington late last month to get a first-hand look at the legislative and political operations of the Seafarers Union and the AFL-CIO Maritime Trades Department. Both the Boatmen and the cadets were attending meetings at the Harry Lundeberg School in Piney Point, Md., and came to Washington as part of the Lundeberg School's educational program.

Participating in the Washington tour from

King's Point were Jonathan Smith, Michael Getchell, Thomas Stratton, Michael Rampolla and Kevin Hagerty.

SIU delegates from G&H Towing and Moran Towing, in the Houston, Texas area, included Pete Ryan, Leonard Fuller Jr., Maurice Duet, Raymond Cocek, Gary Jarvis, Aaron Wilburn, Glen Arnaud and H. Champagne. Accompanying them on their visit to the Capitol were SIU Legislative Representative Betty Rucker, and Piney Point Port Agent Pat Pillsworth.

## New Maritime Exhibit Opens At Smithsonian

The National Museum of History and Technology of the Smithsonian Institution in Washington opened a new exhibit this month which is of special interest to Seafarers. It is the "Hall of American Maritime Enterprise" which will become a permanent historical section of the National Museum in Washington.

The exhibit provides a complete visual history of the 300 years of the U.S. Merchant Marine. Included in the exhibit are copies and originals of early maritime equipment and documents; an extensive display of ship models; paintings and photographs; a mock-up of an engine room; and a number of audio-visual productions highlighting the maritime industry's contributions to the development of the United States.

## 'Ship American' Issue Arises in Congress

The issue of 'Ship American' has come up because of a new trade act program developed by the Agricultural Department. At issue is a new credit program administered by the Commodity Credit Corporation which finances U.S. government-generated cargo exports for short term periods, as well as for the longer periods under the P.L. 480 Act.

Under the P.L. 480 Act, "at least 50 percent" of all U.S.-generated cargo exports must be carried on U.S.-flag ships. The new legislation dealing with shorter term credit for American exports does not include the 'Ship American' provision. There is no reason for the distinction between the P.L. 480 Act and the new "intermediate credit" program with respect to reserving cargo for U.S.-flag ships.

The SIU's Washington legislative staff is working with a number of members of Congress on this legislation.

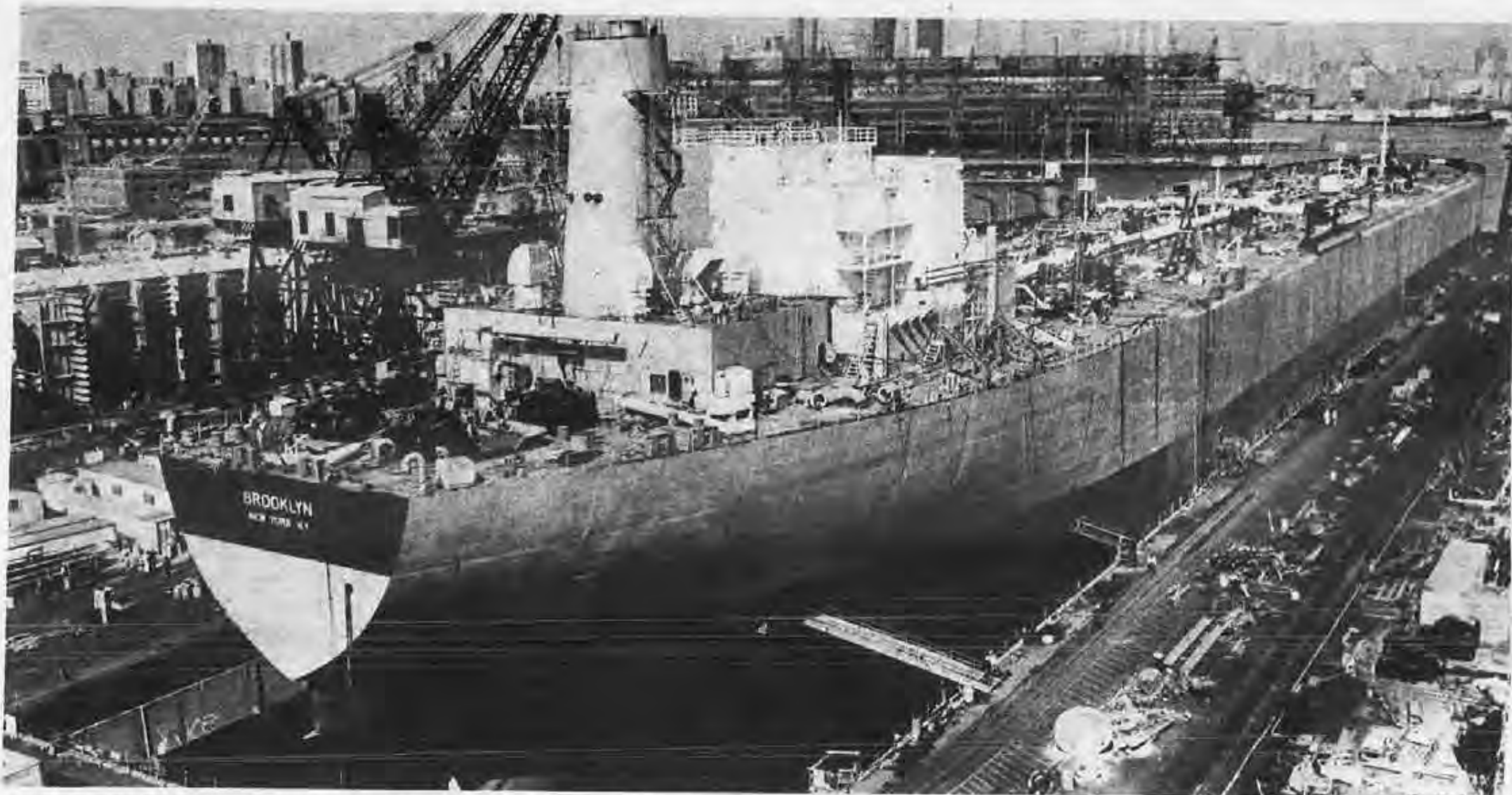
## Sea-Land Signs Long Pact With Port of Houston

Sea-Land and the Port of Houston this month signed a 20-year agreement providing for the construction of a third container berth at this port's Barbours Cut facilities.

The agreement sharply increases the Port of Houston's container capabilities, and is expected to encourage other lines to come into the new container complex. In recent months, containerization has risen sharply here, partly due to a reverse minibridge bringing boxed cargo from the West Coast to the Gulf area.

The new 34.5 acres facility will be equipped with two 30-ton container-handling cranes. The first crane is expected to be in operation on October 1 when Sea-Land will move its operations from the turning basin area of the Port of Houston to container berth No. P2 at Barbours Cut. The second crane should be ready in February 1979.

Sea-Land has been serving the Port of Houston since 1956.



America's shipbuilding industry provides a lot more than jobs for shipyard workers in the immediate surrounding area of the yard itself. Shipbuilding provides thousands of jobs for workers in all corners of the nation in the construction and supply of equipment and products needed to build ships. Above photo shows SIU-contracted tanker *TT Brooklyn* under construction a few years back at the Seatrain Shipyard in Brooklyn, N.Y.

## Shipbuilding Benefits Industry Nationwide

*This is the 22nd in a series of articles which the Log is publishing to explain how certain organizations, programs and laws affect the jobs and job security of SIU members and maritime workers throughout the nation.*

### Shipbuilding in Oklahoma?

Well, not quite, but there's more of a connection between shipbuilding and such land-locked states as Arizona, Kansas, and Oklahoma than most people seem to realize.

The fact that many Americans—and the Congressmen who represent them—are ignorant of this connection, is a serious problem, and an obstacle to progress in the maritime industry.

Whenever construction of a new ship begins in an American shipyard, it perpetuates jobs in the shipyard itself, and means more jobs for seamen. It also gives a shot in the arm to various allied industries in states more well known for their high plains and cactus than for any capacity to build ships.

But the fact of the matter is that many of these states, located hundreds of miles from the nearest coast, provide a vital service in shipbuilding support activities. Thousands of companies, and hundreds of thousands of workers in these states are engaged in the production of primary metal products, fabricated metal products, machinery, electronics, and other commodities used in shipbuilding.

According to a Transportation Institute study, virtually every state in the union would benefit from increased shipbuilding because of shipbuilding's dependence on these support industries.

According to the Institute's study, there are almost 3,000 firms in Kansas, Oklahoma, and Arizona alone that would stand to gain from increased shipbuilding. So the idea that land-locked states need not be concerned with the plight of the shipbuilding industry is erroneous.

When the cargo preference bill was defeated in the House of Representatives last October, by a vote of 257 to 165, it was a serious setback to the shipbuilding industry and therefore to its various support industries.

By requiring that 9.5 percent of the nation's

oil imports be carried in U.S. ships by 1982, which the bill would have done, new tankers would have been required to haul the increased share of the incoming oil. It would have been a boon to the American shipyards. At present, only 3.5 percent of this oil is hauled in U.S. bottoms.

The Carter Administration backed the bill, and Robert J. Blackwell, assistant secretary of Commerce for Maritime Affairs, estimated that it would have created upwards of 3,600 "additional and much-needed jobs for American seamen." Thousands of other jobs would have opened up in the shipyards and related supplier industries inland.

Many of the Congressmen who voted against cargo preference were from states far removed from the coastal areas. Unfortunately the old saying, "out of sight, out of mind," seems to apply in this case.

But we are hopeful that, even if Congressmen and their constituents from the inland states still do not recognize the need for a strong U.S. merchant marine, they will, at least, recognize the importance of shipbuilding to industry in their own states.

There's no way around it: we're a nation born of the sea, and the effects of victory and defeat in the maritime industry reach all the way to the high plains of the midwest.



A ship may be under construction in Sparrows Point, Md., as the one above, but pre-fabricated steel and so many other products and supplies needed to build ships come from towns and cities far removed from the yard itself.



In a word, shipbuilding means jobs. That is jobs in the yard itself, and jobs in hundreds of support and supplier industries throughout the nation.

# SIU Mans New Tanker Thompson Pass

SIU members went aboard the brand new tanker, *Thompson Pass*, this month in New Orleans in preparation for the vessel's maiden voyage to Valdez, Alaska.

Like her sistership, the *Brooks Range*, which was crewed by Seafarers last May, the *Thompson Pass* will haul Alaskan oil from Valdez to Panama. From there, the oil will be lightered to smaller vessels for delivery to U.S. Gulf ports thru the Panama Canal. The ship is too big to traverse the Canal.

The 906 ft., 165,000 dwt tanker was built at Avondale Shipyard in New Orleans. She will be operated by SIU-contracted InterOcean Management Corp. The ship will sail around Cape Horn enroute to the West Coast from New Orleans.



Here's a view of the interior of the new *Thompson Pass* (InterOcean Management) bridge with its modern equipment. She was built in the Avondale Shipyards, New Orleans.



Recertified Bosun Mike Casaneuva of the *Thompson Pass* gets bosun's job from New Orleans Dispatcher Lou Guarino.



In The New Orleans Hall are crewmembers of the *Thompson Pass* (l. to r.) OS Nick Magash and Mike Cassidy and AB T. Scruggs.

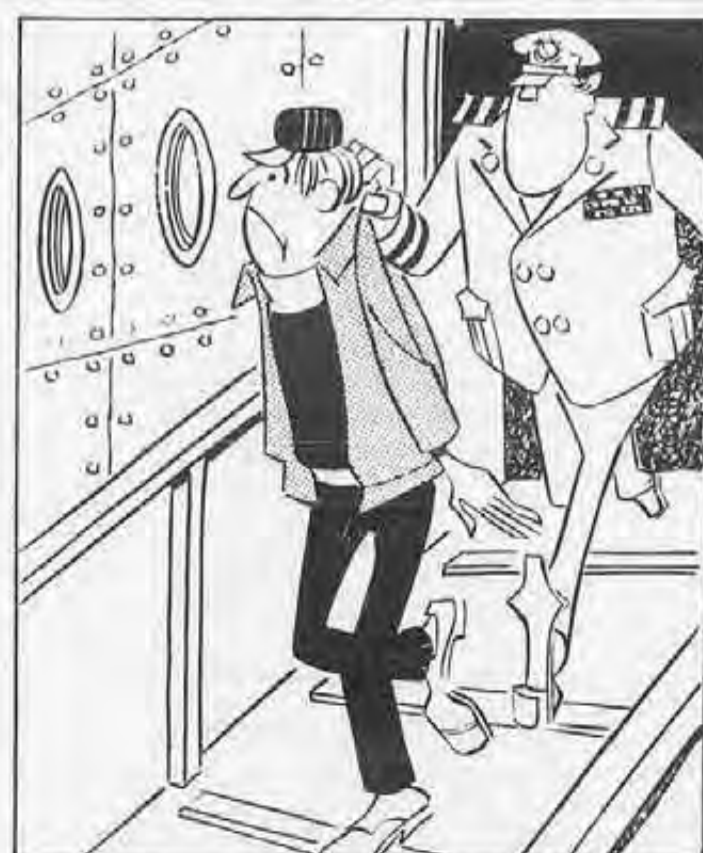


Chief Steward/Baker D. L. Knapp shows off the jet pressure cooker and steamer in the *Thompson Pass*' up-to-date galley.



Looking at the outside of the *Thompson Pass*' bridge. The tanker is named for a pass in the Brooks Range, Alaska near the North Slope from where she'll be carrying oil.

## A MESSAGE FROM YOUR UNION



SEAMEN'S  
USE  
OF  
NARCOTICS  
LEADS  
TO  
PERMANENT  
LOSS  
OF  
PAPERS  
□

# SIU, SUP, MFU Sign New 3-Year Pact on West Coast

SAN FRANCISCO—Joint negotiating efforts by the SIU A&G District, the Sailors' Union of the Pacific and the Marine Firemen's Union has brought

about settlement of a new three-year contract with the Pacific Maritime Association (PMA).

The new pact, signed on Aug. 15,

1978, covers unlicensed seamen working aboard the PMA's 42 member vessels operating off the West Coast. The companies involved in the PMA employer group are Matson, American President Lines and States Line.

The A&G District took part in the negotiations as a result of the recent merger of the Marine Cooks and Stewards Union into the A&G. Under the merger agreement, the A&G took on the responsibilities of representation and bargaining for MCS members.

The new agreement with PMA provides a 7 percent across-the-board increase in wages and all wage related items in the first year, and 5 percent in the second and third years. The pact also includes a formula for cost-of-living adjustments.

The increases will be paid retroactive to June 15, 1978 when the old contract with PMA ran out.

The agreement as negotiated will be acted on by former MCS, now A&G members, who are employed by PMA companies. It will also be carried in full

detail in the next issue of the MCS news.

This was the first time the A&G participated in PMA negotiations. Because of this, several difficulties arose between the three Unions. These difficulties ranged over a variety of subjects.

To resolve these matters, and in keeping with the terms of the SIUNA Constitution it was necessary for International President Paul Hall to call for a mediation session between the three Unions.

Hall appointed three members of the SIUNA Executive Board to serve as impartial mediators. The three were: Merle Adlum, president of the Inland-boatmen's Union of the Pacific; Roy Mercer, secretary-treasurer of the Military Sea Transport Union, and Ed Allensworth, president of the Transportation and Allied Workers of California. This mediation panel, as a result of their efforts, were able to bring the three Unions together in agreement.

As adopted by the membership of the three Unions, a full copy of the Memorandum of Understanding is carried on this page.

## Memorandum of Understanding Between SIU, SUP, MFU

The undersigned three SIUNA affiliates, comprising the SIU-Pacific District, desirous of setting forth their understanding and agreement as to their relationship with PMA, agree as follows:

1. With respect to negotiations for collective bargaining agreements with PMA, each union shall submit its proposals with respect to a uniform percentage money adjustment package for all classifications and general rules to a committee comprising the three unions. The committee shall act jointly not separately and attempt to agree upon the proposals for presentation and modification during the course of negotiations. Failing unanimity, resolution shall be made by the party hereinafter mentioned in the manner provided.

2. Each affiliate shall propose the terms for negotiations of its working rules, provided however that if such constitute money items, it shall be deducted from their respective share of the economic money package.

3. Proposals and modifications thereof for economic money package items and general rules, as well as for ratification and strike authorizations shall be voted upon solely by the respective affiliates' members employed in the PMA unit. The total vote of such affiliate members shall be controlling and a majority vote of such total shall carry. The procedures, including eligibility, the manner of conducting a vote, and certifying the results, shall be mutually agreed to by the three unions.

4. (a) MCS and now A&G have established and administer joint funds with PMA to which the other two affiliates, SUP and MFU, are not parties. The administration, continuance, modification, consolidation or termination of such funds, subject to applicable law, shall be the exclusive right and province of the A&G and PMA and their respective trustees, except that increased contributions thereto, if any, shall be deducted from the PMA economic money package applicable to the A&G.

(b) All parties acknowledge that former MCS and now A&G members, by reason of the merger of the former into the latter, since on and after June 10, 1978 are and will continue to be employed in both PMA and other A&G contracted units. Additionally, SUP and MFU members now employed in the PMA unit may also be employed in other A&G contracted units. As a consequence, all of such A&G, SUP and MFU members will earn and accrue service in such units in addition to service already accrued. It is the intention of the parties to provide a program whereby, through appropriate reciprocity agreements between PMA joint funds in which all three affiliates are the union parties on the one hand and A&G joint funds in which the A&G is the party on the other hand, other than the funds mentioned in paragraph (b) above, service and credit for such members is continued intact with proportionate credit and benefits provided for by each such fund depending upon credit earned in the appropriate unit covered by the respective fund. Similar reciprocity agreements may be entered into with any other SIU maritime unions and for the purpose of upgrading from unlicensed to licensed.

To accomplish the foregoing, all parties agree in good faith to request and negotiate appropriate reciprocity agreements involving such joint funds, to the end of securing and giving to each such affected members appropriate credit and benefit for work in such units provided however, there shall be no duplication of the benefits. Notwithstanding the foregoing, no affiliate shall preclude another affiliate from withdrawing from the PMA supplementary benefit fund or joint employment committee fund and transferring its proportionate share thereto to another similar and like fund provided however any increased contributions to such other similar or like fund shall be deducted from its share of the negotiated economic package.

5. Nothing contained in this agreement shall preclude any of the affiliates as autonomous SIUNA affiliates to merge with any other SIUNA affiliate.

6. A&G agrees that it shall not seek to or represent unlicensed seamen aboard any vessel of a PMA member employer who may withdraw from the PMA unit.

7. In the event of any disagreement or dispute between the undersigned affiliates regarding the interpretation and/or application of this agreement, including but not limited to the provisions of paragraph 1, hereof, shall be submitted to arbitration to a party who is a representative of an affiliate of the SIUNA and if no agreement can be had as to such person within five (5) days from the initiation of the issue, then the parties agree that the American Arbitration Association may be petitioned and requested to appoint an arbitrator to hear and determine the dispute with request that the person so designated have a familiarity and knowledge of maritime labor matters. The decision and award of the arbitrator shall be final and binding upon all parties.

8. In consideration of the provisions of the within agreement, SUP and MFU shall withdraw their representation petition filed with the NLRB Case No. 20-RC-14658 and scheduled for NLRB conference on July 26, 1978 and the A&G shall withdraw their internal union dispute charges filed July 18, 1978 with the SIUNA and scheduled for hearing by the Executive Board on July 31, 1978.

9. This agreement shall continue in full force and effect as long as the three undersigned affiliates represent unlicensed seamen employed aboard any vessel in the PMA unit.

10. The parties agree that in connection with forthcoming negotiations with PMA to bargain for a scope coverage clause similar and analogous to that presently contained in MEBA and MMP agreements with PMA.

11. It is the intent and purpose of this agreement to establish a relationship between the undersigned parties in which they can work harmoniously to their mutual advantage in joint collective bargaining with PMA and activities of mutual benefit of all the membership they jointly represent in the PMA unit.

12. In the event any provision of this agreement is held to be unenforceable, the undersigned agree to meet and negotiate for a substitute provision in lieu thereof and if an impasse is reached in such negotiations the matter shall be submitted for final and binding arbitration in the manner provided in paragraph 7, of this agreement.

13. This agreement shall be recommended by each of the undersigned and shall be subject to ratification by the membership of each of the undersigned organizations. Such processes shall be initiated without delay and concluded no later than fourteen (14) days from date.

14. This agreement shall be binding on the successors and assigns of each party. This agreement is made and executed this 26th day of July, 1978.

**SAILORS' UNION OF THE PACIFIC**  
By: PAUL DEMPSTER, President

**MARINE FIREMENS UNION**  
By: HENRY DISLEY, President

**SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, AGLIWD**  
By: FRANK DROZAK, Executive Vice President

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Four G & H tugs ease a supertanker into Houston's busy harbor. G & H has the biggest piece of the constant action involved in moving tankers in and out of Texas ports.



The *Juno* is the newest tug in G & H's 30 boat fleet. Ten more will be added over the next year and a half.

## G & H Towing Growing Like Texas Cactus

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

Mention Texas and most people immediately think of cattle ranges and oil fields. But anyone who knows shipping, knows that the Lone Star State depends on the water for its economic growth as much as on its vast expanse of land.

Texas is a giant in agriculture, petroleum and chemical production because it has the unbeatable combination of natural resources and a commercially strategic coastline.

More than 200 million tons of cargo moved in and out of Texas ports on the Gulf in 1977. And the company that had a large hand in moving these record tonnages was SIU-contracted G & H Towing.

Established in 1934 and organized by the SIU in 1947, G & H was one of the Union's first inland contracts. It began with a handful of steam tugs and now operates 30 diesel tugs. A fleet that size

means top to bottom jobs for 260 SIU Boatmen and 44 shore gang personnel.

G & H Towing does just what it started out doing when it first began—shipdocking and deep sea towing. But like everything else in Texas, it hasn't stopped growing. Ten new tugs will be added to the fleet over the next year and a half, which will bring jobs for another 80 Boatmen.

"A company can't afford to stay dormant," Buddy Jordan, G & H's director of marine personnel, maintained. Jordan started out on one of G & H's original steam tugs and has seen how the company keeps up with Texas' booming port activity.

"The new building program was started," he explained, "because harbor business picked up so much in recent years that we didn't have enough tugs left for offshore work. We had to turn down jobs."

The ten new tugs will be used for shipdocking and will free up more of the existing fleet for deep sea towing. In this way, expansion can take place in both directions.

G & H once operated only out of Galveston. But the company expanded with the development of new port facilities along the coast. From its shoreside headquarters in Galveston, it now also docks ships—tankers, general cargo and containerships—in Houston, Texas City, Freeport and Corpus Christi.

Most of the action is in Houston, the nation's fastest growing port. Over half of the record 200 million tons handled in Texas ports last year moved in and out of that port alone.

But the other ports aren't standing still by any means. Galveston may have a shoreside superport in the near future, located across the Galveston Ship Channel on Pelican Island.

It would be the first onshore deep-water oil terminal in the Gulf and could increase G & H's business even more. The company, meanwhile, has its own plans to relocate new, greatly expanded dockside headquarters on 11 acres of land on Pelican Island.

G & H got into offshore towing work in a big way in the 1950's with the start of the offshore oil drilling industry in Texas. Its tugs have towed rigs to drilling points off the Texas coast and as far as Venezuela.

The company also does deep sea barge towing. Its 3,400 hp. tug *Manta* has made trips to Israel as well as inter-coastal runs in the U.S.

"The *Manta* has hauled steel on an 18,000 ton barge from Pittsburgh, Pa. to Pittsburgh, Calif.," Jordan recalled, "and made the return trip with lumber from Oregon."

There's no doubt that G & H is moving ahead in all directions. And it's also

clear that SIU Boatmen will play a large role in the company's expansion through the Harry Lundeberg School.

"We hire graduates from the School and we encourage our present employees to upgrade there," Jordan said. Twenty-four Piney Point graduates are now working with the company and close to that number are also working under inland licenses they achieved through the Lundeberg School.



Buddy Jordan, G & H director of marine personnel explained how the Lundeberg School helps to fill the company's growing need for Boatmen.



G & H also does deep sea towing. The growth of the offshore oil industry has provided a large part of that work in towing oil rigs like the one shown here.

# At Sea & Ashore

## Zapata Corp.

The SIU-contracted Zapata Corp. has decided to halt construction on a 390,000 dwt crude oil tanker. The tanker would have cost \$150 million at the targeted completion date in 1979. It would have been the largest crude tanker ever built in the U.S. for independent ownership. Construction of the oil carrier was stopped because of the slump in the world tanker market and because Congress shot down the 9.5 percent oil cargo preference bill late last year.

## Gateway City

Sea-Land recently retired the *Gateway City*, the oldest operating ship in the company's container fleet and the first fully containerized vessel in the world. The *Gateway City* was built as a C-2 class freighter in 1943 and converted to a containership in 1957. Most recently, the ship was used as a relay vessel on the Pacific trade route, sailing between Hong Kong, Singapore and Bangkok.

## SS Houston

The *SS Houston* (Sea-Land) began bi-weekly service to the port of Savannah, Ga., which was recently added to Sea-Land's South Atlantic trade route. The *Houston* will sail from Baltimore to Charleston, Savannah, Jacksonville and San Juan.

## AMVER

The Coast Guard's Automated Mutual-Assistance Vessel Rescue System (AMVER) marked its 20th year of service recently. The computer is used to track deep sea merchant vessels. Information on sailing plans and position of ships all over the world is fed into the computer. When a distress occurs AMVER provides a readout of the ships predicted to be in the general area and helps in coordinating search and rescue operations at sea.

## Washington, D.C.

The Coast Guard observed its 188th anniversary this month. Founded in 1790, the Coast Guard's original purpose was to wipe out smuggling along the Atlantic Coast.

## Jacksonville

Jacksonville port agent Leo Bonser is a member of the Board of Trustees of the Jacksonville Senior Citizen Nutritional Program. Administered by the U.S. Labor Agency, the program provides meals at minimal cost for more than 265 senior citizens in the Jacksonville area.

## East Coast-Brazil Trade Route

Sea-Land Service Inc. recently became a member of the carrier pool which plies the U.S. East Coast-Brazil trade. Liner commerce between the U.S. and Brazil is a "closed trade," governed by cargo reservation laws, bilateral agreements and carrier revenue pools. The agreement Sea-Land signed qualifies the company for membership in the pooling agreements and makes them eligible for the U.S.-Brazil trade route.

## New York

SIU president Paul Hall was elected to the board of directors of the United Way of Tri-State. The organization is a partnership of 25 United Ways in the tri-state area and it provides funds to more than 1200 voluntary health and human service agencies in New York, New Jersey and Connecticut.

## Delta Steamship

The *Delta Sud*, *Delta Mar* and *Delta Norte*, all LASH vessels, will be making direct calls to the port of Mobile for five weeks beginning in August. The ships will replace LASH barge runs via towboat which usually call at the port but will be unable to while lock repairs on the Gulf Intercoastal Waterway are underway.

## West Coast

The West Coast fleet will be smaller by four when Pacific Far East Line's three containerships and one Ro/Ro lay-up at Suisun Bay in California.

PFEL was declared bankrupt recently by U.S. District Court and the freighters, as well as the two passenger ships the company owns, will most likely be sold to pay off creditors.

The Maritime Administration, PFEL's largest secured creditor, has already paid off the mortgages it guaranteed on three of the company's ships. This means that when the vessels are put up for auction, Marad will set the minimum sale price.

If no acceptable bids on the ships are offered, Marad will take title of the vessels and decide at that time whether to sell, charter or assign the ships to the reserve fleet.

## MTD Blasts Plan to Give War Risk Ins. to Foreign Flags

The AFL-CIO Maritime Trades Department has come out strongly against a proposal to revive the U.S. war risk insurance program for American-owned foreign-flag ships.

Calling it a "U.S. government incentive . . . to flag of convenience operations," the MTD maintained that the program should remain limited to U.S. flag vessels only.

War risk insurance, provided by the U.S. Maritime Administration, at one time covered both U.S. and foreign registered vessels, owned by U.S. companies. Marad recently proposed extending it once again for these foreign-flag ships, which have not had the protection available since September, 1975.

U.S. multinational corporations claim this move is justified because it would allow their foreign vessels to supplement the U.S. fleet in the event of war. But MTD Administrator Jean Ingrao pointed out that extending the program would not help the national defense and, in fact, would hurt the U.S. merchant marine. She delivered MTD's views to the Commerce Department, which houses Marad:

"By perpetuating the so-called effective control fleet through the reactivation of this program for foreign vessels, the Commerce Department continues the myth that these vessels will be available to the U.S. in an emergency. In so doing, the Department removes a primary reason to maintain sufficient American vessels to meet U.S. emergency needs.

"Foreign crewmembers on these foreign vessels are also not reliable. These crewmembers would have to be replaced by Americans in an emergency. Without peacetime shipping opportunities for U.S. crews, a sufficient pool of U.S. seamen would not be available to fill emergency needs."

Mrs. Ingrao also explained further security and environmental risks which the foreign program would create. Since it "actually encourages U.S. companies to register vessels abroad," it increases the use of foreign flag tankers in the U.S. oil trade and the limited control the U.S. has over these vessels.

In terms of economic policy, it makes no sense at all, she said. "At a time when the Commerce Department is the lead agency in a U.S. export promotion drive, the effect of renewing the war risk program for foreign ships is to facilitate the availability and use of foreign ship services in U.S. trades, at tremendous cost to the nation's balance of payments."

However, if the program is renewed, the MTD maintained that "it should be narrowly and strictly administered as Congress has mandated." Congress recently set guidelines as to the number and type of foreign vessels which can qualify for war risk insurance. But Marad's proposals for renewing the program do not include the most important guideline—that the eligible foreign fleet should be no more than one-fourth its previous size.

## Bayamon Committee



Seated last month at a payoff of the *SS Bayamon* (Puerto Rico Marine) is the Ship's Committee and a crewmember. They are Engine Delegate Leroy Hite, Steward Delegate Mike Kaminski and Recerified Bosun Dimas Mendoza, ship's chairman. Standing are Chief Steward R. Aguiar, secretary-reporter and Ed Dale of the steward department. The ship paid off at Port Elizabeth, N.J.



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.

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# Foreign Flag Ships Find a New Loophole

Foreign flag ships have been sailing through loopholes in U.S. law for years. But now they are literally running rings around the rights of American seamen.

The foreign flag tankers moving oil from Alaska to the U.S. Virgin Islands have actually found a loophole within a loophole to use foreign crews in American trade. Complicated as it sounds, the end result of this dizzy dilemma is a clear violation of the immigration laws designed to protect American labor.

The original loophole lies within one of the most important U.S. maritime laws on the books—the Jones Act. This Act allows only American-built, American-manned and American-registered vessels to carry cargo between U.S. ports. But the U.S. Virgin Islands have been exempt from this requirement since the Act was passed in 1920. At that time, U.S.-flag service was not readily available to carry trade to the Virgin Islands.

But while the reason for the exemption no longer exists, it still remains in effect. And the multinational oil companies have made full use of it.

Amerada Hess Corporation owns and operates the world's largest oil refinery on the U.S. Virgin Island of St. Croix. Hess' foreign flag tankers make about 25 sailings a week, carrying oil from the refinery to U.S. ports on the East Coast.

While the Virgin Island loophole has been a boon to foreign flag shipping, it has backfired for the U.S. merchant fleet. American ships have almost no part in the Virgin Island trade.

Closing the loophole would restore the full benefits of the Jones Act. It would give American shipping companies, which pay U.S. taxes and employ U.S. labor, the right to carry their full share of trade between domestic ports.

This is important now, more than ever before, because the loophole is spreading. Soon after the opening of the Alaskan oil pipeline last year, Hess started to bring Alaskan crude from Valdez to its St. Croix refinery, and from there to the U.S. East Coast. The shipments between all of these American ports are carried on foreign flag tankers.

We believe these shipments violate the intent of the Alaskan Oil Pipeline Act and we have fought them in court. But foreign flag tankers are still moving Alaskan oil to U.S. ports. And they are leaving new violations of U.S. law in their wake.



The new loophole leading to the Virgin Islands ploughs right through the Immigration and Nationality Act of 1952. This Act prohibits foreign crews from working in a domestic trade route.

Granted, the loophole in the Jones Act allows foreign flag vessels to carry goods between the U.S. mainland and the Virgin Islands. But, as SIU Executive Vice President Frank Drozak pointed out almost a year ago in a letter to a U.S. Immigration official, "this does not preclude the application of the Immigration Act to this trade."

Yet the Immigration Service is doing nothing to enforce it. Instead of protecting the job rights of American seamen as provided under the law, the Service is allowing alien crews to slip into our domestic trade through a technicality.

Another immigration law limits foreign seamen to a 29 day stay in the U.S. The voyage between Alaska and the Virgin Islands takes up to 60 days. But foreign tankers get around the law by breaking up the trip with a stop in Mexico.

This practice is pure deception and

the SIU cannot sit idly by while it continues to destroy job opportunities for American seamen.

Early this month, SIU President Paul Hall wrote to Rep. Joshua Eilberg

(D-Md.), requesting the Congressman's help on the matter as Chairman of the Subcommittee on Immigration, Citizenship and International Law.

Hall pointed out another case, just outside Los Angeles harbor, where foreign seamen are now taking the jobs of American seamen. The alien crews shuttle for weeks at a time between their foreign flag supertankers anchored offshore and the U.S. harbor in a lightering operation. These crews can enter the U.S. under current immigration law, if they come from "a foreign port or place." Immigration officials are allowing them to come in under this ruling.

"We do not believe," Hall protested, "that a foreign supertanker anchored 15 miles off California was construed by the law to be a foreign port or place." Immigration officials admit that this law is "outmoded," he added.

The loopholes in this law and in those which permit other violations in immigration laws in the Virgin Islands trade must be closed. The oversight hearings held this month by the Immigration Subcommittee are an important first step. But the SIU urges continued legislative action if the Immigration Service does not move quickly enough to correct the problems raised at the hearings.

These problems demand an immediate remedy. But the final solution is to close the avenue which leads to these violations. We urge Congress to get to the heart of the issue this year and close the Virgin Islands loophole.



## LOG

August, 1978

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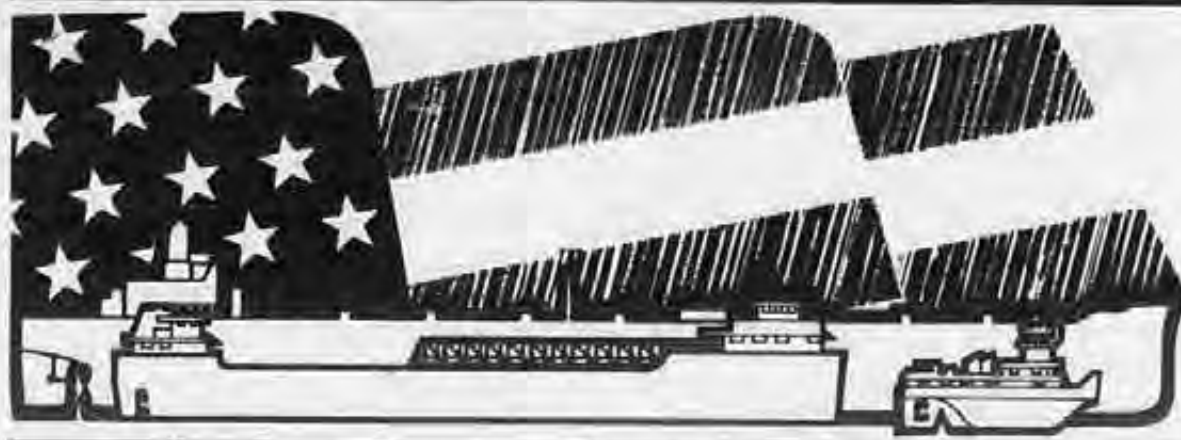
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# LOG

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

VOL. 40  
NO. 8 AUGUST 1978

## Deep Seabed Hard Minerals Act:

# House Votes Amendments To Protect U.S. Job Rights

## Action on Ocean Mining Bill Is Now Pending in Senate

The U.S. House of Representatives late last month approved three amendments to the Deep Seabed Ocean Mining bill which will protect for American workers the thousands of jobs that will be generated in coming years by this new industry.

Passage of the bill was another signal victory for the SIU's legislative and political activities program. And, the victory was the result of the grass roots efforts of our membership in the Port Council areas around the country as well as the legislative efforts of the SIU's Washington team.

The bill—with the three SIU-supported amendments—passed the House by an overwhelming vote of 312 to 80.

The three maritime amendments to the ocean mining legislation have received heavy support from the AFL-CIO Maritime Trades Department, the Port Maritime Councils, the AFL-CIO political and legislative departments, as well as many AFL-CIO national unions.

Here is what the three amendments would do:

- Require that mining and processing vessels used for ocean mining be registered under the U.S. flag and be manned by U.S. workers.

- Require that at least one ore carrier used to transport minerals to processing facilities from each ocean mining site be American-owned and crewed by American seafarers.

- Make U.S.-registered ore carriers

eligible for both construction and operating differential subsidies.

The bill is now in the U.S. Senate where it is being considered by the Committee on Foreign Relations. The ocean mining bill has already cleared the Senate Energy Committee and the Senate Commerce Committee—both with strong language promoting the use of U.S. vessels.

The MTD earlier had urged Congress to provide legislation to allow U.S. companies to move ahead in the development of an ocean-mining industry, rather than waiting for the Law of the Sea Conference to approve a plan that could preempt the industry from U.S. law.

The United States now has the technology to begin mining the trillions of dollars worth of softball-sized nodules on the ocean's floor that contain manganese, copper, nickel and cobalt.

Ocean-mining systems consisting of a mining vessel with dredging and suction equipment, two or more ore carriers and a processing plant will be used. Scores of such systems, each employing from 600 to a thousand workers, could be in operation by the turn of the century.

Under the House-approved legislation, as many as 50,000 jobs for seafarers, engineers, technicians, chemical workers, and construction workers at shipyards, mining sites and processing plants will be safe-guarded for Americans.

95TH CONGRESS  
1st Session

## H. R. 3350

IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 9, 1977

Mr. MURPHY of New York (for himself and Mr. BREAUX) introduced the following bill; which was referred jointly to the Committees on Merchant Marine and Fisheries and Interior and Insular Affairs

### A BILL

To promote the orderly development of hard mineral resources in the deep seabed, pending adoption of an international regime relating thereto.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*  
3 That this Act may be cited as the "Deep Seabed Hard  
4 Minerals Act".

#### DECLARATION OF POLICY

6 SEC. 2. (a) FINDINGS.—The Congress finds—  
7 (1) that the Nation's hard mineral resource require-  
8 ments, to satisfy national industrial needs, will continue  
9 to expand and that the demand for certain hard minerals



## Congressional Record

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

Vol. 124

WASHINGTON, TUESDAY, MAY 23, 1978

No. 77

The following excerpts are from the *Congressional Record* report on the floor debate in the House of Representatives on the "Ocean Mining" Bill. These excerpts deal with three amendments which are vital to the U.S. maritime industry, and which directly affect the job opportunities of American seamen and other American workers.

### Mining Vessels

Mr. MURPHY of New York. Mr. Chairman, this amendment would require that entities seeking a permit to mine the deep seabed under the authority of this act document their mining and processing vessels in the United States, not in foreign nations. This requirement is inextricably related to the purposes of this act, which are:

First, to encourage and regulate the development of hard mineral resources from the

deep ocean floor. The United States only has the authority to regulate its own flag vessels.

Second, to insure that development of the resources is carried out in a manner that will protect the quality of the environment. Only the United States has the effective ability to insure that its own nationals working on its own flag vessels operate in an environmentally responsible manner.

Third, to permit the continued development of the necessary technology for the expeditious development of hard mineral resources from the seabed. Much of the tech-

nology involved in ocean mining is part of, or present on, the mining vessels. Unless the mining vessels are documented in the United States, the technology will be exported free of charge.

Restricting the operations of U.S. permittees to U.S.-flag mining and processing vessels would accomplish crucially important objectives.

In recent months, U.S. citizens have begun to revolt against the heavy individual tax burdens they bear. I, for one, do not want to

*Continued on next page*

be among those responsible for exporting millions of dollars in tax revenues, thousands of American jobs, and the mining technology that Americans have spent millions to develop.

If U.S. permittees are required to document their mining vessels in the United States, all of the tax dollars resulting from U.S.-flag vessel operations will accrue to the U.S. Treasury and hundreds of new American jobs will be created thus reducing the burden on the individual taxpayer. The ocean mining technology developed with the support of U.S. tax dollars will remain under American control.

The legislation clearly recognizes that deep seabed mining is a freedom of the high seas, subject to a duty of reasonable regard to the interests of other States. There is real concern among Americans about the possible adverse impact which deep seabed mining may have on the environment. These impacts are, at this point, largely unpredictable. Nobody can determine what the actual impacts will be until a substantial amount of evidence is accumulated from actual exploration and commercial recovery activities.

By enacting this legislation, which encourages U.S. nationals to develop the capacity to mine the mineral resources of the deep seabed, the United States incurs an obligation to other nations to carry out these activities in an environmentally responsible manner. This is only possible if the United States has the authority to control the activities of those to whom it issues permits. America can only control the design and operation of American-documented vessels. Furthermore, the United States can only assuredly place its scientists and environmental experts on board its own vessels. If the mining vessels are not U.S.-flag vessels, there is no assurance that we will be able to collect the data we need to assess the environmental impact of deep seabed mining operations.

There are persuasive environmental, safety, manning, and crew-training benefits which will come from this amendment and I urge its enactment.

**Mr. RUPPE.** Mr. Chairman, I rise in support of the amendment offered by the gentleman from New York (Mr. MURPHY) because it seems to me that the amendment would assure that these very high technology ships developed by us would be available to us whenever and wherever they were needed. It would also insure, in the large measure, that the deep seabed mining technology would not be available to other countries except under appropriate circumstances. So it does assure us the protection of this technology built into these deep seabed vessels.

I think the amendment is a good amendment.

**Mrs. FENWICK.** Mr. Chairman, I rise in opposition to the amendment. Mr. Chairman, I will be brief.

We have heard a living voice speaking to us in the words of 1903. America has not talked like this for years. We are trying to live in a different world. We must live in a different world. We are being required to live in a world in which we all share to some extent. We cannot go on like this, arrogating to ourselves powers that we do not have, simply because we have money. We are not going to be able to live in a world in which people act on these principles and standards. I do not think we have heard talk like this for a long, long time.

We have listened to past administrations, trying to bring into being and to encourage some kind of orderly world. How is it that we hear these voices now? What accounts for it? How can it be that we have turned our backs on the slow, painful development of people on this planet trying to live together in some kind of decency and respect, one for the other?

Everything is not money; we know that. We cannot live alone. There is no vacuum into which we can retire.

Mr. Chairman, I urge defeat of this amendment. I think it would be a defeat for the United States and for the honor of this country if it were to be adopted.

**Mr. ECKHARDT.** Mr. Chairman, I rise to speak in favor of the amendment.

Mr. Chairman, it is always difficult for me

to take the floor after the distinguished gentleman from New Jersey (Mrs. FENWICK), and generally I agree with the proposition that the resources of the world and the opportunities of the world should be divided most equally.

But do not believe for a moment that a Liberian ship is the result of a slow and painful development of Liberia. A Liberian ship is the result of the registry in the city of New York, typically by an oil company, of that ship as Liberian in order that the ship avoid certain requirements respecting safety of operations, wages, and the like, applicable to U.S. ships.

Look at these Liberian ships. For instance, the *Amoco Cadiz*. Do the Members remember when that ship ruptured? The *Argo Merchant*—do the Members remember when that ship's hull burst and leaked oil over the sea? The *Sansinena*—a Liberian ship. The *Torrey Canyon*—everyone remembers the *Torrey Canyon*.

How long are we going to permit this fakery of flag of convenience? We have a Panamanian ship with an Italian master and a Spanish crew, belonging to a U.S. oil company. What kind of development of small nations does this promote? What control do we have over such ships?

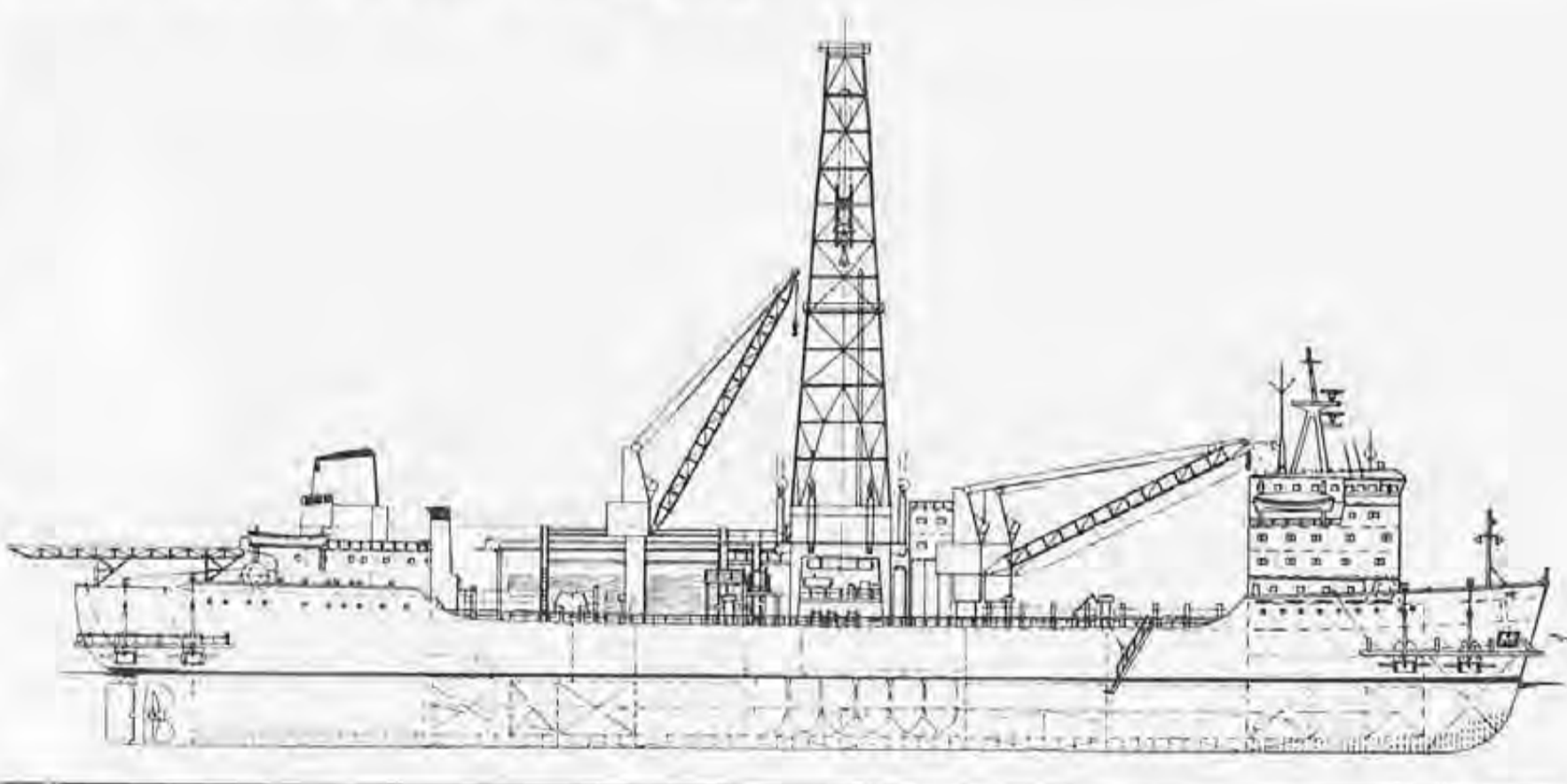
In truth what we should do is to outlaw this fakery of ships registered under a flag of convenience. That is what we really ought to do, and that is what one day we are going to have to do. But this is a small movement in that direction.

I strongly urge the passage of the amendment.

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

I think we should understand what the language does that the gentleman's amendment would seek to strike. I think the gentleman from Texas who just spoke misunderstands the effect of the bill. As recommended by the Committee on International Rela-

## Schematic of Ocean Mining Ship



tions and the Committee on the Interior—and on this point we are not in agreement with the members of the Committee on Merchant Marine and Fisheries—the bill provides that the vessels may be documented under the laws of the United States or the laws of a reciprocating state. If the gentleman will look at section 107 of the bill, that has to do with the definition of "reciprocating states."

Those will be the states which regulate deep seabed mining in a manner compatible with the United States, and with whom we expect to cooperate. We are asking for their cooperation in the mining. The consortia that will be operating these concerns will be international consortia, but under the gentleman's amendment we will be saying that, "We want to cooperate with you in every respect, except we are not going to allow any of your ships to do any of this."

Let us be clear, this amendment is opposed by the Committee on International Relations. It is opposed by the Committee on Interior and Insular Affairs. It is opposed by the Administration. It is opposed by the mining industry. It is opposed by the

environmentalists. The only people affected by the bill that favor this amendment are the shipping industry.

The amendment would sacrifice, in my judgment, the purposes of the bill and the interests of all the major concerned parties to the desires of this one group.

Let us be clear about who will be doing the mining under this bill. The mining will be done by multinational mining consortia with partners not only in this country, but in Belgium, Canada, France, Japan, the United Kingdom, or West Germany.

Presumably our companies enter into these consortia because they want others to share the burden of providing the capital and the technology for these extremely costly and complex ventures.

Are we going to turn around and say to these other countries that they can share those burdens, but only our ships can be used because we want to reserve these particular projects for our shipping industry? I cannot think of a better way to break up the consortia. Such a breakup would be a serious blow to the mining operations in which we are interested.

The proponents of the amendment say it will save the United States jobs. Do not believe it. They talk about the jobs gained for the shipping industry, but they do not tell you about the jobs that will be lost when mining consortia register in other countries to avoid the increased mining costs imposed by this amendment. If we want to drive the deep sea mining industry out of this country, this amendment is the way to do it.

The proponents of this amendment raise the specter of a lot of ships flying flags of convenience, using cheap labor and undercutting our environmental regulations. This is where the gentleman from Texas who preceded me in the well is misled about the effect of the bill. This is a misrepresentation of the provisions of the bill which, as I said, limits the mining and processing vessels to

those of the United States or a reciprocating state. By definition, a reciprocating state is another advanced industrial nation which regulates its ocean mining ventures in a manner similar to ours, including regulations protecting the ocean environment. There will be very few reciprocating states, and certainly no wholesale export of jobs.

Mr. Chairman, I urge my colleagues who really want to encourage deep seabed mining to reject this amendment.

**Mr. SKUBITZ.** Mr. Chairman, I want to commend the gentleman from New York on his statement. I concur completely with everything the gentleman says and I want to associate myself with the gentleman's remarks.

**Mr. FINDLEY.** Mr. Chairman, I want to congratulate the gentleman from New York and I want to raise this question. Is there any probability or likelihood that either Liberia or Panama would be one of the reciprocating states?

**Mr. BINGHAM.** I think there is no likelihood whatsoever of that.

**Mr. FINDLEY.** Mr. Chairman, I agree with the gentleman.

**Mr. BREAUX.** Mr. Chairman, I rise in support of the amendment.

Mr. Chairman, I will be very brief to the members of the Committee. What the amendment of the chairman, the gentleman from New York (Mr. MURPHY) says, very simply, is that any mining or processing ship that is going to be working in deep seabed mining under a U.S. license has to be documented in the United States. That does not mean it has to be built in the United States. It means it has to fly the flag of the country which is issuing the license for them to do the mining.

There are a lot of arguments why it is necessary for jobs and to encourage U.S. ships.

But there is a whole additional set of reasons why the gentleman's amendment

## House Approves Amendments To Promote U.S. Maritime

*During the floor debate on the Deep Seabed Ocean Mining Bill, the House passed four amendments of paramount importance to the U.S. maritime industry:*

**1. Mining Vessels.** The House by a 38-19 vote adopted Congressman Murphy's amendment to require that the mining and processing vessels operating under a U.S. permit must be documented under the laws of the United States. Speaking in support of the amendment were Philip Ruppe (R-Mich.); Bob Eckhardt (D-Texas); John Breaux (D-La.); Phil Burton (D-Calif.); Lindy Boggs (D-La.); and Robert Dornan (R-Calif.).

**2. Ore Carriers.** The House by a voice vote

adopted Congressman Murphy's amendment to require that at least one ore carrier per mining site be a U.S.-flag bulk vessel. Speaking in support of this amendment were John Burton (D-Calif.); Bob Eckhardt (D-Texas); Robert Bauman (R-Md.); Bob Livingston (R-La.); and Robert Leggett (D-Calif.).

**3. Subsidy.** The House by a 4-2 division vote adopted Congresswoman Lindy Boggs' amendment to qualify ore carriers for both construction and operating differential subsidies.

**4. Jurisdiction.** The House voted 214-184 to vest ocean mining jurisdiction in the Department of Commerce rather than in the Department of Interior.

# Ocean Mining Bill Would Promote Thousands of Jobs for US Workers

Thousands of jobs for American workers—at sea and ashore—would be generated in future years as this frontier ocean mining industry gets under way with the protections of the just-passed Ocean Mining Bill.

The jobs will involve ship construction, mining, processing, fabrication of materials, and seafaring. The AFL-CIO has estimated that as many as 20,000 new jobs would be created by this industry by the year 2000.

It is also estimated that at least 1,000 seagoing jobs would be generated by the industry.

Here's how the job picture breaks down:

## CONSTRUCTION

To build one mining ship: 2,640 man-years of work in U.S. shipyards.

To build one ore carrier: 990 man-years of work in U.S. shipyards.

Note: Each shipyard job creates two other jobs in such supply industries as steel, machinery, glass, electronics, etc.

At the present time, five U.S. mining systems are planned. This would mean a total of 18,150 man-years of work in U.S. shipyards.

## SEAFARING

With five U.S. mining systems projected, here is the breakdown of seafaring jobs that will be filled by American seamen:

Crew per mining ship: 80-100 men.

Crew per ore carrier: 30 men.

Total U.S. seagoing employment: 900-1100 seafarers.

Note: Each vessel will require two crews.



"I agree with the proposition that the resources of the world and the opportunities of the world should be divided more equally. But do not believe for a moment that a Liberian ship is the result of a slow and painful development of Liberia.

A Liberian ship is the result of the registry in the City of New York, typically by an oil company, of that ship as Liberian in order that the ship avoid certain requirements respecting safety of operations, wages, and the like, applicable to U.S. ships.

Look at these Liberian ships: For instance, the *Amoco Cadiz*. Do the Members (of Congress) remember when that ship ruptured? The *Argo Merchant*—do the Members remember when that ship's hull burst and leaked oil over the sea? The *Sansinena*—a Liberian ship. The *Torrey Canyon*—everyone remembers the *Torrey Canyon*.

How long are we going to permit this fakery of flag of convenience? We have a Panamanian ship with an Italian master and a Spanish crew, belonging to a U.S. oil company. What kind of development of small nations does this promote? What control do we have over such ships?

In truth, what we should do is outlaw this fakery of ships registered under a flag of convenience. That is what we really ought to do, and that is what one day we are going to have to do."

—Rep. Bob Eckhardt (D—Texas)

should be adopted. For instance, there are a number of environmental laws, very strong environmental laws, and standards involved. These are U.S. laws, and those laws are not going to apply to ships of a foreign country; they are going to apply to a U.S.-documented vessel.

This also means that certain safety regulations would be followed by ships that would be operating on the high seas, because our U.S. laws would then be applied to those ships. This work would be done by a U.S.-documented ship under the Murphy amendment; it would be done by a U.S.-flag ship.

In addition to that, the ships would be manned by U.S. merchant seamen who are trained in the trade and licensed by the Coast Guard. They are seamen who are capable of manning that type of vessel, and they are going to be the type of crew that should run those kinds of vessels.

I am not worried about any foreign coun-

try saying, "Well, if you are going to make this rule, we aren't going to come and get a license from you."

Where else are they going to go to get a license? For some time to come, there is no other country in the world that has a licensing procedure that would apply if we pass this legislation today.

They are not interested so much in having a Soviet ship or a French ship. What they are interested in doing is getting the minerals, and they are going to get the minerals under the Murphy amendment. They are going to get them by the operation of a U.S.-documented vessel, but they want the minerals, not the ships.

Mr. Chairman, if we are going to apply a licensing procedure and put U.S. prestige on the line, our U.S. ships ought to be able to share in the benefits.

**Mr. PHILLIP BURTON.** Mr. Chairman, I would like to join with my colleague, the gentleman from Louisiana (Mr. BREAUX), in support of this amendment.

This is the amendment to which I made reference earlier. I think it is a very useful and constructive amendment, and I urge its adoption.

**Mr. ECKHARDT.** Mr. Chairman, the gentleman from New York (Mr. BINGHAM) had referred to what ships could be qualified. The ship does not have to be a ship of a nation which is actually operating in the deep sea mining consortium as I understand it. It merely has to be a reciprocating nation which regulates in the manner provided in this act.

Therefore, it could be any nation, as I understand it, whether that nation is actually working the deep seabed or not. It merely has to recognize the same standards as those nations do that are operating in the deep sea.

**Mr. BREAUX.** Mr. Chairman, the gentleman is correct.

**Mr. RUPPE.** Mr. Chairman, I agree with the gentleman's argument. It is very important to note that the vessel does not have to be built in the United States; however, once registered in the United States, this high-technology ship cannot be transferred to another foreign government without the approval of the U.S. Government.

That means that we have by virtue of this amendment a very tight control over the technology embodied in deep seabed mining.

**Mrs. BOGGS.** Mr. Chairman, I rise in support of the amendment, and I would like to join with my colleagues, the gentleman from Louisiana (Mr. BREAUX), particularly in his concerns expressed about the environmental quality that we could expect only through this amendment.

We have to recognize that we really cannot put our scientists or our environmentalists aboard any other ships but American ships. I do feel that we owe it to other nations to make certain that we have all the data that could possibly accrue to us from having American scientists and American environmentalists aboard these ships monitoring and being able to report not only to the United States but to other participating nations.

**Mr. VOLKMER.** Mr. Chairman, the gentleman from Louisiana (Mr. BREAUX), made one statement during the discussion that bothers me, and it has bothered me about this whole piece of legislation.

The gentleman made the statement that no

other industry or mining company can go to any other country for a license. The fact is they cannot go to this country for a license yet; is that correct?

**Mr. BREAUX.** Well, they would be able to after we pass this legislation.

**Mr. VOLKMER.** But not without this legislation?

**Mr. BREAUX.** Not without this legislation.

**Mr. VOLKMER.** Can the gentleman then assure this House that no other country right now is contemplating doing the very same things we are attempting to do?

**Mr. BREAUX.** There are several countries contemplating doing the same thing, but all of them are waiting for us.

**Mr. VOLKMER.** That means that if we go ahead, in all probability they will also go ahead, but then what we will have is disagreements as to areas concerned. Does the gentleman disagree with that?

**The CHAIRMAN.** The time of the gentleman from Louisiana (Mr. BREAUX) has expired.

**Mr. DORNAN.** Mr. Chairman, I rise in support of the amendment and in support of the bill.

Mr. Chairman, the greatest natural resource on this Earth is the sea. The sea nurtures, cleanses and renews life. And from the great depths of the oceans, we may find answers to many of the material problems that beset our troubled planet. For that reason, I strongly urge the passage of H.R. 3350, The Deep Seabed Hard Minerals Act.

The passage of this bill is critical to the economic health, welfare, and prosperity of this Nation. More immediately, it will relieve us of pressing strategic anxieties.

The enemies of this Republic know very well that the weakest link in an otherwise strong economic chain that binds the industrial nations of the West is our extraordinary dependence on imported raw materials. It is no surprise to anyone familiar with this critical weakness that the Cuban and Soviet energies are directed toward capturing strategically critical real estate, bordering the sealanes: the Horn of Africa, the western coast of Angola, astride the South Sea passages to America and Europe.

It is no wonder that the Soviet Union has deployed a "blue water naval force" threatening those sealanes, so vital to the economic life of the industrialized nations of the West and Japan. For here, along these critical passages, the bulk of raw materials bound for the ports of the West are shipped.

It was just a few short years ago that the Western World was shocked into the awful reality of its dependence on Third World resources. When the OPEC nations imposed their embargo on oil, we found ourselves presented with an unprecedented crisis.

These states, largely run by backward or hostile political regimes, doubled, then quadrupled the international price of oil between 1971 and 1974. This 400 percent increase in oil prices had a severe impact on balance-of-payments deficits in both the developed and underdeveloped countries of the world.

In the United States and the industrialized nations of the West the oil deficit alone reached \$40 billion. It served to aggravate a dangerous national and international inflation, created unprecedented problems for the international monetary systems, and forced further slowdowns in the already fragile industrialized economies of the United States, Western Europe, and Japan.

Mr. Chairman, that should have been lesson enough. We cannot afford a repeat of that situation with minerals critical to our industrial survival. We must take decisive steps to insure that we are not at the mercy of other cartels or concerted efforts by Third World adversaries, encouraged by the Soviet Union, a la the oil embargo, to bring the economies of the United States and other Western states to a grinding halt.

We have the liberty and the luxury of preparation now. We must act now.

The United States is the single largest consumer of these critical minerals. And the entire economy of the Republic is dependent upon access to them. At the present time we import them at rates which are too high for comfort or security. This is especially true of such metals as nickel, copper, cobalt, and manganese.

We are not now, nor are we likely to be, in the fortunate position of the Soviet Union. Estimates and projections vary. But the

Soviet Union is generally believed to be virtually self-sufficient in these industrial raw materials. Leviathan has not yet the technological capability of extracting them at a rate that would satisfy its appetite for industrial power. But the Kremlin's domestic cup of raw materials does runneth over.

Mr. Chairman, providence has blessed us with great abundance. But in this particular area—on land—we are impoverished. We must turn to the sea. The sea is the Earth's last great frontier. Untold riches abound on the ocean floor. In the face of possible resource scarcities, blackmail, or international economic instability, we may resort to this bastion of fantastic natural wealth.

Oceanographers and geologists have told us of the riches of the sea. We know that certain areas of the seabed are suffused with these valuable minerals. Consider the potential. In an essay published in the *International Law Quarterly*, volume 20, April 1971, it is reported that:

*One square mile of seabed may be covered with 70,000 tons of nodules containing 30,000 tons of manganese, 3,600 tons of aluminum, 2,300 tons of cadmium, 17,000 tons of iron, 400 tons of cobalt, 1,200 tons of nickel and 650 tons of copper.*

And I would remind you, Mr. Chairman, that these minerals are not the only treasures to be extracted from the depths of the oceans. The treasures are immense. The Japanese are currently farming kelp, and in my native State of California we, too, are experimenting with this resource. Seabed monitoring devices offer great possibilities to advance deep sea fish farming. We may be in the first phase of harvesting a food supply that would help to feed the expanding population of this world. We must be sure that we do not subscribe to international agreements in this area that would, in fact, retard rather than encourage these developments.

The technology for mining the seas is developing rapidly. For example, in 1963 the Marine Diamond Corp. of Capetown, South Africa, managed to extract 51,000 carats of rough diamonds from the seabed. U.S. industry sources indicated that by 1990 we could substantially cut our imports of these vital minerals, especially manganese and cobalt. According to the Ocean Resources Department of the Kennecott Copper Co., we import 98 percent of our cobalt. Conceivably, we could be self-sufficient in this valuable mineral by 1990 if we quickly resort to ocean mining. We could achieve 90 percent sufficiency in copper and 70 percent sufficiency in primary nickel by 1990. By the year 2000, we could achieve a surplus in cobalt, manganese, and primary nickel.

In developing this new source of supply, we would not only be protecting ourselves from cartel blackmail or international economic warfare, we would also insure the growth of a desperately needed new industry, stimulating the rate of investment and expanding employment opportunities for our people.

But we must forge ahead now. It is estimated that private firms are willing to invest as much as \$2.8 billion into this project by 1980 and assure a full scale commercialization of these resources by 1983. Private entrepreneurs have the technology to forge ahead and they have the will to accomplish the task. But we cannot allow an inhospitable environment to smother the most optimistic prospects for ocean mining. We cannot subscribe to any new regime of international law which would inhibit this vital investment.

Mr. Chairman, the Law of the Sea is now in the process of development. There is a great need to insure that the legitimate interests of all nations are protected in the development of international law, as it applies to this immensely complex area. I recognize that we must fashion an international law that will effectively grapple with the problems of pollution, waste, and natural sovereignty. But in the process of drafting new treaties and conventions, we must not deviate from America's historical commitment to the freedom of the seas. Our rights, and the rights of any other nation to mine the resources of the oceans, are integral to that longstanding American doctrine. We cannot allow ourselves to be locked into any future agreements that would preclude our legitimate access to the fruits of the oceans.

It is we who have the will, the technology, the managerial and engineering skills to accomplish this task. No other nation pos-

esses the same degree of ingenuity in this area. We ought not to succumb to some guilt-ridden rhetoric which would foreclose the effective development of these resources.

In any case, we cannot afford to surrender this traditional freedom of the seas, central to our foreign policy since the founding of this Republic, to some future, probably hostile bureaucracy, staffed by representatives of envious Third World nations. This is what may be ordained by the current United Nations Law of the Sea Conference.

Mr. Chairman, we can afford no delays. Let us press forward with this measure. Please let us consider our posterity.

Mr. UDALL. Mr. Chairman, this is a bad amendment. The administration does not want it; the mining industry does not want it. It is going to create grave problems for them. The amendment is wanted only by the shipping industry.

I share with some of my colleagues in the House some impatience that we have not

I regret that I am in disagreement with my colleague in the well. I gather the gentleman is talking about the moms and pops of the international cartels in the world. Those are the wealthiest of all of the business conglomerates in the entire universe.

The amendment offered by the gentleman from New York seeks to redress a very small part of that, to regain a little of what is left of the American maritime industry.

I would like to advise my colleagues—and this will only take 10 seconds—that I had some six major local maritime unions that, because of historical experience, have their own bought-and-paid-for buildings in my district. As a result of the legislation, or lack thereof, in the last 18 months, there will only be three. If we are not careful, we will not have a maritime industry at all in this country, and I think that is nonsense.

I think the amendment offered by the gentleman from New York is a modest one, to keep this industry that is barely alive a little afloat.

Mr. UDALL. Mr. Chairman, few things would please me more than to see the U.S. shipping industry get up off of its back and be prosperous. But the last way you are going to make any progress is to create a situation where we have four countries, Canada,

Germany, the United States, and Japan, each with 25 percent prepared to mine and then say to those proud nations, "No consortium in which a United States company participates can go out there unless all of these ships involved in this enterprise are documented in the United States." It is not right. Other countries will not accept it. We would not put up with it. We should not impose this on other countries. That is why there is opposition to it.

Mr. MURPHY of New York. Mr. Chairman, I made it very clear that only one vessel is involved at the mining site for the transportation of these minerals, and we are now talking about the mining process vessel, and none of the other vessels.

I might state further that we have been sharing with the Japanese and with the Germans all of these legislative initiatives. They are just waiting to see what the American Congress does so that they can pattern and model their own national legislation after this. But we are dealing only with that single vessel per site where the United States is involved.

Mr. UDALL. I would make the point that, with all of the thousands of vessels on the ocean, why would we go out and hold up and delay what our minerals industry needs?

I think we make a mistake if we adopt this amendment.

Mr. VANIK. Mr. Chairman, I speak in opposition to any amendment which would restrict the vessels used in mining, processing, or transporting mineral resources from the ocean floor to only U.S.-flag ships. Section 103 of H.R. 3350 and H.R. 12988 provide that mining and processing ships are to be documented under U.S. laws or under the laws of reciprocating states. Any amendment to restrict deep seabed operations to only U.S.-flag ships would, in effect, be comparable to a 100-percent cargo preference. Last September we debated this issue in connection with H.R. 1037, the oil cargo preference bill, which would have required 9.5 percent of U.S. oil imports to be carried in U.S.-built ships. That measure was defeated but the same concept is now being proposed for deep seabed operations, which could then establish a precedent for extension of cargo preferences for oil or other products.

At the time we debated the oil cargo preference bill I had two main objections, namely the inflationary impact and the implications for the U.S. foreign economic policy. Those same objections apply in this case. The higher rates usually charged by U.S.-flag vessels will raise the cost of the deep sea-

these consortia and retard the development of ocean mining just at the time in which we are in a crucial final phase of the multilateral trade negotiations in Geneva seeking to liberalize trade barriers in concert with the same countries whose ships would be precluded from use by the consortia under the amendment. Restriction to U.S.-flag ships would be inconsistent with U.S. objectives in those negotiations, would reverse U.S. policy favoring free competition and trade expansion worldwide based on fair and equitable rules, and could trigger the adoption of similar measures by foreign countries in this or other areas.

I understand that the administration opposes the amendment and supports the provision for mining and processing ships to be documented under U.S. laws or under the laws of reciprocating states. I urge my colleagues to do the same.

The CHAIRMAN. The question is on the amendment offered by the gentleman from New York (Mr. MURPHY).

The question was taken; and the Chairman being in doubt, the Committee divided, and there were—ayes 38, noes 19.

## Ore Carriers

So the amendment was agreed to.

Mr. MURPHY of New York. Mr. Chairman, I offer an amendment.

The Clerk read as follows:

Amendment offered by Mr. MURPHY of New York: At page 13, between lines 5 and 6, insert the following:

(3) Each permittee shall use at least one vessel documented under the laws of the United States for the transportation from each mining site of hard mineral resources commercially recovered under the permit.

Page 13, line 6, strike out "(3)" and insert "(4)".

(Mr. MURPHY of New York asked and was given permission to revise and extend his remarks.)

Mr. MURPHY of New York. Mr. Chairman, this amendment would require that at least one of the vessels transporting the seabed nodules away from a mining site where companies are operating under a U.S. permit be documented under the laws of the United States.

Each mining system will consist of a mining vessel to harvest the nodules, two or more ore carriers to transport the recovered nodules from the mining sites to land, and a



"This amendment would assure that the high technology ships developed by our nation would be available to us whenever and wherever they are needed."

—Rep. Philip E. Ruppe (R-MI)

gotten on with this job. We have waited on the Law of the Sea all of these years. We have postponed and postponed.

I made up my mind a long time ago we were going to go ahead and create a framework when we could begin to tap the resources in the seabed. The time has come, and we should pass this legislation and get on with it.

It is important to be fair, that we do not drive away our partners. It is important to understand what is happening. These are not American mining companies that are going out by themselves and using American ships. This job is going to be done by international consortia in which several nations will be represented, and they will be, as the gentleman from New York (Mr. BINGHAM) said, from the wealthier industrial nations.

The report put out by the International Relations Committee shows that there are about five groups poised, getting ready to go to work. The main one is Kennecott, a U.S. company, but it has three partners from Great Britain, a consortium, one from Canada and one from Japan.

The second big one, Ocean Management, Inc., has companies from Canada, Germany, the United States, and Japan, each with 25 percent.

Another one is largely Belgium.

Another one is largely from the Netherlands.

Another one is largely France.

We cannot say to these people, "You are only going to use U.S. ships and U.S. personnel in manning those ships." We will drive them out of the business and we will see that the deep sea mining does not go forward. By doing this I think we make a very big mistake.

Mr. PHILLIP BURTON. Mr. Chairman,



"At a time when millions of Americans are out of work, it is imperative that we make every effort to reserve some of these jobs created by American technology for American workers."

—Rep. Robert L. Livingston (R-LA)



"We have to recognize that we really cannot put our scientists or our environmentalists aboard any other ships but American ships . . . We owe it to other nations to make certain that we have all the data that could possibly accrue to us from having American scientists and American environmentalists aboard these ships."

—Rep. Lindy Boggs (D-LA)

## Ocean Mining Ship 'Governor Ray'



bed operations for U.S. firms, making their operations less competitive and presumably consumer prices higher.

I understand that four major U.S. ocean mining companies are organized in consortia with partners in Britain, Canada, Japan, West Germany, or the Netherlands making commercial recovery a multinational enterprise. Ships under contract to U.S. companies as well as under contract to foreign associates will be needed to mine, process, and transport the mineral resources.

Restriction of these operations to U.S.-flag ships would restrict the operations of

processing plant. Between two and four ore carriers will be needed for each mining site depending on the volume of the mining operation, how far from land the mining site is, and the size of the ore transport vessels.

Requiring each U.S. permittee to utilize at least one U.S.-flag ore carrier per mine site would guarantee U.S. control over the vessels needed to transport at least a significant portion of strategically important hard mineral resources. Without this amendment, U.S. permittees will be able to document all of their mineral transport vessels under flags-of-convenience, and the United States

will have no control over the environmental, safety, and manning dimensions of transporting these mineral resources which are vital to the economy and security of the United States.

Since each mining operation will probably require between two and four ore carriers to transport seabed nodules from the mining site to land, this amendment would not impose restrictions on foreign entities belonging to a U.S.-licensed international consortium. At least 50 percent and as much as 75 percent of the ore carriers involved in these operations could be documented under the laws of any foreign nation.

Passage of this amendment will prevent American ocean mining companies from operating their entire bulk fleet under flags-of-convenience at the expense of American labor, tax laws, and environmental and safety standards.

Experts attribute 85 percent of all shipping disasters to human error. Although this factor cannot be completely eliminated, it can be minimized through rigorous training standards for ship personnel, cognizant and concerned with the possibility of damaging the marine environment. Utilization of U.S.-flag ore carriers, designed and operated under the most stringent safety standards and manned by highly skilled and trained U.S. seafaring personnel who must meet Federal Government licensing and certification requirements, will provide the greatest assurance and measure of protection for the marine environment.

The employment of U.S. vessels and U.S. crews will contribute millions of dollars annually to the U.S. Treasury through corporate taxes on shipping profits and income taxes on seamen. Presently, the multinational oil companies escape an estimated \$100 million per year in U.S. taxation by registering their vessels under foreign flags and manning them with foreign crews. This amendment will help prevent the U.S. ocean mining industry from becoming another runaway industry.

Every vessel documented under the laws of the United States helps to ease the drain of the dollar and reduce the deficit in our international balance of payments. When U.S. dollars and U.S. crews are paid to transport our mineral resources, dollars are retained in the U.S. economy and used to purchase American goods and services. Dollars paid for foreign shipping leave this country.

This amendment would encourage the



"If I have to choose between these international business big boys and American workers' jobs in shipyards and on ships, the proper choice is very clear to me."

—Rep. Robert Bauman (R-MD)

growth of the U.S.-flag bulk fleet necessary to end this Nation's dependency on foreign-flag vessels for the carriage of virtually all the strategic minerals imported by this country. Today, not a single ore carrier flies the U.S. flag. Japan controls approximately two-thirds of the world ore carrier fleet and Liberia much of what remains. Almost all of the Liberian-flag fleet is owned by Americans.

The U.S. ocean mining industry has the capacity to reverse the sad state of the U.S.-flag dry bulk fleet. The active U.S. flag dry bulk fleet today consists of only 14 vessels.

Most of these vessels are over 25 years old and none of them are ore carriers. Although dry bulk commodities comprise 40 percent of U.S. foreign trade shipments, less than 2 percent moves in U.S.-flag ships.

Unless this legislation requires each U.S. permittee to employ at least one U.S.-flag or carrier, this Nation will have lost what may be its last opportunity to gain a U.S.-flag dry bulk fleet.

Mr. JOHN L. BURTON. Mr. Chairman, will the gentleman yield?

Mr. MURPHY of New York. I yield to the gentleman from California.

Mr. JOHN L. BURTON. Mr. Chairman, I support the gentleman's amendment. I really wonder why we limit it to one vessel. Our Subcommittee on Government Operations has had hearings that have clearly demonstrated that the Coast Guard cannot look behind the competency certificate that a foreign government issues on a foreign-licensed vessel. Also, we have testimony showing that when the Coast Guard boards a foreign vessel, they find that they are short a mate, shall we say, and that within 2 hours the consul comes down with almost a blank check certificate and gives it to some seaman. The Coast Guard has to accept that at face value.

I would rather see the gentleman's amendment go much farther, because it is just an absolutely undisputed fact that these foreign flag vessels do not meet the safety standards or crew competency of American-flag ships.

Mr. MURPHY of New York. The gentleman states the case well, but the committee in its modesty only recommended one of these vessels. Hopefully, the committee will support that modest request.

Mr. JOHN L. BURTON. Mr. Chairman, I will support the amendment. I hear people who joke about this modest proposition, but I think it is modest also. The record is replete with the lack of safety, lack of environmental protection, lack of competency on the part of foreign-flag vessels. None of the maritime nations throughout the world measure up to the standards of American-flag ships. I think it is obscene that the American taxpayer and those less concerned about the taxpayers should see our money go to subsidize substandard vessels with substandard crews, which are a threat to the environment and safety of the ocean.



"It is just an absolutely undisputed fact that these foreign-flag vessels do not meet the safety standards or crew competency of American-flag ships . . . None of the maritime nations throughout the world measure up to the standards of American-flag ships."

—Rep. John Burton (D-CA)

Mr. MURPHY of New York. I thank my colleague.

Mr. BINGHAM. Mr. Chairman, I rise in opposition to the amendment.

May I suggest very briefly, that of course there is no subsidy involved here, as the gentleman from California has been suggesting.

Mr. JOHN L. BURTON. Mr. Chairman, will the gentleman yield?

Mr. BINGHAM. I yield to the gentleman from California.

Mr. JOHN L. BURTON. They are subsidized through the fact that the American

corporations that hire ships under foreign registry avoid paying the taxes they would have to pay if the ships were American-licensed.

Mr. BINGHAM. But the operations we are talking about here are operations in deep seabed mining areas. As we have said before, these will be operated by international consortia. We are talking about advanced nations that would have the same or similar standards as ours. For the reasons given before in relation to the previous amendment, I oppose this amendment.

It is somewhat less objectionable than the previous amendment because it does limit the protection to one American vessel, but I nevertheless object to it.

Mr. VANIK. Mr. Chairman, will the gentleman yield?

Mr. BINGHAM. I yield to the distinguished gentleman from Ohio (Mr. VANIK).

Mr. VANIK. Mr. Chairman, I want to point out that our Government will have the right to issue licenses, and it could set any standards desired as a condition. It seems to me that would be a far more effective way of dealing with this problem than locking it into the statutory form as suggested by the amendment.

I oppose the amendment. I do not have to defend a record on whether I support American jobs. I think this is a very unfortunate step the Congress would be taking. I certainly hope we can reject this proposal.

Mrs. FENWICK. Mr. Chairman, I rise in opposition to the amendment.

Mr. Chairman, mention has been made of the taxpayers of this country, during course of debate on this amendment, and to the loss of \$100 million a year that they experience through the fact that companies license foreign ships or use foreign ships, but I would like to remind this body and the people of this country that the taxpayers are paying handsomely for a maritime industry, to the shippers and to the unions, some \$586 million year after year after year, representing 74 percent of the wages and nearly 50 percent of the construction of the ships. And this is not something that just happens once. It is every year.



"This amendment means that certain safety regulations would be followed by ships that would be operating on the high seas, because our U.S. laws would then be applied to those ships . . . The ships would be manned by U.S. merchant seamen who are capable of manning that type of vessel, and they are going to be the type of crew that should run those kinds of vessels."

—Rep. John Breau (D-LA)

We know what nearly happened to the consumers of this country had other such proposals put before this Congress not been defeated. We were told by the General Accounting Office that the proposals backed by the same voices would have cost these taxpayers an extra \$550 million to \$610 million every single year. This is not anything new.

I think we must have regard for the taxpayers, but certainly this is not the way to do it.

Mr. ECKHARDT. Mr. Chairman, I rise in support of the amendment and largely for the same reasons I stated on the last one.

But I would like to have the opportunity here to clarify one thing that the distinguished gentleman from New York (Mr. BINGHAM) has said, because it did throw a question on my arguments with respect to the ships of various registries.

A reciprocating state is not necessarily a state whose nationals are in a consortium. A reciprocating state is defined in the bill on page 32 as a state which the President in consultation with the Secretary finds meets certain requirements. These requirements are not engagement in the activity in the deep sea. The requirements are requirements of providing a legal framework for exploration. It does not mean they have to go forth and explore. They have to create a legal framework to do so. It is a state which recognizes licenses and permits issued in this manner and which recognizes, under its procedures, priorities of right for applications for licenses. And the state must regulate the conduct of persons subject to its jurisdiction, and so forth.

And so the state must merely proclaim: "Look, if we engage in deep sea mining we will engage in it in the same way that the United States does," but there is no provision in the bill that states a reciprocating state must be a state in the consortium actually engaged in the mining operation.

That is the reason I stated that ships of Liberian or Panamanian registry represented by very competent American lawyers can find ways to qualify even though Panama or Liberia or their nationals may not be engaged in any consortium actually engaged in mining in the deep sea.

Mr. LEGGETT. Mr. Chairman, I rise in support of the amendment.

There has been some comment here about the approximately \$500 million spent per annum for the U.S. merchant marine. The point was further made that perhaps we are not getting our money's worth out of that expenditure.

I think that what we have to do is analyze what free competition has done for us in the ore vending carrying business. The Japanese are carrying 80 percent of all of the ore in the world at this time.

What we very wisely did back in the early days of the Republic was to enact the Jones Act that provided that, point-to-point carriage in the United States requires that these ships have got to be American ships, and we have got to use American crews and those ships have got to be built in the United States.

Now, were we not to have the Jones Act today, the Japanese would be carrying 80 percent of all of the cargo between American ports for example, between Seattle and San Francisco and between New York and Philadelphia, and the Russians would probably be carrying the other 20 percent.

Mrs. FENWICK. Mr. Chairman, would the gentleman yield?

Mr. LEGGETT. I will yield in just a moment.

So what we need to do—what we must do—is to build in certain hedges in favor of the American merchant marine. It has to be in the nature of Jones Act kinds of qualifications and aids. It has to be in the nature of the first Murphy amendment, to provide that at least the ore manufacturing-processing ships be under American flag. For us just to get 25 percent of this new kind of ore-carrying capability we have got to enact this second amendment offered by Chairman MURPHY.

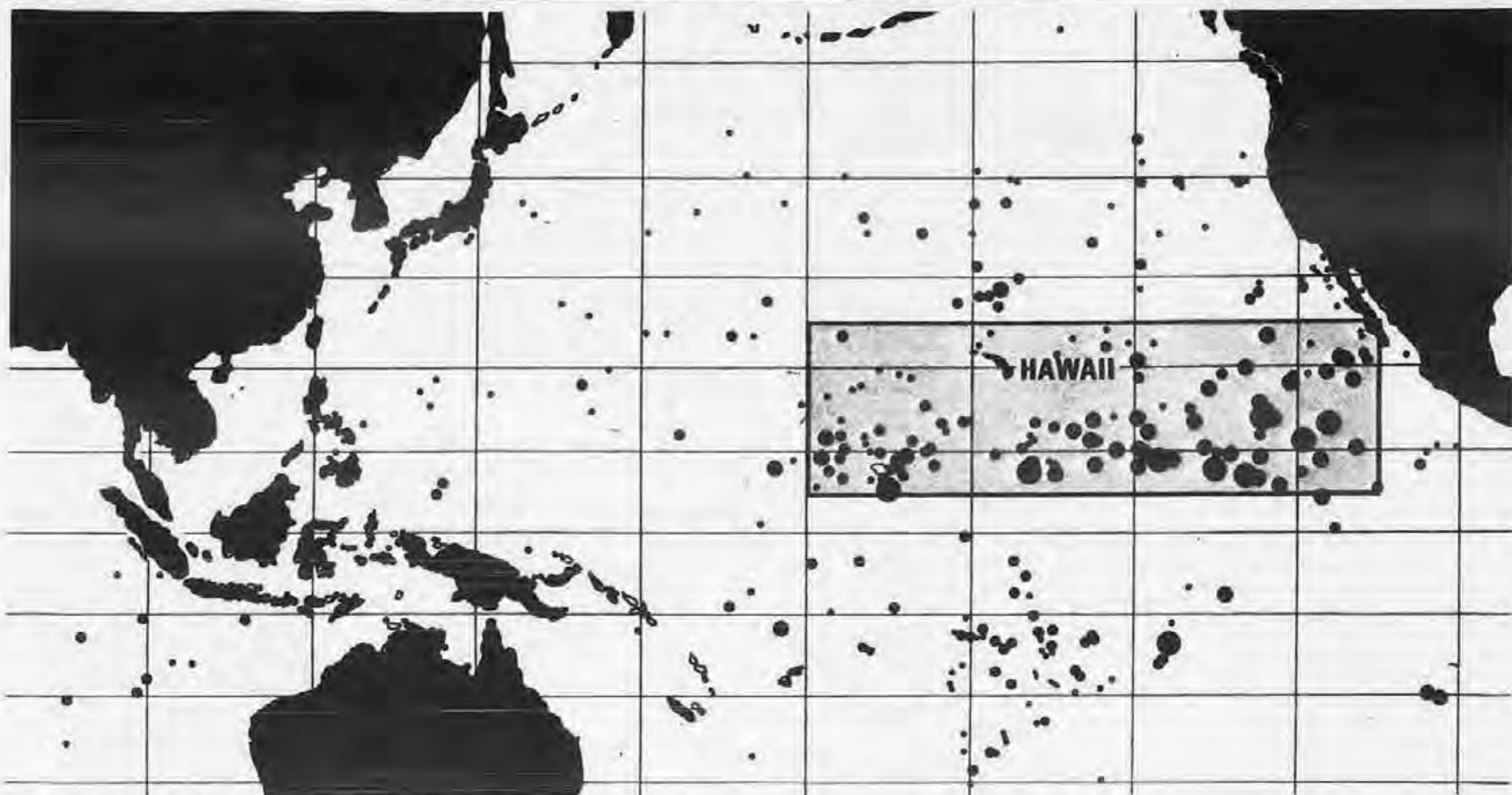
Now I am happy to yield to the gentleman from New Jersey.

Mrs. FENWICK. Mr. Chairman, I thank my colleague for yielding. I know about the Jones Act. It was mentioned by the Chairman of the FTC as one of the causes of unnecessary costs imposed upon American consumers every year. The question is how much longer are we going to go on?

Mr. LEGGETT. Let me say to the gentleman who has just asked, "how long we are going to go on?" I would say in reply to her question what does she think would happen if the United States were to be involved in a conventional war with the Soviet Union? It may be, in some future emergency that Japan might be on the side of the Soviet Union. If we were totally dependent on those two countries, the carriage of American cargoes between points in the United States, how could we provide for our national defense?

Mrs. FENWICK. Let me say that we have four operating companies which are not

# Ferromanganese Deposits in the Pacific Ocean



operating under the Maritime Commission and are making money.

**Mr. LEGGETT.** What kind of cargo are they carrying? They are carrying a very, very limited, isolated type of container cargoes. There are only a few companies that can survive in that kind of an atmosphere.

**Mrs. FENWICK.** If we could just liberate all our ships and let them operate efficiently maybe they could.

**Mr. LEGGETT.** The Japanese are liberated today and they have got a large percentage of the ships in the world. A large percentage of all of the keels laid down in the world last year were laid down in Japan.

**Mrs. FENWICK.** Does the gentlemen remember our debate on the floor the last time we were discussing this? What about the requirements that are totally unnecessary,

crew requirements that are not needed on that particular kind of ship?

**Mr. LEGGETT.** It is true that there may be some limitations like that.

**Mrs. FENWICK.** We heard the testimony in the House that the Coast Guard requires certain safety requirements and that our merchant marine, quite unnecessarily, goes far beyond them. We cannot continue to operate so inefficiently.

**Mr. LEGGETT.** I know that the gentleman from New Jersey (Mrs. FENWICK) supports all of the clean air, clean water discharges laws and regulations that apply to the U.S. ships. Now when we are trying to be competitive with the world's maritime industry, you hark back to the Jones Act. You do not like it, and you would like to repeal it.

**Mrs. FENWICK.** The gentleman brought up the Jones Act, I did not.

**Mr. LEGGETT.** The gentlewoman is trying to take us back 30 or 40 years ago.

**Mrs. FENWICK.** We will never be competitive if we have to use larger crews than we need, larger than the Coast Guard says we need.

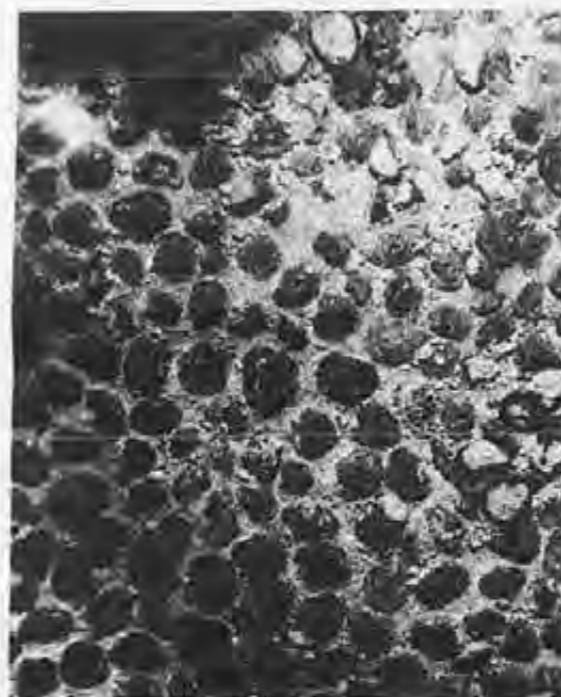
**Mr. LEGGETT.** If you would support us for more ships, we would get ahead with the crews and the ships we have got together with the new ships that would be coming on line. Incidentally, in the last 10 years the U.S. maritime industry has cut back the crewing on new U.S. modern vessels by 25 to 35 percent.

**Mr. LIVINGSTON.** Mr. Chairman, I rise in support of the amendment by the gentleman from New York, to require that at least one ore carrier per mining site be documented under U.S. laws.

I wholeheartedly supported the gentlewoman's previous amendment and feel that the one before us is equally important to the well-being of the United States.

The requirement that one ore carrier per mining site be a U.S.-flag vessel could result in various economic benefits to this country. At present, no specialized ore carriers fly the American flag, while Japan controls approximately two-thirds of the existing ore carrier fleet. The use of an American vessel means that the jobs created by this amendment will be reserved for American workers.

In addition, the mineral resources of the deep seabed will play a significant role in maintaining the economic health and security of our Nation in a time of resource scarcity. Restricting seabed mining operations to U.S.-flag vessels will guarantee U.S. control over minerals, such as copper, cobalt, nickel, and manganese, all of which are essential to the industrial economy and national security of America.

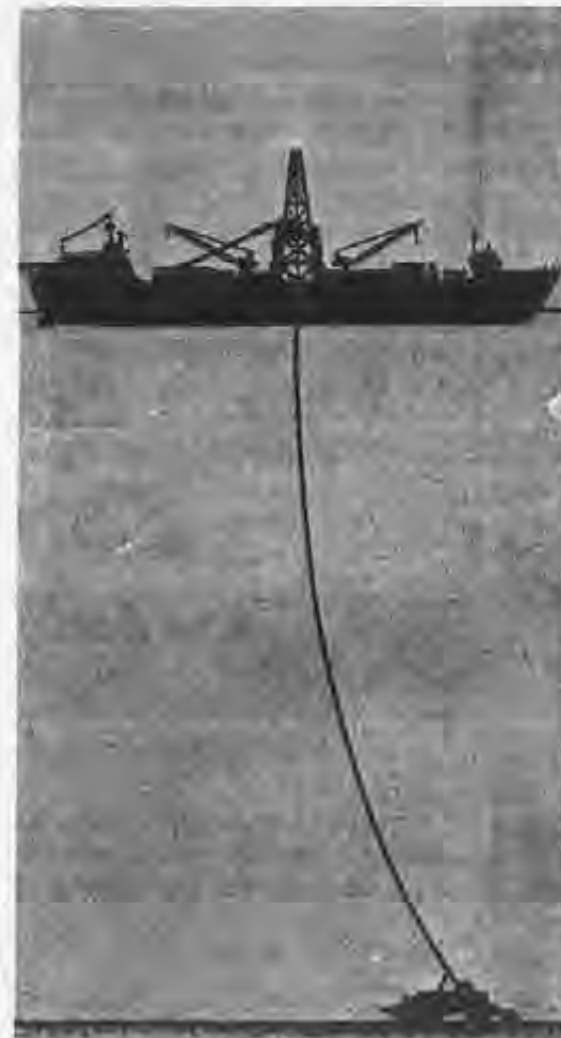


## Manganese Nodules On Ocean Floor

By requiring American manning and documentation under U.S. laws, this amendment, in addition to the previous one, could readily enhance the possibility that many vessels are built in U.S. shipyards. This will ameliorate the severity of the projected workload decline in the 27 shipyards throughout the country which compose the total shipbuilding resource base as currently defined by the Maritime Administration.

Our shipbuilding industry is encountering a national mood that has set the building of ships, military or otherwise, at a fairly low priority. According to recent statistics, cited by Shipyard Weekly and other periodicals, the United States may have to shed up to 25 percent of its shipyard work force by the beginning of 1979. Only 5 months ago, the leadership of a major shipyard in Louisiana, was predicting necessary cutbacks of as many as 4,000 in the coming months.

This could amount to an overall national decline in employment of approximately 45,000 persons. This in turn will lead to a direct decline in demand for materials and component parts from all States of the Union. The ripple effect will spread throughout the entire U.S. economy, and with the common multiplier effect of 3 to 1, a 45,000-man decrease in shipyard employment



equates to the loss of at least another 135,000 jobs in the private sector.

This must not be allowed to occur.

At a time when millions of Americans are out of work, it is imperative that we make every effort to reserve some of these jobs created by American technology for American workers. The economic benefits of this amendment to the country deserve not only careful consideration, but the full support of this body.

Therefore, I urge my colleagues to support this amendment requiring one ore carrier per mining site be documented under the laws of the United States.

**Mr. BAUMAN.** Mr. Chairman, will the gentleman yield?

**Mr. LIVINGSTON.** I yield to the gentleman from Maryland.

**Mr. BAUMAN.** I thank the gentleman for yielding.

I just want to say to the gentleman I concur in his statement. It has been interesting to sit here this afternoon and listen to some of the arguments made. We were told earlier that this bill was a giant ripoff by the multinational corporations that are going to rape and plunder the ocean bottom at the expense of the world. Now on this amendment and



"If U.S. permittees are required to document their mining vessels in the United States, all of the tax dollars resulting from U.S.-flag vessel operations will accrue to the U.S. Treasury, and hundreds of new American jobs will be created... The ocean mining technology developed with the support of U.S. tax dollars will remain under American control."

—Rep. John Murphy (D-NY)

# Key Congressmen Supported 'Hire American' Amendments



Rep. Frank Annunzio (D-IL)



Rep. Phillip Burton (D-CA)



Rep. Edward J. Derwinski (R-IL)



Rep. Robert K. Dornan (R-CA)



Rep. Bob Gammage (D-TX)



Rep. Barbara Jordan (D-TX)



Rep. Robert Leggett (D-CA)



Rep. David C. Treen (D-LA)



Rep. Leo C. Zeferetti (D-NY)

When the House of Representatives passed the Ocean Mining Bill on July 26 by the overwhelming majority of 312-80, the House gave strong support to SIU-backed amendments which will require that mining ships and ore carriers be registered under U.S. laws and carry U.S. crews.

A number of Congressmen played an active role in supporting these 'Hire American' amendments, including these members of the House.

the preceding amendment, we are told by those same critics that we have to be so solicitous of the same multinationals who were accused of raping and plundering earlier this afternoon in the debate.

If I have to choose between these international business big boys and American workers jobs in shipyards and on ships, the proper choice is very clear to me. I suspect the same persons who are telling us today that we should vote against the Murphy amendment, against our merchant marine and against our workers and seamen today, will be back next week saying we ought to tax these same working people in order to finance the multibillion-dollar foreign aid bill.

Mr. LIVINGSTON. I think the gentleman's point is well taken.

Mr. JOHN L. BURTON. Mr. Chairman, will the gentleman yield?

Mr. LIVINGSTON. I yield to the gentleman from California.

Mr. JOHN L. BURTON. I thank the gentleman for yielding. Is that the gentleman from Maryland speaking?

Mr. CHAIRMAN. The question is on the amendment offered by the gentleman from New York (Mr. MURPHY).

The amendment was agreed to.

## Vessels Eligible For Subsidies

Mrs. BOGGS. Mr. Chairman, I offer amendments.

The Clerk read as follows:

Amendments offered by Mrs. BOGGS: At

page 13, between lines 5 and 6, insert the following:

(3) For purposes of the shipping laws of the United States, any vessel documented under the laws of the United States and used in the transportation from any mining site of hard mineral resources recovered under a permit issued under this title shall be deemed to be used in, and used in an essential service in, the foreign commerce or foreign trade of the United States, as defined in section 905(a) of the Merchant Marine Act, 1936.

At page 13, line 6, strike out "(3)" and insert "(4)".

Mrs. BOGGS. Mr. Chairman, this amendment would make it statutorily clear that ocean ore transport carriers documented under the laws of the United States would be considered as being in foreign trade, and as such, would be eligible for a construction differential subsidy (CDS) and

an operating differential subsidy (ODS) authorized by the Merchant Marine Act of 1936.

With the amendment previously offered by the gentleman from New York (Mr. MURPHY), at least one ore carrier per mine site will be documented under U.S. law. It is in the national interest to encourage the building of such ore carriers in the United States.

This amendment does not require that ore carriers actually be built in the United States. However, if a U.S. citizen who holds a permit under this legislation decides to build its U.S.-flag carrier in our country, this amendment would make such carrier eligible for construction and operational subsidies.

Mr. Chairman, in correspondence received from the Assistant Secretary for Maritime Affairs, Mr. Robert J. Blackwell, it is indicated that it is the judgment of his office that the ore transport carriers are engaged in the "foreign commerce" or "foreign trade," as those terms are designated in the Merchant Marine Act. Because eligibility for CDS and ODS is dependent on vessels being engaged in foreign trade, Mr. Blackwell suggests that this legislation be amended to make it absolutely clear that these differentials apply.

Additionally, to be eligible for the operating-differential subsidy, a vessel must be used "in an essential service in" the foreign commerce or foreign trade of the United States.

At the present time, Mr. Chairman, there is not a single ore carrier on order in an American shipyard. This amendment encourages, it does not require that the vessels be constructed in the United States. It should also be pointed out that the amendment does not address itself to the construction of a mining and processing vessel, but only to the ore carriers and only to those documented under U.S. laws.

At most, Mr. Chairman, this will probably involve only one ship per mine site, and will not have a serious effect on the foreign partners of the American mining companies.

Mr. Chairman, I urge the adoption of this amendment.

Mrs. FENWICK. Mr. Chairman, will the gentlewoman yield?

Mrs. BOGGS. I yield to the gentlewoman from New Jersey.

Mrs. FENWICK. Mr. Chairman, we have seen amendments defeated today on the basis that this is a compromise bill arranged by three different committees.

Has the amendment which the gentlewoman is proposing been submitted to those three committees, according to the agreement?

Mrs. BOGGS. Mr. Chairman, I would like for the gentlewoman to know that it was considered that this definition was really inherent in the bill; but to make it absolutely clear, to make it statutorily clear that these vessels, the ore-carrying vessels, are indeed engaged in foreign trade or foreign commerce and in the interest of the United States, we put this amendment in to simplify it and to clarify it.

Mrs. FENWICK. Therefore, the gentlewoman is telling me that this amendment as to the ships qualifying for foreign trade status has been agreed to by the three committees of the House which apparently approved the bill; is that correct?

Mrs. BOGGS. I will have to defer to the chairman of the committee. I do not think this was ever brought up as an amendment.

Mrs. FENWICK. I ask this because other amendments have been defeated on the ground that this bill had been agreed to by the three committees. It seems to me that this is yet another amendment.

Mrs. BOGGS. There were areas that were agreed upon to be brought up and considered as amendments on the floor. This was one of the areas we felt should be brought to the floor only because we wanted to make it statutorily clear that these vessels, ore-carrying vessels, would indeed be in foreign trade, in foreign commerce, and in the interest of the United States.

Mrs. FENWICK. Mr. Chairman, I thank the gentlewoman; I understand.

The CHAIRMAN. The question is on the amendments offered by the gentlewoman from Louisiana (Mrs. BOGGS).

The question was taken; and the Chairman being in doubt, the Committee divided, and there were—ayes 4, noes 2.

So the amendments were agreed to.

# Political Action—The Key To Job Security

Seafarers in ports across the land rallied in support of a winning campaign in the House of Representatives for ocean-mining legislation that could provide thousands of new jobs—and job security—in the decades to come.

Just as the U.S.-based giants of the oil industry and other multinational bullies were about to turn the new frontier of ocean mining into yet another runaway industry, Seafarers and their allies in the labor movement were able to persuade Congress that the national interest will best be served by protecting ocean-mining jobs for Americans.

## A Classic Case

The story of the ocean-mining legislative battle is a classic case in the Seafarers' constant battle to protect their livelihood against big-money interests that ignore safety and decency to operate on the cheap under foreign flags. The lure of immense quantities of valuable nickel, copper, manganese and cobalt lying in softball-size lumps at the bottom of the seas has provided the multinational consortia with an economically profitable and legislatively tricky challenge.

Initial efforts to establish international rules for the exploitation of the sea beds floundered as session after session of the Law of the Sea Conference stumbled in disagreements among delegates for 158 nations. This failure led the massive international development groups to support legislative efforts in the United States and other industrial nations to open a legal path to mining the oceans.

The SIU's legislative team in Washington, headed by Legislative & Political Action Director Dave Dolgen, constantly on watch for the dangerous maneuvering of those who would weaken the U.S. merchant marine, started informing Congressmen of the Seafarers' interest in ocean-mining proposals as they surfaced several months ago.

## AFL-CIO Joins Battle

The SIU was joined by the AFL-CIO, the Maritime Trades Department and the Building and Construction Trades Department in officially calling for the adoption of legislation that would require ocean-mining ventures supported by U.S. laws to use mining vessels and ore carriers built in the United States, manned by Americans and documented under the U.S. flag.

The House Merchant Marine and Fisheries Committee took the initiative in drafting legislation. The committee's chairman, Congressman John Murphy



Al Barkan



of New York, and its members are thoroughly familiar with the complexities of U.S. maritime matters. A majority of the members looked favorably upon the recommendations of the coalition of labor organizations.

The Merchant Marine Committee, however, was not alone in considering legislation to regulate this vast new industrial field.

The House Interior and Insular Affairs Committee, which is responsible for laws affecting mining, agreed that the benefits of ocean mining operations protected by U.S. law should go to American workers and industry.

## Big Oil Fights Back

But the Committee on International Relations, long a stronghold of oil interests and multinational conglomerates, opposed any provisions that would protect the American worker.

Seafarers took a battering in a conference of the committees, where the internationalists prevailed. All language that would protect ocean-mining jobs for American workers was stripped from the bill.

There was just one way to recover. And that was by submitting amendments to the bill as it was being considered by the full 435-member House.

The SIU legislative staff conferred with Andrew J. Biemiller, the AFL-CIO's director of legislation, and the premier labor lobbyist in the nation's capital. Strategy was set to gain support

for amendments that would reinstate the goals of the SIU.

The SIU and the MTD have consistently pitched in on a wide variety of legislative campaigns aimed at bringing a more rewarding life to American workers and their families. Consequently, closely coordinated efforts between the SIU, the MTD, the AFL-CIO, the Metal Trades, Building Trades and other Federation departments is a common occurrence.

## SIU Alerts Port Agents

At the same time, the SIU legislative team alerted all SIU port agents that victory in the ocean-mining battle depended on Seafarers making their views known to Congressmen at the local level. Congressmen are increasingly reacting as much, or more, to voices from their home districts as to the pleadings of lobbyists in Washington.

Port agents sent the word to Seafarers that their letters, their cards, their telegrams and, when possible, their visits to Congressional offices were urgently needed—that once again, seafaring jobs were on the line in Congress.

The members responded. And their actions were reinforced by the SIU Washington staff, which provided factual information required to support amendments that would:

- Require all ocean-mining vessels to be built, manned and registered American, and
- Require that at least one ore carrier from each mining site be an American-

flag vessel. An average of three ore carriers will service each mining operation.

## State AFL-CIO Involved

At the same time, the SIU and the MTD were coordinating a plan to contact every AFL-CIO state and local central body, every MTD port maritime council, as well as Building Trades and Metal Trades councils across the nation, asking them to lend a hand in convincing Congressmen from their districts to support the amendments to the ocean-mining legislation.

The director of the AFL-CIO Committee on Political Education, Alexander Barkan, called upon COPE directors across the nation to get the word to Congressmen in their areas that organized labor is united in its commitment to protect for American workers the jobs that will flow from federal approval of ocean mining.

When the House debate opened, Congressman Murphy and Congressman John Breaux of Louisiana, co-sponsors of the amendments, were fully equipped to carry their fight on the floor.

The payoff for the determined efforts of Seafarers and their friends in organized labor came when the House overwhelmingly adopted both amendments.

This strong display of support for the American worker brought a bonus when the House passed a third amendment, introduced by Congresswoman Lindy Boggs of Louisiana, that would make deep seabed ocean-mining vessels eligible for federal construction and operating subsidies.

## Battle Switches to Senate

With victory in the House of Representatives, the focus of the campaign has now switched to the Senate, where the battle lines will be drawn on retaining the House-adopted amendments. Three Senate Committees—the Committee on Energy and Natural Resources, the Commerce Committee and the Foreign Relations Committee—will be considering the bill.

Once again Seafarers will be called upon to take part in the political decision-making in Washington. And once again, they will have the support of their SIU's Washington team, the MTD, the AFL-CIO and the many other facets of the trade union movement in convincing 100 U.S. senators that protecting jobs for American workers is in the national interest.



Andrew Biemiller



**EL PASO SOUTHERN (El Paso),** June 24—Chairman, Recertified Bosun Steve Homka; Secretary H. Huston. No disputed OT. Chairman noted that headquarters would be contacted on arrival for information on time off and vacations. Report to the Log: "Have just completed our shakedown cruise, all hands are happy to get back in port. Ten days of sunshine and swimming on the warm weather run is too much for them. We are looking forward to our first cargo in Algeria. Hope it is as smooth as this trip was."

**OVERSEAS HARRIETTE (Maritime Overseas)** June 11—Chairman, Recertified Bosun Donato Giangiordano; Secretary R. Tyndall; Educational Director Emmett Neathery. No disputed OT. Chairman discussed the importance of donating to SPAD. It was requested that a check be made on the conditions of an unsafe dock in Philadelphia. There are no lights and no safe walking area. Next port Rotterdam.

**SEA-LAND ECONOMY (Sea-Land),** June 20—Chairman, Recertified Bosun A. McGinnis; Secretary L. Nicholas; Educational Director L. A. Acosta; Deck Delegate B. Jarratt; Engine Delegate R. Celious; Steward Delegate S. Morris. \$241 in movie fund. No disputed OT. The chairman presented the highlights of the new contract to the meeting, explaining the points and answering questions. Everyone wishes to extend a vote of thanks to Paul Hall, Frank Drozak, the Negotiating Committee, and all who were involved in finalizing this outstanding contract. A vote of thanks is extended to Gene Taylor, Houston Patrolman, for coming to the ship with all the information in regard to the new contract that was available at the time. The letter that was received from Paul Hall was posted for everyone to read and will be a topic of conversation aboard this ship. Next port Port Everglades.

**PENNY (Apex Marine Co.),** June 25—Chairman, Recertified Bosun John Furr; Secretary S. Gutierrez; Educational Director Williams; Deck Delegate John Wolfe. No disputed OT. Telegram received about the 7½ percent increase was posted on the bulletin board for all to read. A vote of thanks was extended to the union officials for a job well done on the new increases in wages and benefits. Also a vote of thanks to the steward department for a job well done. Next port New York.

**CONNECTICUT (Ogden Marine),** June 17—Chairman, Recertified Bosun M. Beeching; Secretary C. Scott; Educational Director J. Wall. No disputed OT. On June 16th Captain Woods received a radiogram about the ship *Yellowstone*. He mustered all the crew and put the flag at half mast and held one minute of silence in memory of the men who died aboard the *Yellowstone*. A request was made for clarification of the working rules aboard tankers.

**GOLDEN DOLPHIN (Apex Marine),** June 12—Chairman, recertified Bosun Bob O'Rourke; Secretary D. Bronstein; Educational Director A. DiFabrizio. Received Logs in Karachi. Chairman reported that all crewmembers were cooperating to keep this a smooth voyage. It was noted that the steward department was doing a super job in serving such top flight cuisine as lobster, filet mignon, homemade gumbo and the Captain's special bar-b-que. Report to Log: "Captain's second bar-b-que was more successful than the first one. There were more ribs and refreshments consumed—a nice treat enjoyed by all." Next port Bahamas.



**SEA-LAND VENTURE (Sea-Land),** June 4—Chairman, Recertified Bosun E. Morris Jr.; Secretary Roy R. Thomas; Educational Director Henry Duhadway. \$26 in ship's fund. No disputed OT. Chairman gave a discussion on the articles in the Log, the communications received and the importance of donating to SPAD. Also that some members were getting off to go fishing and the crew wished them well. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port New Orleans.

**BALTIMORE (Sea-Land),** June 11—Chairman, Recertified Bosun Jose L. Gonzales; Secretary George W. Gibbons; Educational Director W. J. Dunningan. \$15.25 in ship's fund. No disputed OT. Secretary reported that a patrolman came down to the ship in Baltimore and discussed the contract and the importance of upgrading. Also that everything was going fine and there was a good crew on board. A vote of thanks to the steward department for a job well done. Next port Philadelphia.

**BORINQUEN (Puerto Rico Mgt.),** June 11—Chairman, Recertified Bosun C. Gonzalez; Secretary H. Galicki; Educational Director O. Bermeo; Deck Delegate A. O. Maldonado; Engine Delegate F. Sandy; Steward Delegate F. R. Cordero. \$7 in ship's fund. No disputed OT. Chairman reported that we are crewing up ships every month so all members should upgrade as soon as possible. New vacation pay and retirement pay were discussed. There will be further discussions when the patrolman comes aboard in the next port. Next port San Juan.

**MARY (Marlin Shipping),** June 25—Chairman, Recertified Bosun A. H. Schwartz; Secretary C. N. Johnson; Educational Director Stephen B. Mitendorf. No disputed OT. Chairman brought to the attention of all crewmembers the new wage increase. All members gave the Union a vote of thanks for a job well done on the new contract. Discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port Tampa.

**LONG BEACH (Sea-Land),** June 18—Chairman Dave Manzanet; Secretary O. Smith; Educational Director S. Green. Some disputed OT in deck department. \$68.27 in ship's fund. The chairman noted that he was sure that everyone saw and read the telegram from President Paul Hall on the new three year contract. He personally thought it was a very good contract and asked all to join him in saying thanks to President Hall and the negotiating committee for a job well done. Brother Frank Balasia was hospitalized in the Port of Livorno, Italy. He will undergo corrective surgery on a badly injured hand. We all wish him a good and speedy recovery. Next port Rotterdam.

**SEA-LAND FINANCE (Sea-Land),** June 11—Chairman, Recertified Bosun J. Pulliam; Secretary A. Reasko. No disputed OT. Chairman advised all crewmembers to go to Piney Point and upgrade as there are openings in all three departments. Also discussed the importance of donating to SPAD. Steward thanked all members for keeping the ship clean. Observed one minute of silence in memory of our departed brothers.

**SEA-LAND EXCHANGE (Sea-Land),** June 25—Chairman, Recertified Bosun V. Poulsen; Secretary R. Principe; Educational Director G. E. Renale. \$145 in movie fund. No disputed OT. Chairman reported that a radiogram was received from headquarters in reference to the wage increase. Also advised all members to get their lifeboat ticket. Captain requested that any unsafe equipment be reported to department heads immediately. A vote of thanks to the steward department for a job well done and to all department delegates for their cooperation.

**OVERSEAS ALASKA (Maritime Overseas),** June 30—Chairman, Recertified Bosun Joe Justus; Secretary T. Bolton. No disputed OT. Chairman reported that the ship is going to anchor off New York and unload part of the cargo and then dock at Bayonne, N. J. Anyone leaving the ship should turn in for replacement in plenty of time so the ship will not sail shorthanded. It is also requested that we have launch service in Panama Canal in lieu of no launch service at the loading port which is the storage ship. A vote of thanks to the deck and engine departments for keeping mess halls and pantry clean at night. Next port New York.

**SEA-LAND MARKET (Sea-Land),** June 20—Chairman, Recertified Bosun W. Nash; Secretary R. Hutchins; Deck Delegate A. Kotsis; Engine Delegate E. Liwag; Steward Delegate J. Alberti. Secretary requested that all crewmembers be on hand for the meeting with the boarding patrolman upon arrival in Elizabeth for a discussion on the new contract. No disputed OT. A vote of thanks to all department delegates for their cooperation for making this voyage a smooth one. Observed one minute of silence in memory of our departed brothers. Next port Portsmouth.

**ARIES (Apex Marine Corp.),** June 4—Chairman, Recertified Bosun John Pierce; Secretary J. Reed. No disputed OT. Chairman reported that all Class C men who have been on the ship for the period of 60 days must get off the ship as there are replacements for them. Also a discussion on what the new contract was going to be. We will get rundown on the new contract from the patrolman at the payoff. Everyone is very pleased with the bar-b-que cookouts on deck. We have about one a week and we hope the new Captain goes along with the same thing.

**TRANSINDIANA (Hudson Waterways),** June 12—Chairman, Recertified Bosun Julio Delgado; Secretary W. Fitch; Educational Director P. Smith. No disputed OT. Chairman asked all crewmembers to remember that before you register for shipping you must now have a passport. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

**BROOKS RANGE (Interocean Ocean Mgt.),** June 18—Chairman, Recertified Bosun S. Monardo; Secretary D. Collins; Educational Director Thomas J. Thomas. No disputed OT. A radiogram was received from Paul Hall and posted for all to read. Chairman reported that this had been a very good trip except for some rough weather. Report to Log: "The length of the SS *Brooks Range* is 906 feet and the width is 178 feet. The total weight is 185,000 tons." Next port Long Beach.

**POTOMAC (Ogden Marine),** Chairman Steven Coker; Secretary V. Young; Educational Director H. N. Foster; Deck Delegate Charles Mann; Engine Delegate F. W. McPaul; Steward Delegate Floyd Harmonson. Some disputed OT in deck and engine departments. Report to Log: "The crew of the *Potomac* would like to give their deepest sympathy for the death of Seafarer Robert Kurtz, oiler, who died in the Port of Chittagong India." Next port New Orleans.

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

JEFF DAVIS  
GALLOWAY  
SEA-LAND CONSUMER  
ALLEGIANCE  
MOUNT NAVIGATOR  
SEA-LAND ANCHORAGE  
GOLDEN MONARCH  
STUYVESANT  
PONCE  
NEW YORK  
TAMPA  
OVERSEAS JOYCE  
SEA-LAND PANAMA  
ZAPATA ROVER  
CAROLINA  
TRANSCOLORADO  
BAYAMON  
OGDEN WILLAMETTE  
ARTHUR MIDDLETON  
ARECIBO  
SEA-LAND PIONEER  
TRANSCOLUMBIA  
MAYAGUEZ  
SAN PEDRO  
PISCES  
ROSE CITY  
AMERICAN HERITAGE  
TAMARA GULDEN  
CAPRICORN  
OVERSEAS ALICE  
BRADFORD ISLAND  
SEATTLE  
BANNER  
COVE COMMUNICATOR  
AQUADILLA  
MOUNT EXPLORER  
JACKSONVILLE  
DELTA COLUMBIA  
MOHAWK  
CHARLESTON  
DELTA MAR  
WALTER RICE  
MONTPELIER VICTORY  
DELTA URUGUAY  
DELTA MEXICO  
SUGAR ISLANDER  
PITTSBURGH  
ROBERT TOOMBS  
DELTA SUD  
ALEX STEPHENS  
GUAYAMA



## Dispatchers Report for Deep Sea

JULY 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	13	4	1	12	5	1	8	3	0
New York	97	32	8	87	39	27	143	26	4
Philadelphia	13	2	0	30	13	3	18	1	0
Baltimore	30	9	3	27	10	4	45	11	2
Norfolk	17	3	5	10	4	6	18	2	3
Tampa	8	1	0	10	3	0	7	0	1
Mobile	25	5	0	20	11	0	31	4	0
New Orleans	77	13	6	72	15	3	156	17	7
Jacksonville	46	4	5	28	11	1	61	5	4
San Francisco	40	8	13	49	20	16	48	5	2
Wilmington	16	5	4	11	7	3	37	2	3
Seattle	39	4	14	37	12	11	60	7	6
Puerto Rico	26	1	0	20	13	0	23	0	0
Houston	79	13	7	63	27	8	148	15	9
Piney Point	0	5	0	0	21	0	0	0	0
Yokohama	2	0	0	7	2	1	1	1	0
Totals	528	109	66	483	213	84	804	99	41
<b>ENGINE DEPARTMENT</b>									
Boston	3	3	0	3	3	2	3	6	0
New York	102	45	2	67	43	16	142	59	3
Philadelphia	9	3	0	20	4	1	15	4	0
Baltimore	18	9	1	16	5	3	32	18	2
Norfolk	6	3	1	7	4	1	8	2	1
Tampa	6	3	0	8	5	1	6	2	0
Mobile	25	8	1	22	6	1	35	9	0
New Orleans	61	19	1	38	20	0	109	22	3
Jacksonville	35	2	0	23	6	1	60	12	0
San Francisco	40	6	4	41	7	5	58	10	0
Wilmington	9	4	2	10	4	1	17	5	1
Seattle	19	6	2	22	16	4	32	9	0
Puerto Rico	15	4	0	16	5	2	13	1	0
Houston	69	18	2	55	22	4	90	17	3
Piney Point	0	7	0	0	20	0	0	1	0
Yokohama	0	0	0	3	0	1	0	1	0
Totals	417	140	16	351	170	43	620	178	13
<b>STEWARD DEPARTMENT</b>									
Boston	4	0	0	4	1	0	3	0	1
New York	54	7	6	67	25	64	75	13	5
Philadelphia	4	0	0	8	13	1	4	0	0
Baltimore	8	3	1	12	8	5	10	3	0
Norfolk	7	1	0	6	1	2	12	2	0
Tampa	1	0	0	2	0	0	4	0	0
Mobile	11	0	0	10	3	0	15	3	0
New Orleans	36	8	0	31	13	2	74	12	1
Jacksonville	22	1	0	14	5	0	24	3	0
San Francisco	22	4	28	18	4	116	38	6	43
Wilmington	4	0	2	1	2	4	12	1	2
Seattle	16	1	8	22	7	14	20	2	6
Puerto Rico	10	1	2	15	4	3	6	1	0
Houston	29	1	0	35	17	3	61	4	0
Piney Point	1	7	0	1	27	0	0	0	0
Yokohama	0	1	0	1	-1	0	1	0	0
Totals	229	35	47	247	131	214	359	50	58
<b>ENTRY DEPARTMENT</b>									
Boston	3	4	5				3	9	10
New York	34	93	176				51	147	214
Philadelphia	4	19	0				9	29	1
Baltimore	9	29	15				28	34	17
Norfolk	1	6	4				4	8	3
Tampa	1	4	2				3	6	1
Mobile	6	10	5				12	12	6
New Orleans	31	42	13				57	62	26
Jacksonville	12	20	12				20	22	11
San Francisco	14	15	94				31	19	78
Wilmington	4	13	32				6	27	41
Seattle	13	20	16				16	26	22
Puerto Rico	12	28	5				16	23	7
Houston	24	31	29				33	35	51
Piney Point	0	53	0				0	5	0
Yokohama	0	4	2				2	2	0
Totals	168	391	410				291	466	488
Totals All Departments	1,342	675	539	1,081	514	341	2,074	793	600

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

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

PRESIDENT  
Paul Hall  
 SECRETARY-TREASURER  
Joe DiGiorgio  
 EXECUTIVE VICE PRESIDENT  
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675 4 Ave., Bklyn. 11232  
(212) HY 9-6600

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520 St. Clair River Dr. 48001  
(313) 794-9375

ALPENA, Mich. . . . . 800 N. 2 Ave. 49707  
(517) EL 4-3616

BALTIMORE, Md.  
1216 E. Baltimore St. 21202  
(301) EA 7-4900

BOSTON, Mass . . . . . 215 Essex St. 02111  
(617) 482-4716

BUFFALO, N.Y. . . . . 290 Franklin St. 14202  
(716) TL 3-9259

CHICAGO, ILL. . . . . 9383 S. Ewing Ave. 60617  
(312) SA 1-0733

CLEVELAND, Ohio  
1290 Old River Rd. 44113  
(216) MA 1-5450

DULUTH, Minn. . . . . 2014 W. 3 St. 58806  
(218) RA 2-4110

FRANKFORT, Mich. . . . . P.O. Box D  
415 Main St. 49635  
(616) 352-4441

HOUSTON, Tex. . . . . 1221 Pierce St. 77002  
(713) 659-5152

JACKSONVILLE, Fla.  
3315 Liberty St. 32206  
(904) 353-0987

JERSEY CITY, N.J.  
99 Montgomery St. 07302  
(201) HE 5-9424

MOBILE, Ala. . . . . 1 S. Lawrence St. 36602  
(205) HE 2-1754

NEW ORLEANS, La.  
630 Jackson Ave. 70130  
(504) 529-7546

NORFOLK, Va. . . . . 115 3 St. 23510  
(804) 622-1892

PADUCAH, Ky. . . . . 225 S. 7 St. 42001  
(502) 443-2493

PHILADELPHIA, Pa. . . . . 2604 S. 4 St. 19148  
(215) DE 6-3818

PINEY POINT, Md.  
St. Mary's County 20674  
(301) 994-0010

PORT ARTHUR, Tex. . . . . 534 9 Ave. 77640  
(713) 983-1679

SAN FRANCISCO, Calif.  
1311 Mission St. 94103  
(415) 626-6798

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

### West Coast Stewards Halls

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(808) 537-5714

PORTLAND, Or. . . . . 421 S.W. 5th Ave. 97204  
(503) 227-7993

WILMINGTON, Ca. . . . . 408 Avalon Blvd. 90744  
(213) 834-8538

SAN FRANCISCO, Ca. 350 Fremont St. 94105  
(415) 543-5855

# Boatmen Keep Traffic, Commerce Moving on Lakes

Threading a freighter through a narrow channel or towing a barge, SIU Boatmen are a vital part of the labor force that keeps traffic moving on the Great Lakes.

In fact, working for companies like Great Lakes Towing and Hannah Inland Waterways, they cover the Lakes. Great Lakes Towing is the biggest shipdocking operator in the area. Its fleet of 40 tugs provides service in all 11 major

Great Lakes ports.

Hannah Inland Waterways has a smaller but powerful fleet which makes up the largest tug and barge liquid bulk transport on the Lakes. Operating all year—even through the ice-packed northern winter—Hannah's tugs bring chemicals and petroleum to all Lake ports. Most of the boats are 146 feet long and have 4,000 hp. They tow barges up to 51,000-barrel capacity.



Two Michaels, Kelley on the left and Slaght on the right, are both deckhands on the tug *Margaret M. Hannah* (Hannah Inland Waterways).



Deckhand Dick Gimpel gets the lines ready to tow a 600 ft. long ore-carrier out of a Detroit slip. He is on the tug *Kentucky* (Great Lakes Towing).



Deckhands Lee Egland, left, and Ken Glaser had time for a coffee break while their tug, the *Margaret M. Hannah*, was tied up at the River Rouge loading point in Detroit. Glaser recently completed the AB course at the Lundeberg School.



Louis Pion, cook on the *Margaret M. Hannah*, is an 18 year member of the SIU.



SIU Oiler "Dean" Sams, a 22 year book man, repairs an electrical deck fitting on tug *America* (Great Lakes Towing) in Detroit.



Deckhand John Marx prepares to take a stern line on the SIU-contracted ore-carrier *Roger M. Kyes* (American Steamship). Marx is on the *Maine* (Great Lakes Towing), one of two tugs bringing the 680 ft. ship to a Detroit steel plant.

# Waterman Steamship on Comeback Trail

It wasn't too many years ago that the grand old name of Waterman Steamship appeared to be heading toward the boneyard for a peaceful rest alongside the memories of so many other defunct American flag steamship companies.

The company was down to only six ships from a high of 37 vessels in World War II. And it looked like it was only a matter of time before the company, one of the oldest U.S.-flag steamship outfits in the nation, would go under.

However, with the help and cooperation of the SIU, Waterman began a slow and steady comeback. And today, with its fleet numbering 19 vessels, the company is once again regarded as one of the major freight movers in the U.S. merchant marine.

The reemergence of Waterman as a force in the American maritime industry was by no means an accident or due to luck. The big breakthrough for Waterman and many other foundering U.S.-flag companies came eight years ago with passage of the SIU-backed Merchant Marine Act of 1970.

Under the Act's Construction Differential Subsidy (Title XI) program, Waterman was given the incentive and means to begin to build new ships.

As a result of this, Waterman now has three new LASH vessels as the pride of its fleet. And the company is in the process of embarking on another new building program to further enlarge its operations.

Nothing, however, comes easy in the U.S. merchant marine today. And Waterman's new building program depends directly on the actions of the Maritime Subsidy Board (MSB).

The MSB is the government agency that determines if operation differen-

tial subsidies (ODS) will be granted a U.S.-flag company for specific trade routes.

Waterman has applied for ODS on six new trade routes for runs between U.S. North Atlantic ports to England and the European continent. The final ruling on whether or not Waterman will get these subsidies will not be given until early September. If the Board denies the subsidies, the company will not be able to follow through on its new ship plans.

Either way, Waterman has truly made a big comeback in the most highly competitive area of merchant shipping—the liner trades.

The company itself was founded in 1919 by John B. Waterman in the port of Mobile. One of the company's vessels is named after him.

Waterman hit its peak as a steamship operator in World War II. The company operated a total of 125 vessels, 37 of which were directly owned by Waterman.

However, after the War, Waterman, like so many other U.S. flag operators—and for that matter the entire U.S. merchant marine—began to go down.

The SIU worked in Washington, D.C. to help keep Waterman and other U.S. companies afloat.

Then in 1970, the SIU helped spearhead passage of the Merchant Marine Act. Using construction differential subsidy funds provided by this law, Waterman started to build.

On Sept. 29, 1973, Waterman took delivery of the LASH vessel *Robert E. Lee*. Three months later came the LASH *Stonewall Jackson*. And soon after that it was the *Sam Houston*.

The SIU also worked to help get


Waterman operational subsidies for new and expanded trade routes. The new trade routes encouraged the company to enlarge its fleet through the purchase of ships on the block.

Waterman's immediate plans for future expansion are really still up in the air. But one thing is sure. The company, with the continued help of the SIU, is here to stay.

## An Unbreakable Contract



SIU Pensioner Mason Seals worked under a lot of contracts in his days of sailing. But the contract he values most is the one he reached agreement on 50 years ago with his wife. Brother Seals recently celebrated his Golden Wedding Anniversary as shown in above photo. Mr. and Mrs. Seals live in New Orleans. Among the audience of well wishers at the anniversary party were the couple's seven children and 19 grandchildren. The SIU wishes these beautiful people calm seas and smooth sailing for the next 50 years.



### Brotherhood in Action

**...for SIU members with an alcohol problem**

"I only drank beer. I didn't think that would hurt me. While at the Center I learned that beer is alcohol," said Seafarer Willie Palmer of San Francisco, who recently celebrated one year of sobriety. From the help he received at the Center and through his own determination, Brother Palmer was able to stop his drinking.

He said, "I didn't have a severe problem but I always seemed to be involved in beefs on a ship. I also found it difficult to spend any length of time on a ship." Now that he is sober, Seafarer Palmer has noticed improvements in his life. He was able to sail on his last ship for six months. "I have also been able to save some money," he commented.

Brother Palmer joined the SIU in 1967, working in the Steward Department. He

said that "since I have been through the program at the Center, I have gotten foresight about my career." He is currently enrolled in the Cook and Baker program at the Lundberg School and plans to attend the Chief Cook and Chief Steward programs also.

Seafarer Palmer would like to recommend the program to all of his brothers. "There is a great staff at the ARC. If you think you have a problem with alcohol, the only thing for you to do is go to the Center," he said. "Some of my fellow Seafarers do have problems with alcohol and I would like to recommend the ARC to them. I hope you realize who you are and get the help you need."

If you have a problem with alcohol, contact your SIU representative or the Seafarers Alcoholic Rehabilitation Center.

### 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)

Mail to: THE CENTER Telephone No. ....

Star Route Box 153-A  
Valley Lee, Md. 20692

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

## Your Ticket to the Wheelhouse



## Take the Towboat Operator Course

**It Starts Oct. 24 at HLSS**



**John J. Beaton, 68,** joined the Union in the port of Detroit in 1961 sailing as a deckhand for Dunbar and Sullivan. Laker Beaton sailed 25 years and worked as a pipefitter in 1961. He has been a union member since 1932. Brother Beaton is a veteran of the U.S. Army in World War II. Born in Nova Scotia, Canada, he is a naturalized U.S. citizen. He is a resident of Detroit.



**Andrew Kozak, 59,** joined the Union in the port of Detroit in 1960 sailing as a fireman-watertender for the American Steamship Co. from 1965 to 1974. Laker Kozak sailed 28 years. He is a veteran of the U.S. Army in World War II. A native of Pennsylvania, he is a resident of Plains, Pa.



**Eddie Cheng, 62,** joined the SIU in 1949 in the port of San Francisco sailing as an AB, deck maintenance and cook. Brother Cheng worked on the San Francisco Sea-Land Shore-gang from 1968 to 1978. He received a Union Personal Safety Award in 1960 for sailing aboard an accident-free ship, the *SS Iberville*. Born in China, he is a naturalized U.S. citizen and a resident of San Francisco.

**Alcoholism is a disease.**



**It can be treated.**

## NEW PENSIONERS



**Jack S. Chapman, 63,** joined the Union in the port of Philadelphia in 1957 sailing as a mate, pilot and captain for the NBC Lines from 1942 to 1950 and for the C.G. Willis Co. from 1950 to 1978. Brother Chapman was born in Winterville, N.C. and is a resident of Kill Devil's Hill, N.C.



**Levon H. Wooten, 55,** joined the Union in the port of Norfolk in 1970 sailing as a tug captain for Allied Towing from 1956 to 1978. Boatman Wooten was born in De Kalb County, Ala. and is a resident of Camden, N.C.



**Thomas Woodrow Dickens, 65,** joined the SIU in 1941 in the port of New Orleans sailing as a chief steward. Brother Dickens was born in Mississippi and is a resident of Hammond, La.



**Edward L. Fuselier, 62,** joined the SIU in 1941 in the port of New Orleans sailing as a chief steward. Brother Fuselier sailed 34 years. He is a wounded veteran of the U.S. Army Infantry in World War II. He was born in St. Martinville, La. and is a resident of Metairie, La.



**Alvin H. Wobser, 65,** joined the Union in the port of Detroit in 1959 sailing as a conveyor engineer. Laker Wobser sailed 46 years. He was born in Sandusky, Ohio and is a resident of Castalia, Ohio.



**Leonsio D. Garcia, 68,** joined the SIU in the port of Houston in 1966 sailing in the steward department for 18 years. Brother Garcia was born in Mexico and is a resident of Eagle Pass, Tex.



**John Zajchowski, 67,** joined the SIU in the port of Norfolk in 1965 sailing as a wiper and in the steward department. Brother Zajchowski attended a conference in Piney Point. He is a veteran of the pre-World War II U.S. Navy. A native of Massachusetts, he is a resident of Palmer, Mass.



**Oscar W. Sorenson, 61,** joined the SIU in 1944 in the port of New York sailing as a utilityman. Brother Sorenson sailed 36 years and rode the Robin Line. Born in Winchester, Wisc., he is a resident of Seattle.



**Gustavas M. Renares, 47,** joined the Union in the port of Detroit in 1957 sailing as an AB and deck maintenance. Brother Renares sailed 21 years and rode the Bull Line. He was born in Toledo, Ohio and is a resident of Berkley, Mich.

## Banner Committee



At the table on Aug. 4 is Bosun John Higgins, ship's chairman of the *SS Banner* (InterOcean Transport) at a payoff at Stapleton Anchorage, S.I., N.Y. With him is the Ship's Committee and a crewmember of (standing l. to r.) Chief Pumpman Abdulla Saleh, educational and safety director; Engine Delegate Terry King, Jeffery Chapman of the steward department, chief steward Frank Nigro, secretary-reporter, and Cook and Baker Joseph Simpson, steward delegate.

## The Greening of The El Paso Southern

At first, Bill Reid thought it was a bit of an unusual request. An El Paso Co. official asked him to go out and buy some plants—lots of 'um.

So, Bill Reid, chief steward of the LNG ship *El Paso Southern*, did just that. He bought plants—lots of 'um. In fact, he bought \$1800 worth of hanging plants and floor plants, including a few palm trees.

Now there are plants all over the place on the *Southern*. There are plants in the mess halls, the lounges, the day rooms and the owner's stateroom.

Says Brother Reid, "the plants really give the ship a nice touch. A little green-life does a lot for the look and atmosphere on the vessel."

The *Southern*, itself, is the first of six SIU-contracted ships that El Paso will operate between Algeria and Cove Point, Md. Overall, she is the fourth LNG carrier to be manned by SIU mem-

bers. The other three are the *Aquarius*, the *Aries* and the *Capricorn*, which are operated by Energy Transportation.

### JULY 1-31, 1978

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Algonac (Hdqrs.)	23	6	3	25	19	1	35	13	4
ENGINE DEPARTMENT									
Algonac (Hdqrs.)	15	11	4	16	14	4	32	14	4
STEWARD DEPARTMENT									
Algonac (Hdqrs.)	3	2	2	6	7	0	6	2	4
ENTRY DEPARTMENT									
Algonac (Hdqrs.)	14	44	14	0	0	0	28	65	65
Totals All Departments	55	63	23	47	40	5	101	94	77

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

## Personals

**Crew of the St. Louis**  
Stafford McCormick would like crew members to write him at 5844 Darling St., Houston, Tex. 77007.

**Roberto Diaz (AB, John B. Waterman)**  
M. Burns, OS, John B. Waterman, asks that you contact him at 1105 Lake Whatcom Blvd., Bellingham, Wash. 98225.

**Andrew Charles "Whitey" Mathisen**  
Jeanne M. Gomer asks that you call her at (212) 836-8949 or write her at 280 78th St., Brooklyn, N.Y. 11209.

**Carl Allen McKinley**  
Please call the editor of the Log collect at (212) 499-6600, ext. 242.

## Personals

**Orville Meffert**  
Please call the editor of the Log collect at (212) 499-6600, ext. 242.

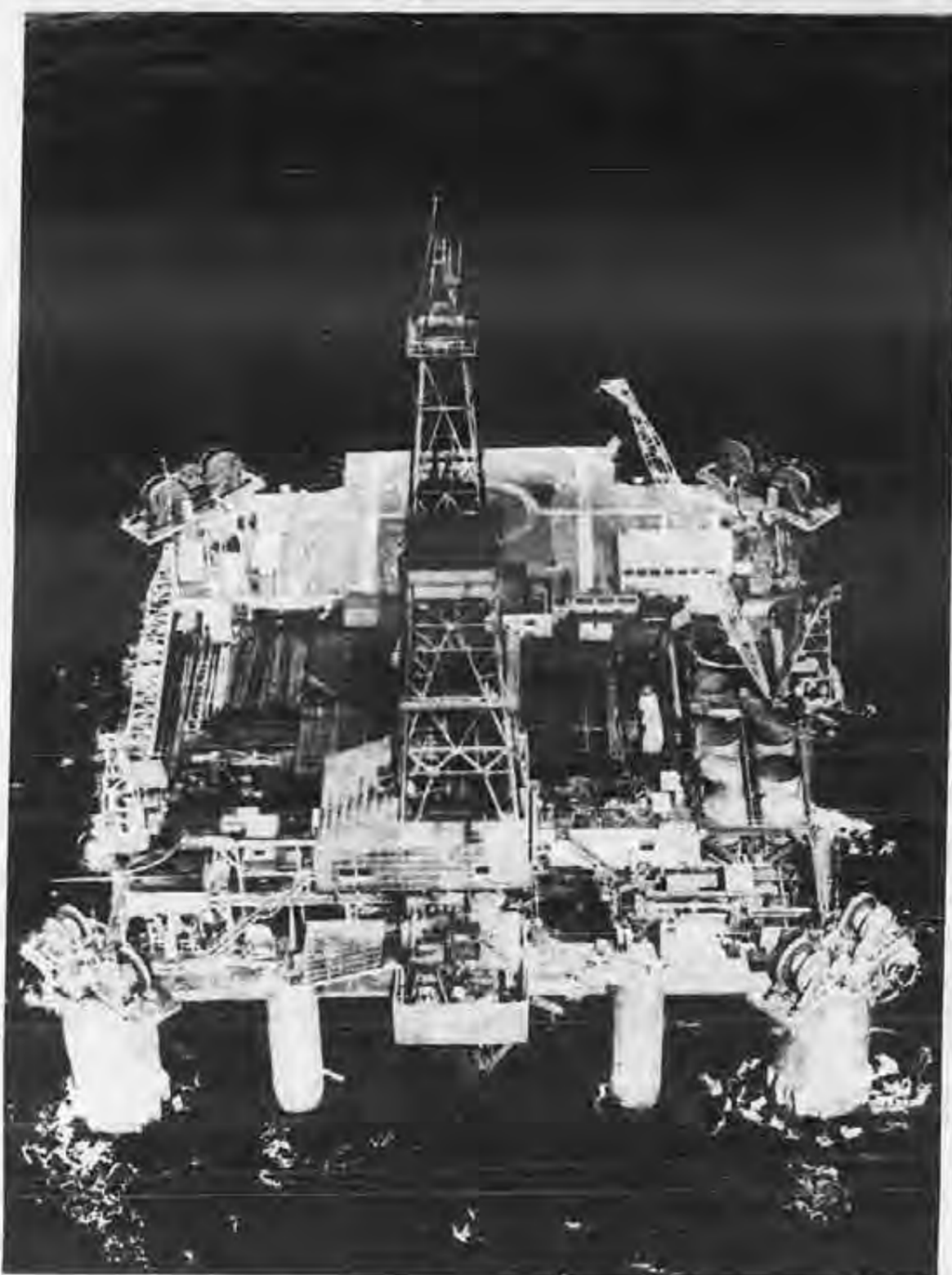
**John Merriam**  
Dave Marsen, who sailed with you on the Great Lakes in 1971, asks that you write him at U.S. Public Health Hospital, Ward E-5, Bay and Vanderbilt, Sts., Staten Island, N.Y. 10301.

**Douglas Salair**  
Your father, James, asks that you write him at 1225 Vermilya St., Flint, Mich. 48507.

**Athanasios Vasilikos**  
Please call the editor of the Log collect at (212) 499-6600, ext. 242.

## Dispatchers Report for Great Lakes

# Drilling on Outer Continental Shelf Means



Aerial view shows huge semi-submersible rig at work on the U.S. outer continental shelf.

*Since SIU members may soon be involved in the support and supply of the new effort in offshore oil drilling on the U.S. East Coast, this background piece on the offshore drilling industry should be of interest to Seafarers and Boatmen alike. An SIU-backed amendment to the Outer Continental Shelf Lands Act, given Congressional approval last month, requires that American rigs and equipment must be manned and crewed by U.S. workers. In addition, the amendment provides that equipment owned 50 percent or more by foreign nationals must be manned American to the extent that the foreign nation favors its own workers on its own outer continental shelf.*



Tugs will play a big role in supporting the efforts of the offshore oil drilling industry on the East Coast. Photo shows SIU-manned *Cape Hatteras* at work in Norfolk Harbor.

The offshore oil and gas industry is becoming an integral part of the petroleum industry, which supplies much of the world's energy needs. And, as land-based energy reserves decline, offshore oil and gas are becoming increasingly more important.

The offshore oil drilling industry is only about 30 years old. It was only natural that as on-shore energy supplies were exhausted, the search for new supplies spread to the shoreline and eventually to the continental margin.

Today, there are offshore oil operations in more than 70 countries. The Gulf of Mexico was the first and still is the largest offshore oil field in the world. More than 20,000 oil wells have been drilled in the Gulf since 1954.

The offshore industry has now spread from the Gulf of Mexico to other U.S. Coastal areas. It is reviving off of Southern California after a delay of several years because of an offshore accident in 1969. Some drilling is going on offshore Alaska, and in recent months the industry has moved to the East Coast for the first time.

The East Coast drilling is taking place in waters about 80 miles from the mid-Atlantic states in an area known as the Baltimore Canyon. In the near future the oil companies will begin exploring in the waters off the New England and South Atlantic coastal states.

Offshore oil drilling is more complicated and much more expensive than land-based drilling but the basic process is similar. After the leasing process, there are three stages to offshore drilling: exploration, development and production.

The leasing process is similar to an auction. The Federal Government, which owns the outer continental shelf lands, sells parcels of this land to the highest bidder. Before the sale takes place, both the Government and the oil companies explore the OCS lands for their oil and gas potential and for possible environmental impacts. The large companies like Exxon, Mobil, and Shell get most of the leases, because the bids are usually millions and millions of dollars.

During the exploratory drilling stage,

many wells are drilled in whichever sections of a lease area holds the most promise for oil and gas. The type of drilling vessel which an oil company chooses to use in its lease area depends on things such as how deep the water is, what the weather conditions are like, and whether the ocean bottom is rough or smooth.

Drilling rigs are vessels; they might also be described as mobile drilling platforms. The two most popular types are jack-ups and semisubmersibles. In general, the jack-up oil drilling rig is used for drilling in shallow waters, up to about 350 feet.

As water depths reach 1,000 feet or more, the semisubmersible rig comes into its own. Held in place by massive anchors with mooring lines which go out a mile or more, semisubmersibles drill at depths of up to 2,000 feet. These rigs are well suited to offshore areas where weather conditions are severe, such as the North Sea or Alaska, because they have superior motion characteristics. Most of the rigs used on the U.S. East Coast will be semisubmersibles.

In recent years, oil companies have had to venture farther from shore and into deeper waters looking for oil. This is where drillships are useful. Drillships are highly mobile, and they have a hole in the midsection of the hull, called a moonpool, through which they can drill at depths of 3,000 feet or more. Drillships can move long distances quickly without tug assistance, and they have the capacity to store the mud, cement, fuel, pipe and other supplies needed for drilling operations.

In all offshore exploration operations, regardless of what type of drilling rig is used, the crew and its equipment operate on decks that measure from 150 to 300 feet on each side, depending upon the overall size of the rig. Most drilling rigs have a main deck and as many as three subdecks. The subdecks hold drilling supplies and housing facilities for the crew.

A shift consists of three or more roughnecks, a derrickman who works high atop the rig, a driller, a motorman to take care of the machinery, a crane operator, four or more roustabouts and a marine crew. The toolpusher or drilling supervisor is on call 24 hours a day. Others on board include welders, electricians, cooks, galley hands and assorted specialists. There are 30 to 80 persons on board at any given time depending on the size of the rig and the scope of the operations.

Each shift works, lives, eats and sleeps for one to two weeks at a time on the drilling rig. They work 12-hour shifts of two weeks on and two weeks off. Then, on staggered crew-change days, they are taken back to the land in a crewboat or by helicopter and a new shift takes over.

Exploratory operations end after the drilling rigs and drillships have bored enough test holes in an area to determine whether there is oil or gas there. The drilling procedures in the development phase are almost identical to those for drilling exploratory wells. If the well which has been drilled is dry, it is plugged with cement and abandoned. Sometimes, even if oil or gas is found, there is not enough to make up for the cost of production so the well is abandoned. If commercial accumulations of oil and gas are found, the well is completed.

Once enough oil or gas is found to warrant production, stationary plat-

# Thousands of Jobs for U.S. Seamen

forms attached to the ocean bottom must be erected to actually produce a well. In the past, when wells were in shallow waters, platforms were easy to build and design. However, the oil companies are now having to move into much deeper waters to find oil. This means that massive building projects are necessary to produce larger and larger production platforms. Many of these platforms are several hundreds of feet high.

The production drilling process follows the same general pattern as exploration drilling with two major exceptions. Once a production platform is installed over a major field, it remains in service for as many as 30 years, or until all of the oil and gas which can be economically extracted has been collected.

In addition, some production platforms are designed for drilling many wells—sometimes 35 or more—instead of just one. The drilling derricks are mounted so that they can be moved along the rails and start a new hole right beside another well.

Production is a highly automated process. While drilling is still going on and wells are being completed, a crew of 30 or 40 people may be present on a large platform. But once the wells are all completed and the oil or gas is flowing from the wells into a pipeline, a crew of three to six can keep a medium- to large-sized platform going for the life of the field, except during periods of major maintenance. Small platforms with only one or two wells can be left unmanned and visited every two or three days.

Once production has begun, the oil and gas may be transported ashore either by pipeline or by tankers and barges. Tankers and barges are generally only used as a temporary means of transportation during the development stage, or to transport oil from fields with low production rates. Nearly all plans for developing oil within 200 miles of the coast call for pipelines instead of tankers, because it is more economical.

A never-ending taxi service between the shore base and the offshore platforms and drilling rigs keeps a fleet of crewboats, specialized supply vessels and helicopters busy full time. Two or three vessels are needed to service each



SIU-manned tugs, operated by Curtis Bay Towing, take huge offshore oil rig from Baltimore to Gulf of Mexico last year. With the opening of a massive offshore oil drilling effort on the U.S. East Coast, coupled with the assurance that U.S. citizens must perform the work involved in the drilling, holds a promise for more jobs across-the-board for American seamen and boatmen.

offshore installation, depending on the distance from shore, size of the rig, and the number of crewmen manning the operation.

The vessels serving the offshore oil industry perform many and varied tasks. They haul people, food, fuel, drilling supplies and all of the equipment that make the rigs and the production platforms function. Most of the vessels over 165 feet can carry between 500 and 700 tons of cargo on their broad, open decks.

Some oil companies buy and operate their own service vessels, but most of them depend on fleet operators to provide all the offshore services. These independent operators function much as the independent U.S. tanker fleet serves the oil companies.

This set-up is also true for the drilling rigs and the platforms. This can result in a more efficient service opera-

tion since the fleet owners are more familiar with these special purpose vessels. Types of vessels include crewboats, supply boats, utility boats, tugs, pipelaying barges and anchor handling vessels. The boats tow the giant rigs and handle their huge anchors.

Offshore drilling operations require extensive onshore support facilities which are usually located in coastal port areas. Onshore facilities include offices, warehouses, open storage space, docks for supplying and repairing vessels and heliports. In Morgan City, Louisiana, which is the center of the marine service industry in the Gulf of Mexico, you can find a place within minutes to meet virtually any need for offshore supplies, equipment or service.

A former Seabee base in Davisville, Rhode Island has been chosen for the first support base on the East Coast. More than 30 companies have leased space there in anticipation of finding oil off the East Coast. Exxon alone estimates that it will be buying more than 40,000 gallons of water and 240,000 gallons of diesel fuel each month.

The marine service industry is where Americans have been particularly successful. The U.S.-flag offshore oil service fleet is more than ten times as large as that of any other nation. The vessels are highly efficient, and they move men and equipment between port and the offshore city with relative ease. They see to it that the offshore drilling rigs and platforms have the equipment necessary to work on schedule.

The Americans who began this industry in the Gulf of Mexico thirty years ago are now in great demand all over the world teaching other nations how to develop their own offshore oil industries.

The offshore oil industry is the largest source of new maritime jobs in the United States today. Market conditions in the Gulf of Mexico are among the best in the world for rigs, workboats and construction barges. Although the Gulf is a mature oil area, activity should

continue at an intensive pace for many years to come.

The United States should be one of the world's largest offshore markets in the next ten years. By 1985, OCS leases off the United States should be producing 972 million barrels of crude oil and 2,500 trillion cubic feet of gas. It is estimated that most of the gas will be produced from the Gulf.

As for the oil, 45 percent will be produced off Alaska, 15 percent in the Gulf, 20 percent off the Atlantic Coast and 22 percent off the Pacific Coast. As these figures clearly show, the offshore oil industry is still expanding and promises to be a major source of new maritime jobs and new technology for many years to come.



An SIU-backed amendment to the Outer Continental Shelf Lands Act insures that American workers will benefit from the jobs created by expansion of the offshore oil drilling industry.



Drilling for oil off the U.S. East Coast will provide thousands of jobs for American workers on the rigs themselves and in support and supply areas.

# Final Departures



**Donald G. "Whitney" Tucker, 45,** was killed on June 12 when the *ST Yellowstone* (Ogden Marine) was rammed and sunk by an Algerian freighter in the Med. Brother Tucker joined the SIU in the port of Detroit in 1962 sailing as a deckhand, OS and in the steward department for the American, Reiss and Boland Steamship Cos. He was born in Wasson, Ill. and was a resident of River Rouge, Mich. Surviving is his widow, Sandra.



**George G. Van Etten Jr., 48,** died of a heart attack in Chester, Del. on May 26. Brother Van Etten joined the SIU in the port of Houston in 1958 sailing as a chief cook. He sailed 24 years and rode the Robin Line. He was a veteran of the U.S. Navy after World War II. Seafarer Van Etten was born in Galveston and was a resident there. Burial was in the Galveston Cemetery. Surviving are his widow, Audrey, and a daughter, Karen.



**Pensioner Albert J. Tocho, 71,** died of heart failure on arrival at the East Jefferson (La.) Hospital on May 25. Brother Tocho joined the SIU in 1947 in the port of New Orleans sailing as a saloon steward and bartender for 22 years on the Delta Line. He was born in New Orleans and was a resident of Metairie, La. Interment was in St. Louis Cemetery, New Orleans. Surviving is his widow, Catherine.



**Sulo Raynold Langila, 52,** died in Thompson Twsp., Minn. on May 30. Brother Langila joined the Union in the port of Duluth in 1973 sailing as an AB and wheelsman for the Boland Steamship Co. from 1973 to 1975 and for the Kinsman Marine Transit Co. Laker Langila was born in Cloquet, Minn. and was a resident there. Burial was in St. Matthew's Cemetery, Carlton County, Minn. Surviving is a brother, Nestor, of Cloquet.



**Pensioner Theodore Rodal, 73,** died of a heart attack in Crystal Lake Twsp., Mich. on Apr. 20. Brother Rodal joined the Union in the port of Elberta, Mich. in 1953 sailing as an OS. He sailed 20 years. Rodal was also a commercial fisherman. Born in Frankfort, Mich., he was a resident there. Burial was in Lutheran Cemetery, Benzie County, Mich. Surviving is his widow, Loreana.



**Pensioner Jack E. Vier, 69,** passed away on June 19. Brother Vier joined the Union in the port of Detroit in 1960. He sailed 31 years as an AB and 2nd mate on the high seas, and as a wheelsman for the American, Reiss and Boland Steamship Cos. on the Great Lakes. Vier was born in Carrollton, Mich. and was a resident of Lansing, Mich. Surviving is a nephew, Charles D. Crawford of Warren, Mich.



**Joseph P. Greco, 28,** died after a long illness at home in Duluth, Minn. on May 24. Brother Greco joined the Union in the port of Duluth in 1968 sailing as a rangeman for the Zenith Dredge Co. from 1967 to 1968, and for the Great Lakes Towing Co. from 1976 to 1978. He was also a pneudraulic repairman. Laker Greco was a veteran of the U.S. Air Force National Guard. Interment was in Sunrise Memorial Park Cemetery, Duluth. Surviving are his parents, Mr. and Mrs. Paul and Dora Greco of Duluth.



**William S. Karaba, 26,** went down with the *ST Yellowstone* (Ogden Marine) on June 13 when the tanker was rammed by an Algerian freighter off the Straits of Gibraltar. Brother Karaba joined the Union in the port of Duluth in 1971 sailing as an OS, wiper and gateman for Kinsman Marine, Reiss, American and Boland Steamship Cos. Laker Karaba was born in Ashland, Wisc. and was a resident there. Surviving are his parents, Mr. and Mrs. William and Emily Karaba of Ashland.



**Ernest S. "Scotty" Quinlivan, 53,** died of heart disease in Outer Drive Hospital, Lincoln Park, Mich. on Apr. 24. Brother Quinlivan joined the SIU in the port of New York in 1963 sailing as an AB. He sailed 27 years for the Barge Lock Bay Co., Erie Sand and Gravel Co. and American Steamship Co. Laker Quinlivan was born in Glasgow, Scotland and was a naturalized U.S. citizen. He was a resident of Palm Harbor, Mich. Cremation took place in the Woodmere Cemetery, Detroit. Surviving is a sister, Mrs. Colina Phillips of Southampton, England.



**Frank Travis, 50,** died of heart disease on arrival at the Coco Solo Hospital, Panama Canal Zone on June 2 after being taken off the *ST Overseas Anchorage* (Maritime Overseas) in Cristobal Bay. Brother Travis joined the SIU in the port of New Orleans in 1955. He sailed as a 2nd and 3rd assistant engineer, QMED and chief pumpman for 30 years. He was born in Louisiana and was a resident of Silbey, La. Surviving are his widow, Bobbie of Minden, La. and a sister, Mrs. Bessie Walker of New Orleans.



**Pensioner Charles "Chuck" Doroba, 70,** passed away on May 28. Brother Doroba joined the SIU in 1939 in the port of Baltimore sailing as a deck engineer and fireman-watertender. He sailed 39 years, was also a machinist and rode the Robin Line. Seafarer Doroba was a veteran of the U.S. Coast Guard before World War II. Born in Chicago, Ill., he was a resident of San Francisco. Surviving is a sister, Mrs. Julia Orzech of Chicago.



**Pensioner Edgar R. Goulet, 72,** died on June 17. Brother Goulet joined the SIU in the port of Boston sailing as cook. He rode the Bull Line and sailed 21 years. Seafarer Goulet was a veteran of the U.S. Navy after World War I. A native of Marlborough, Mass., he was a resident there. Surviving is a daughter, Mrs. Barbara Velez of Jamaica Plains, Mass.



**Pensioner Elmer Kent, 52,** died on June 9. Brother Kent joined the SIU in 1945 in the port of Baltimore sailing as a cook for 30 years. He walked the picketline in the 1961 Greater-N.Y. Harbor beef. Seafarer Kent was born in Baltimore and was a resident there. Surviving is a sister, Mrs. Edith M. Spencer of Baltimore.



**Eugene Labinsky, 58,** died on June 15. Brother Labinsky joined the SIU in the port of New York in 1963 sailing as a chief cook. He was also a member of the NMU from 1940 to 1945. Seafarer Labinsky also sailed during the Vietnam War. He was on the picketline in the 1963 Delta Line beef. Born in Philadelphia, Pa., he was a resident of Jacksonville. Surviving is his widow, Norma.



**Pensioner Charles E. Lee Jr., 67,** died of heart failure in the Memorial Medical Center, Savannah, Ga. on May 13. Brother Lee joined the SIU in 1939 in the port of Savannah sailing as a bosun. He sailed 38 years and during the Vietnam War. Seafarer Lee was born in Sylvania, Ga. and was a resident of Savannah. Burial was in the Hillcrest Abbey Cemetery, Savannah. Surviving are his widow, Mary; a son, David; a daughter, Eva and a brother, Rufus of Savannah.



**Pensioner Eugene Watson, 74,** died of natural causes in the Harlem (N.Y.) Hospital Medical Center on May 30. Brother Watson joined the SIU in 1938 in the port of New York sailing in the steward department. He was born in Portsmouth, Va. and was a resident of New York City. Interment was in Mount Holiness Cemetery, Butler, N.J. Surviving is his widow, Mabel.



**Pensioner Genaro A. Lopez, 66,** died on June 16. Brother Lopez joined the SIU in 1940 in the port of New Orleans sailing as a fireman-watertender. He sailed for 36 years on Alcoa Steamship Co. and Delta Line vessels. Seafarer Lopez was born in Lares, P.R. and was a resident of Vega Alta, P.R. Surviving are a son, Reynaldo; a daughter, Olga of Bayamon, P.R. and a sister, Paca L. Santiago of Vega Alta.



**Pensioner Thomas C. Pias, 77,** passed away on June 13. Brother Pias joined the SIU in the port of Seattle in 1962 sailing as a saloon messman. He sailed for 23 years. Seafarer Pias was born in the Philippine Islands and was a resident of Seattle. Surviving is his widow, Hisako.



**James H. Reynolds, 51,** died of a throat ailment in the Galveston USPHS Hospital on May 18. Brother Reynolds joined the SIU in the port of Houston in 1974 sailing as a QMED and 2nd electrician. He was a veteran of the U.S. Navy in World War II. Seafarer Reynolds was born in Portsmouth, Ohio and was a resident of Houston. Interment was in the Houston National Cemetery. Surviving are his widow, Brenda; a daughter, Kirstin and a stepson, Edward A. Stewart.



**Peter K. "Red" Shaughnessy, 55,** was lost on the *ST Yellowstone* (Ogden Marine) on June 13 when the tanker was rammed by an Algerian freighter in the Med. Brother Shaughnessy joined the SIU in the port of New York in 1968 sailing as a reefer engineer, QMED and chief electrician. He attended the MEBA District 2 School of Engineering, Brooklyn, N.Y. in 1971 and upgraded at Piney Point in 1976. Seafarer Shaughnessy also rode the Robin Line. He was a veteran of the U.S. Navy serving on the *USS Pope* in World War II. Before joining the merchant marine, he was a pump manufacturer representative for the Esso and Shell Oil Cos. and had his own electric machines repair business. He was born in Brooklyn and was a resident there. Surviving are his widow, Anne; a son, Gerard and two daughters, Lynne and Lorraine.



**Phillip Speer, 61,** died of lung failure in the New Orleans USPHS Hospital on Apr. 6. Brother Speer joined the SIU in the port of New Orleans in 1968 sailing as a fireman-watertender for the Waterman Steamship Co. He was born in La Ceiba, Honduras and was a resident of Kenner, La. Seafarer Speer was a naturalized U.S. citizen. Burial was in Lake Lawn Park Cemetery, New Orleans. Surviving are his widow, Margarita, two sons, Oscar and Juan; a daughter, Clara and a stepson, Raul Molina.



# Amoco Cadiz Aftermath Getting Uglier All the Time

In a way, it's a little like the Wicked Witch of the West: the more you look at it, the uglier it gets.

Unfortunately, however, the unfolding story of the worst oil spill in history is no make-believe tale from the *Wizard of Oz*. And the more we learn about it, the uglier it does get.

It was just last March when the tanker *Amoco Cadiz*, American-owned, Liberian-registered, "flag-of-convenience" ship, ran aground off the coast of France spilling 68 million gallons of oil into the sea.

A "Preliminary Scientific Report", issued in July by the National Oceanic and Atmospheric Administration, in cooperation with the Environmental Protection Agency, has updated the initial reports of the disaster with more grim details.

This report reveals that over 190 miles of French coastline were contaminated by the spill. This is roughly equivalent to the coast of Washington from Cape Flattery to the Columbia River. Some 100 miles were "heavily oiled", enough to stretch along the entire coast of Georgia.

It is a grisly comparison to make, but it's not so far fetched, especially when you consider that 50 percent of our oil imports are carried in "flag-of-convenience" ships which, the statistics prove, are much more accident prone than American ships.

It has already happened—though to a lesser extent than the *Amoco Cadiz*—

when the "flag-of-convenience" tanker *Argo Merchant* ran aground off Nantucket Island in late 1976 and dumped 9.6 million gallons of oil into the sea. The more "flag-of-convenience" ships there are operating in our waters, the greater the chances are that it could happen again.

The NOAA-EPA report indicated that about one third of the 68 million gallons spilled by the *Amoco Cadiz* actually washed ashore on the coast of France.

What happens when so much oil comes ashore? For starters, according to the report, some 3,200 birds were killed, including many considered rare or endangered in France. Substantial amounts of oil also sank to the ocean floor, the report noted, but the impact of this on bottom life has yet to be determined.

The effect of the spill on the sea-related industries of France has been substantial, especially to its oyster operations. An undetermined amount of damage has been done to the seaweed industry, as well, and scientists have said that lobster holding pens in the area

could be out of service for as long as a year.

The effects of such a large oil spill are far reaching, and the NOAA-EPA report shows that even crops growing in shoreside areas could have been contaminated by hydrocarbons blown ashore by gale-force winds. It is possible that such hydrocarbons have entered the human food chain after food animals ate contaminated forage crops.

Dr. Wilmont N. Hess, director of the NOAA's Environmental Research Laboratories, and editor of the report, summed up the extent of the damage caused by the spill to the environment when he said, "we have never seen bio-

logical damage of this geographical extent in any previous oil spill."

There is no wizard who can wave a magic wand to keep disasters to the environment, such as the *Amoco Cadiz* spill, from happening in American waters. Nothing comes that easy. But there are things that can be done. The noted oceanographer and environmentalist, Jacques Cousteau, made one good suggestion when he said, "no legislation to improve control of maritime shipping and off-loading of petroleum products will seriously decrease the number of tanker accidents unless flags of convenience are eliminated from U.S. waters."

## 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



## Dispatchers Report for Inland Waters

JULY 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	1
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	2	5	3	3	5	6	3	4	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	1	0	1	0	0	0	3	4	3
Mobile	3	0	0	0	0	0	10	2	0
New Orleans	4	1	11	3	0	5	2	3	28
Jacksonville	1	3	4	2	1	1	3	3	3
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	11	0	0	2	19	10	41
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	1	0	2	0	0	0	1	0	6
Houston	6	8	3	2	3	2	13	14	6
Port Arthur	0	1	58	3	3	21	5	1	102
Algonac	0	0	0	0	0	0	3	3	1
St. Louis	5	24	22	4	18	16	8	11	25
Piney Point	0	19	0	0	16	0	0	4	0
Paducah	5	0	46	4	3	20	6	0	60
Totals	28	61	161	21	49	73	76	59	278
<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	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	1	0	0
Mobile	0	0	0	0	0	0	1	0	0
New Orleans	0	0	1	0	0	0	0	0	1
Jacksonville	0	2	2	0	0	1	1	2	1
San Francisco	0	0	0	0	0	0	0	0	1
Wilmington	0	0	0	0	0	1	0	0	3
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	1	0	4	1	0	1	0	0	3
Houston	0	0	0	0	0	0	2	0	0
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	1	1	0	0	0	0	1	1
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	0	0	0	0	0	2	0	0	0
Totals	1	3	8	1	0	5	5	3	10
<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	3	1	0	0	0	0	2
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	0	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	3	1	0	0	0	0	4
Jacksonville	1	0	1	0	0	1	1	0	1
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	2
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	0	0	0	7
Houston	1	0	0	0	0	0	0	0	1
Port Arthur	0	0	0	0	0	0	0	0	0
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	1	2	0	2	0	0	0	4
Piney Point	0	0	0	0	0	0	0	0	0
Paducah	1	2	6	1	0	7	1	2	8
Totals	3	3	16	3	2	8	2	2	29
Totals All Departments	32	67	185	25	51	86	83	64	317

\*"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.

## Clarification of Death Benefit In New Deep Sea Pact

The Log would like to point out a printing error in the July 1978 issue of the paper in an article appearing on page 11 dealing with the new Death Benefit for active Seafarers.

The error concerned two of the amounts in the new escalating Death Benefit as shown in the article. So, following is a complete rundown of the new Death Benefit with corrected amounts.

The new Death Benefit and the sea-time requirements for receiving it are as follows:

- \$5,000—125 days seetime in the previous calendar year, and 1 year employment in the 6 month period immediately preceding date of death.

- \$10,000—125 days seetime in each of the 3 consecutive previous calendar years, and 1 day in the six month period immediately preceding date of death.

- \$12,500—125 days in each of the 4 consecutive previous calendar years, and one day in the previous six months.

- \$15,000—125 days in each of the 5 consecutive previous calendar years, and 1 day in the previous six months.

- \$17,500—125 days in each of the 6 consecutive previous calendar years, and 1 day in the previous six months.

- \$20,000—125 days seetime in each of the 7 consecutive previous calendar years, and 1 day in the six month period immediately preceding date of death.

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



# HLS Upgrading Class Schedule 1978

Below is completed 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 September 18 October 16 November 13 December 11	Pumproom, Maintenance & Operation October 30	Chief Steward (maximum 1 student per class) September 18 October 16 November 13 December 11
QMED October 2	Able Seaman September 18 November 13	Chief Cook and Cook & Baker (maximum 2 students for Chief Cook and 2 students for Cook & Baker for each class scheduled) September 4 September 18 October 2 October 16 October 30 November 13 November 27 December 11 December 22
FOWT October 16 November 23	Quartermaster October 16	
Welding September 4 September 18 October 2 October 16 October 30 November 13 November 27 December 11 December 22	Lifeboat and Tankerman September 14 September 28 October 12 October 26 November 9 November 24 December 7 December 21	Assistant Cook Special Programs to be Set Up Upon Request

## 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.

# Unemployment Rate Jumps to 6.2% in July From June's 5.7%

WASHINGTON, D.C.—The country's July jobless rate went up to 6.2 percent from June's 5.7 percent going back to, according to the AFL-CIO, "the plateau of high unemployment (6 and 6.2 percent) that has prevailed since early in the year."

In June, the U.S. Labor Department's Bureau of Statistics (BLS) had reported that unemployment had fallen as much as it had gained in July. In both instances, teenagers profited and bore the brunt of the good and bad news.

Their July jobless rate rose 14.2 percent to 16.3 percent and almost half of the 440,000 jump in unemployment in July resulted from the number of youths in the nation seeking work. In June, also, almost half of the 400,000 drop in

unemployment was accounted for by the teenagers who found jobs.

The sharp rise and fall of the unemployed figure recently is due to the great number of teenage students who entered the U.S. labor force when schools closed for the summer vacation.

The only other notable decline in employment occurred among blacks whose

rate upped to 12.5 percent from 11.9 percent. In transportation and public utilities, employment dropped by 25,000.

Last month there were 6.2 million persons jobless in the United States. However, the Government doesn't count the workers who are too discouraged to look for work and those

who work parttime because they can't find fulltime jobs. The AFL-CIO puts the "true" jobless rate in July at 8.7 percent or 8.7 million unemployed.

Beside teenagers, adult women in July found jobs hard to find. Their rate took a hike from 6.1 percent to 6.5 percent.

Adult men's rate last month in the country went up to 4.1 percent from 3.9 percent. Fulltime workers had their unemployment rate climb to 5.7 percent from 5.2 percent. White workers had their rate go up to 5.3 percent from 4.9 percent.

The U.S. labor force rose by 45,000 last month to 100,618,000 working. In 1978, the labor force has risen by 3.1 million workers with adult women responsible for nearly three-fifths of the growth.

**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



## Afoundria Committee



Recertified Bosun Joe Michael (right) ship's chairman of the SS *Afoundria* (Sea-Land) on Aug. 2 is on deck with part of the Ship's Committee of (l. to r.) Engine Delegate J. M. Gonzalez, Steward Delegate Rico Quinones and Deck Delegate Anthony Debelich. The vessel paid off at Port Elizabeth, N.J.

## Sea-Land Galloway Committee



At a payoff on Aug. 10 the Ship's Committee of the *Sea-Land Galloway* are (l. to r.) Chief Steward A. Seda, secretary-reporter; QMED B. Harris, engine delegate; Steward Delegate Michael Hauklane and Recertified Bosun George Burke, ship's chairman. Payoff took place in Port Elizabeth, N.J.

## Cove Communicator Committee



Headquarters Patrolman Teddy Babkowski (seated) fills out dues receipt on Aug. 4 as the Ship's Committee and a crewmember of the *ST Cove Communicator* (Cove Shipping) stand by at a payoff in Perth Amboy, N.J. They are (l. to r.) Recertified Bosun Elmer Barnhill, ship's chairman; Chief Steward James Temple, secretary-reporter; Herbert Thrower of the deck department. Engine Delegate Frank Byers and Steward Delegate Alphonse Johnson.

## Mount Navigator Committee



At the Seatrain Shipyard in Brooklyn late last month, the *ST Mount Navigator* (Mount Shipping) paid off. The Ship's Committee (l. to r.) are Educational Director Ward Beckwith, Chief Steward Robert Kennedy, secretary-reporter; Recertified Bosun John Moss, ship's chairman; Steward Delegate Willie Manuel and Deck Delegate Ralph Moore.

# MOVE IT!



... AND MAKE MONEY. The cargo doesn't move without the skill and say-so of the Chief Pumpman. He's top man. So he earns top dollar for his skills.

**Get those skills.**

**Get your Chief Pumpman endorsement.**

**Take the Pumproom Maintenance and Operations course at HLS. It starts October 30.**

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

## Got your time?

**Then take a walk...**

**To your nearest**

**Coast Guard office.**



**ATTENTION, BLUE-TICKET AB'S**

If you've got 36 months seetime, you qualify for a green ticket. Just go to your nearest Coast Guard office and show them your discharges. It's that simple -- you get your green ticket automatically.

**No tests \* No trouble**

**Just time -- 36 months plus a few minutes in the Coast Guard office.**

## We're the Steward Department at HLS



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

*Sign up to move up.*

See your SIU Representative or contact HLS.

Chief Steward: September 18, October 16

Chief Cook: October 2, 16, 30

Cook and Baker: October 2, 16, 30



If you can do rapid plotting, operate radar and handle navigation, you can move up in the deck department. You can work aboard the most advanced ships in the U.S. Merchant Marine. You Can be a Quartermaster.

**Sign up today to take the Quartermaster Course at HLS**

**See your SIU Representative or contact:**

**Harry Lundeberg School  
Vocational Education Department  
Piney Point, Maryland 20674**

## Ready To Go And Tow



Recent participants in the Transportation Institute Towboat Operator Scholarship Class, held at HLS, are, front row from the left: Rich Kulakowski, Bob Hudgins, Fred Shiferder, Emmett Proudfoot and Jim Price. Back row, from the left are: Paul Pont, James James, Luis Garcia, Glenn McDonough and Don Braddy.

## Lifeboaters



Recent graduates of the HLS lifeboat course are, from the left: Allison Herbert, Peter Linkewicz, Eugene Koss, and John Kirk.

# The Harry Lundeberg School of Seamanship

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

## Six New Quartermasters



Gathered together after successfully completing the Quartermaster course at the Lundeberg School are, from the left: Bill L. Mason, George F. Coto, Tom Fleming, Joachim R. Von Holden, Jack Rhodes, and Bill Moore.

## Pride Shines Thru



Upgraders Oscar Raynor, left, and Gary Rosen, have a good reason to be proud after recently receiving their Cook and Baker certificates at the Lundeberg School.

## 20 More AB's Off The Ways



Posing for their picture after completing the AB course at the Lundeberg School are, front row, from the left: Santana Efraen, Shawn Evans, Mike Kurtz, Mark Lamar, Chuck Fynes, Randy Dale, David Murray and Paul Sbriglio. Middle row, from the left are: Bob Hogan, David Campbell, Brad Bray, Fred Galvin, Charles Zulauf, Roy Wise, Rodolfo Lopez and Will Carney. Back row from the left are: Mike Atkinson, Bill Privette, Mickey Main and Donny Doss.

## 14 Pass Gas Course



These men are ready to take jobs aboard LNG ships after recently completing the LNG course at the Lundeberg School. They are, front row from the left: Pete Reed, Jerry Lopez, George Roy, Ken Moyer, Bill McClintic, Don Spencer, and Bob Hemming. Back row, from the left are: Jim Gates, Jesse Hall, Dave Ketchum, Danny Marcus, Bob Miller, Jim Moore, and S. Monardo.



William Foley

Seafarer William Foley, 22, graduated from the HLS in 1976. He upgraded to FOWT in 1977 and also received his Pumpman, Tankerman, and Machinist endorsements the same year. Brother Foley has firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. He lives in Brooklyn, N.Y. and ships out of the port of New York.

## New Member Plans Career



Rick Cavalier

When the SIU-manned tanker *Mount Navigator* came into the Brooklyn Navy Yard recently for an overhaul of her cargo lines, the *LOG* spoke with young Ordinary Seaman Rick Cavalier.

The *Mount Navigator* is Cavalier's first ship as an SIU member. But he's also got four years' experience with the Navy under his belt, including 2½ years spent on a Navy ammo ship.

When Cavalier signed on the *Mount Navigator*, he said it was, "like a ghost ship" because of the crew size. No wonder—his last ship was an aircraft carrier with a crew of over 5,000 men.

After leaving the Navy, Cavalier decided he wanted to put his training to good use, so he enrolled in the Harry Lundeberg School.

After the vessel laid up, Brother Cavalier went to his home in Baltimore.

It's good to have a plan, especially when it involves upgrading. And Cavalier has got a fine plan: he's going to upgrade to AB just as soon as he can.

We wish Rick Cavalier smooth sailing in his future endeavors.

Marcel Scuderi



Seafarer Marcel Scuderi, 21, graduated from the Harry Lundeberg School in 1976. He upgraded to FOWT there in 1977. Brother Scuderi has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He is from Camp Springs, Md. and ships out of the port of Houston.

Tim Stagg



Seafarer Tim Stagg, 20, graduated from the HLS in 1976. He upgraded to FOWT last year. Brother Stagg holds firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. He was born in Philadelphia but now lives in Fairfax, Va. He ships out of the port of New York.

John Miller



Seafarer John Miller, 33, joined the SIU in 1968. Brother Miller made several trips to Vietnam in 1968 and 1969 and was on the Lafayette when that ship was hit by Vietcong fire in the Saigon River. Miller upgraded to FOWT earlier this year and also holds firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. He's from Portland, Oregon and ships out of the port of Seattle.



## DEEP SEA

John Emidy



Seafarer John Emidy, 22, graduated from the HLS Entry Program in 1975. In 1977 brother Emidy upgraded to AB. He holds firefighting, lifeboat, and cardio-pulmonary resuscitation tickets. Emidy is from Blackstone, Mass. and ships out of the port of Boston.

Griffith Hutton



Seafarer Griffith Hutton, 24, graduated from the HLS Entry Program in 1975. He upgraded to AB in 1977. Brother Hutton also holds lifeboat, firefighting, and cardio-pulmonary resuscitation tickets. Originally from New York, Hutton now ships out of the port of Baltimore.

Rod Clark



Seafarer Rod Clark, 25, is a 1974 graduate of the HLS Entry Program. He upgraded to AB last year. Brother Clark holds lifeboat, firefighting, and cardio-pulmonary resuscitation tickets. He lives in Seattle and ships out of the port of New Orleans.

Doug Beeler



Seafarer Doug Beeler, 21, is a 1976 graduate of HLS. He upgraded to FOWT this year. Brother Beeler holds lifeboat, firefighting, and cardio-pulmonary resuscitation tickets. He lives in Detroit and ships out of the port of New York.

### MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Sept. 5	2:30 p.m.	7:00 p.m.
Philadelphia	Sept. 5	2:30 p.m.	7:00 p.m.
Baltimore	Sept. 6	2:30 p.m.	7:00 p.m.
Norfolk	Sept. 7	9:30 a.m.	7:00 p.m.
Jacksonville	Sept. 7	2:00 p.m.	—
Algonac	Sept. 8	2:30 p.m.	—
Houston	Sept. 11	2:30 p.m.	7:00 p.m.
New Orleans	Sept. 12	2:30 p.m.	7:00 p.m.
Mobile	Sept. 13	2:30 p.m.	—
San Francisco	Sept. 14	2:30 p.m.	—
Wilmington	Sept. 18	2:30 p.m.	—
Seattle	Sept. 22	2:30 p.m.	—
Piney Point	Sept. 9	10:30 a.m.	—
San Juan	Sept. 7	2:30 p.m.	—
Columbus	Sept. 16	—	1:00 p.m.
Chicago	Sept. 12	—	—
Port Arthur	Sept. 12	2:30 p.m.	—
Buffalo	Sept. 13	—	—
St. Louis	Sept. 15	2:30 p.m.	—
Cleveland	Sept. 14	—	—

## Achilles Committee



On July 11, 1978, the SIU manned tanker *Achilles* (Newport Tankers) paid off in Bayway, N.J. Her ship's committee, from the left is: P. G. Ordansa, steward delegate; David Murray, deck delegate; E. M. Hagger, secretary-reporter, and Recertified Bosun Perry Konis, ship's chairman.



### 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."

# 451 Have Donated \$100 or More To SPAD Since Beginning of 1978

The following SIU members and other concerned individuals, 451 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.) Sixteen who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, five have contributed \$300, one has given \$400, one has given \$500, and one \$600. The Log runs the SPAD Honor Rolls because the Union feels that our political role must be maintained if the livelihoods of maritime workers are to be protected. (A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.)

NOTE: Each month's SPAD Honor Roll contains the names of those individuals who have given \$100 or more as of the last Friday of the previous month.

## SPAD Honor Roll

Acevedo, M.	Campbell, A.	Evans, J.	Ipsen, L.	Miller, R.	Petak, P.	Scheard, H.	Taylor, F.	Van Horn, D.	Williams, L.
Adams, E.	Carey, W.	Fagan, W.	Jacobs, R.	Mintz, L.	Phillips, R.	Schwartz, A.	Terpe, K.	Vanvoorhees, C.	Williams, R.
Adams, W.	Carter, R.	Faint, F.	Japper	Mobley, R.	Pillsworth, P.	Schwarz, R.	Terry, D.	Velandra, D.	Wilson, B.
Adamson, R.	Castel, B.	Fanning, R.	Johnson, R.	Mollard, C.	Poer, G.	Schwabland, J.	Thaxton, A.	Velasquez, W.	Wilson, C.
Agugussa, A.	Caswell, J.	Fay, J.	Jolley, R.	Mongelli, F.	Pollack, A.	Scott, C.	Theiss, R.	Velez, R.	Wingfield, P.
Aguiar, J.	Carr, J.	Fergus, S.	Jones, C.	Moore, G.	Powell, S.	Seagord, F.	Thomas, F.	Vukmir, G.	Wolf, P.
Air, R.	Carroll, J.	Filer, W.	Jones, R.	Moore, J.	Prentice, R.	Selzer, R.	Thomas, T.	Walker, T.	Wood, C.
Alcarin, G.	Cavalcanti, R.	Flade, L.	Karlak, W.	Moore, J.	Pretare, G.	Selzer, S.	Thorbjorsen, S.	Wallace, S.	Worley, M.
Alexikis, A.	Cherup, N.	Fletcher, B.	Kastina, T.	Morris, W.	Prevas, P.	Shappo, M.	Tilley, J.	Ward, M.	Wright, A.
Algina, J.	Chilinski, T.	Flores, J.	Kelly, E.	Morrison, J.	Prims, J.	Sharp, W.	Tillman, W.	Weaver, A.	Wright, F.
Ali, D.	Cinquemano, A.	Florous, C.	Kenny, L.	Mull, C.	Pulliam, J.	Shaw, L.	Todd, R.	Webb, J.	Wydra, R.
Allen, E.	Cirignano, L.	Foley, P.	Kerr, R.	Murray, R.	Raines, R.	Shelley, S.	Troy, S.	Whitmer, A.	Yarmola, J.
Allen, J.	Clark, J.	Franco, P.	Kingsley, J.	Musciano, M.	Ramago, R.	Shopatt, H.	Turner, B.	Whitsitt, M.	Yates, J.
Alvarez, P.	Cline, L.	Francum, C.	Kirby, M.	Myers, H.	Randazza, L.	Sigler, M.	Ulrich, H.	Wierschem, D.	Yelland, B.
Amat, K.	Cofone, W.	Frank, S.	Kitchens, B.	Nash, W.	Ratcliffe, C.	Silva, M.	Uusciato, J.	Williams, A.	Zai, C.
Ammann, W.	Colier III, J.	Frazier, J.	Kizzire, C.	Nelson, D.	Reading, J.	Skala, T.	Vahey, R.		Zeloy, J.
Andersson, A.	Colon, E.	Frounfelter, D.	Knoff, J.	Newberry, H.	Reck, J.	Smith, B.			
Anderson, D.	Comstock, P.	Fuller, E.	Kofowich, W.	Nihem, W.	Regan, F.	Smith, J.			
Anderson, E.	Conklin, K.	Fuller, G.	Kool, L.	Nobles, E.	Reinosa, J.	Smith, L.			
Anderson, R.	Connolly, W.	Furukawa, H.	Kowalski, A.	Novak, A.	Reza, O.	Smith, R.			
Antici, M.	Cooper, J.	Gallagher, L.	Kramer, M.	Nuckols, B.	Richardson, J.	Snellgrove, L.			
Antone, F.	Corder, J.	Gann, T.	Krittiansen, J.	O'Brien, E.	Richoux, J.	Somerville, G.			
Appleby, D.	Costa, F.	Gard, C.	Lamb, J.	O'Hara, M.	Ries, J.	Soresi, T.			
Apuzzo, W.	Costango, F.	Gavin, J.	Lambert, H.	Oldakowski, E.	Ripoll, G.	South, R.			
Aquino, G.	Costango, G.	Gentile, C.	Lance, W.	Olds, T.	Rivera, L.	Spady, J.			
Arias, F.	Costango, J.	George, J.	Lankford, J.	Olivera, W.	Roades, O.	Speller, J.			
Aronica, A.	Craig, J.	Gimberty, R.	Lay, M.	Olson, F.	Roberts, J.	Spencer, G.			
Aruz, A.	Czerwinski, J.	Givens, J.	Lee, K.	Orn, L.	Rodriguez, R.	Stalgy, R.			
Atkinson, D.	Dallas, C.	Glenn, J.	Legg, J.	Orsini, D.	Rondo, C.	Stankiewicz, A.			
Aumiller, R.	Dalman, G.	Glenn, J., Jr.	Lelonek, L.	Ortiz, F.	Royal, F.	Stearns, B.			
Avery, R.	Darley, B.	Glidewell, T.	Leonard, W.	Ortiz, F.	Rung, J.	Stephens, C.			
Babkowski, T.	Davis, J.	Gobrukouich, S.	Lesnansky, A.	Paczowski, S.	Ryan, T.	Stevens, W.			
Balaga, C.	Davis, J.	Gooding, H.	Lewin, A.	Pagano, J.	Sacco, M.	Stockman, B.			
Barnes, D.	Davis, J.	Graham, E.	Lewis, J.	Papuchis, S.	Sacco, J.	Stover, M.			
Bartlett, J.	Davis, S.	Grant, W.	Libby, H.	Paradise, L.	Salazar, H.	Stravers, L.			
Bauer, C.	Debarrios, M.	Grepo, P.	Lindsey, H.	Passapera, F.	Sanchez, M.	Sulentis, S.			
Beeching, M.	DeChamp, A.	Guevara, D.	Lively, H.	Paulovich, J.	SanFillippo, J.	Surrick, R.			
Bellinger, W.	Deldaeh, T.	Guillen, A.	Loleas, P.	Payne, H.	San Fillippo, J.	Swain, C.			
Berglund, B.	Delea, G.	Hager, B.	Long, L.	Pecquex, F.	Sapp, C.	Sweeney, J.			
Bjornsson, A.	Dell, R.	Hall, C.	Lorman, S.	Pelfrey, M.	Schabland, J.	Tanner, C.			
Blackwell, J.	Del Moral, A.	Hall, J.	Loveland, C.	Perez, J.	Schatz, G.	Tanner, R.			
Bluitt, J.	Demetrios, J.	Hall, L.	Lunsford, J.						
Bluitt, T.	Dengate, H.	Hall, P.	Macmberg, D.						
Bobalek, W.	Di Domenico, J.	Hall, W.	Malesskey, G.						
Bonser, L.	Diaz, R.	Hamblet, A.	Mallory, A.						
Bourgeois, J. I.	Diercks, J.	Hamilton, G.	Mandene, S.						
Bowker, A.	DiGiorgio, J.	Hampton, D.	Mann, C.						
Boyne, D.	Dillings, L.	Haney, L.	Mann, J.						
Bradley, E.	Doak, W.	Hansen, H.	Marchaj, R.						
Bradley, E.	Doak, W.	Hant, K.	Martin, T.						
Brady, J.	Dobbins, D.	Harris, N.	Mathil, M.						
Brand, H.	Dockwiller, L.	Harris, W.	McCarthy, L.						
Bronnlee, R.	Doherty, W.	Hauf, M.	McFarland, D.						
Brown, G.	Dolan, J.	Haykes, F.	McFarland, J.						
Brown, I.	Dolgen, D.	Heacox, E.	McNeely, J.						
Brown, I.	Donnelly, M.	Heniken, E.	McCartney, G.						
Bruce, C.	Donovan, P.	Higgins, J.	McCorvey, D.						
Bryant, B.	Dornes, R.	Horne, H.	McElroy, E.						
Bryant, N.	Driggers, T.	Hotton, G.	McGinnis, A.						
Bucci, P.	Drozak, F.	Houlihan, M.	McKay, M.						
Bullock, R.	Ducote, C.	Houston, H.	McKay, R.						
Buffinton, O.	Dudan, M.	Hunter, W.	McKay, R.						
Butch, R.	Dudley, K.	Hurley, M.	Meacham, H.						
Byrd, J.	Duffel, T.	Huss, P.	Meffert, R.						
Cafefato, W.	Dwyer, J.	Iovino, L.	Miller, D.						
Caffey, J.	Dyer, A.								
Cahill, J.	Elzabri, A.								
Calogeros, D.	Eschukor, W.								

### \$600 Honor Roll

Pomerlane, R.

### \$500 Honor Roll

Antich, J.

### \$400 Honor Roll

Lilledahl, H.

### \$300 Honor Roll

Andersen, R. Curtis, T. Forshee, R.  
Chartier, W. Harcrow, C.

### \$200 Honor Roll

Ahmed, F. Ellis, P. Larkin, J.  
Bernstein, A. Firth, R. Lombardo, J.  
Cookmans, R. Gilbo, T. McCullough, L.  
Crocco, G. Grima, V. Pow, J.  
Dryden, J. Hagerty, C. Redgate, J.  
Kerngood, M.

### 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

1978

Port

\$

Solicitor's No. \_\_\_\_\_

# Sign Up for Job Security: It Costs Only 30 Cents a Day

For 30 cents every working day—the price of a cup of coffee or the price of a half a pack of cigarettes—you can buy yourself a lifetime of job security.

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 the role. So we have come up with an additional program to significantly increase voluntary political contributions.

This is how it works:

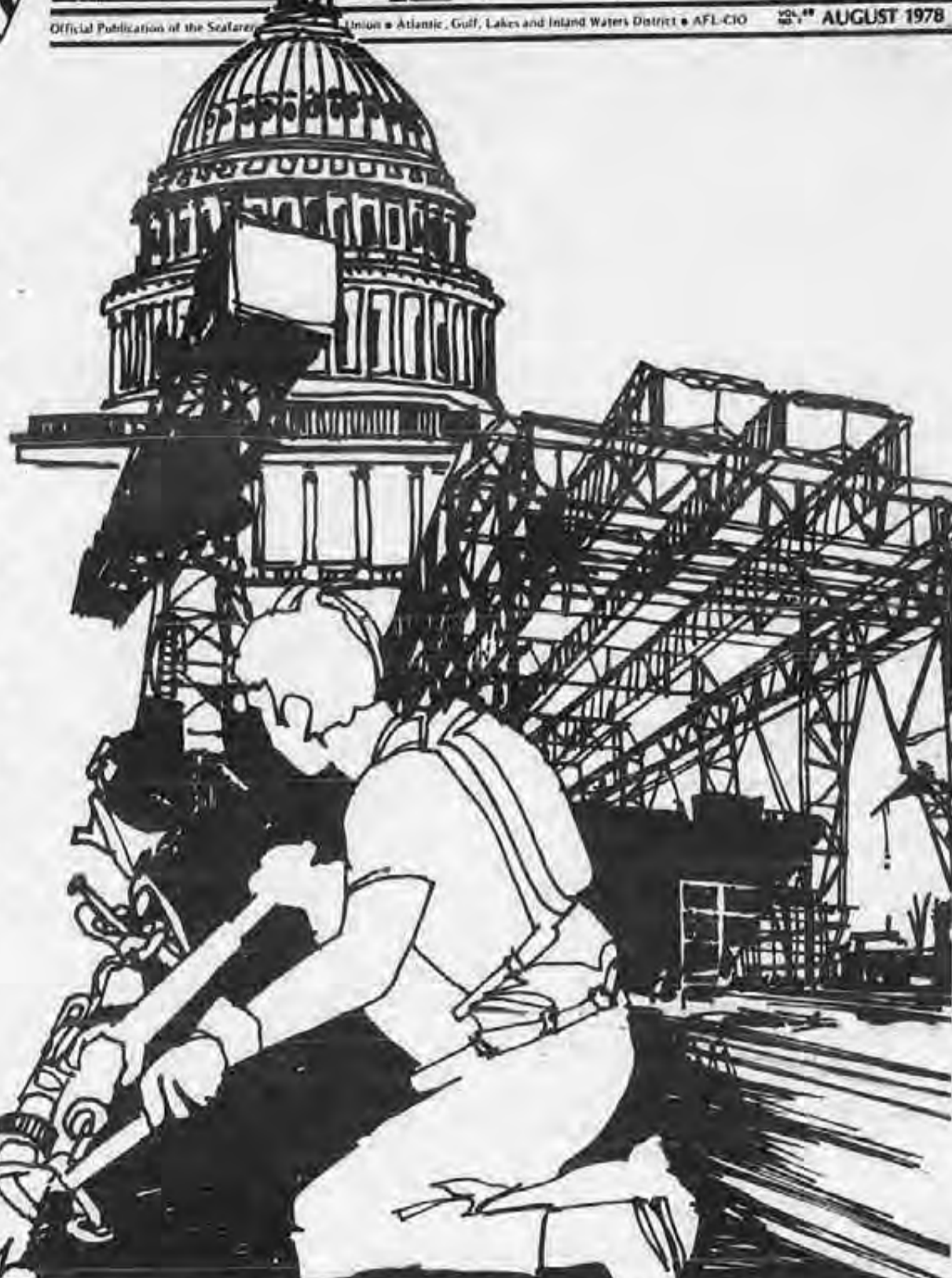
You can now sign a form authorizing the Seafarers Vacation Plan to deduct 30 cents per day from your vacation benefit payments and transfer that amount to SPAD. An example of the form is printed on this page.

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.

We have an opportunity to increase our political programs with the new 30 cents 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)

TO: \_\_\_\_\_ DATE \_\_\_\_\_

Seafarers Vacation Plan  
275 20th Street  
Brooklyn, N.Y. 11215

Effective from this date, I hereby assign, direct and authorize you to deduct from payments required to be made by you to me for vacation benefits and at the time of such payments, a sum equal to thirty cents per day for which I am entitled to vacation benefit payments and to pay and transfer such amounts to SPAD, 675 Fourth Avenue, Brooklyn, N.Y. 11232. This authorization shall remain in full force and effect unless written notice by certified mail is given by me to you of revocation of this authorization, in which event the revocation shall be effective as of the date you receive it and applicable only to vacation benefits both earned and payable to me thereafter.

I acknowledge advice and understand that SPAD is a separate segregated fund established and administered by my union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions and I have the right to refuse to make any contributions, including this authorization without fear of reprisal. I may contribute directly to SPAD such amount as I may voluntarily determine in lieu of signing this authorization and that the specified amount herein provided is to minimize administrative responsibilities and costs consistent with the facilitation for the making of voluntary contributions. And this authorization for contributions, constitutes my voluntary act. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

This authorization has been executed in triplicate, the original for you, copy to SPAD and copy to me.

Member's name (Print) _____	Member's Signature _____
Social Security Number _____	Members Home Address _____
Book Number _____	City _____ State _____ Zip _____
	Port _____

OFFICE COPY

