

LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO VOL. 40 NO. 11 NOVEMBER 1978

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**SIU Celebrates Its 40th
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Seamen May Be Declared Eligible for Veteran Benefits

America's merchant seamen have put their lives on the line in every war the U.S. has ever fought. In World War II, 7,500 merchant mariners lost their lives in the line of duty, while 30,000 more were torpedoed. And when thousands of American POW's returned to the States after the War, 572 merchant seamen were among their ranks.

The only thing, though, merchant seamen have ever gotten from the U.S. Government for their wartime actions and heroics is a pat on the back.

This may all change soon, however, because Congress has created a mechanism whereby seamen and other civilian groups that served in military support roles during wartime can qualify for Veterans Administration benefits.

In other words, merchant seamen who served on vessels in military support roles during World War II, the Korean War or the Vietnam War may be granted veterans status, thereby becoming eligible for veterans benefits.

Hundreds of SIU members—both active and retired—could come under this category. And it could mean substantial retroactive veterans benefits for those declared eligible.

G.I. Improvement Bill

Congress actually set the wheels in motion last year with passage of the G.I.

Improvement Bill of 1977. One of the provisions of this bill empowered the Secretary of Defense to set up a Civilian/Military Review Board to determine if certain groups, such as seamen, should be given veterans status.

The Review Board, itself, probably will not convene until early next year. However, the Department of Defense (DOD) has at least published its proposals in the Federal Register and has requested comments from interested groups.

When the Board does convene, though, the SIU along with other maritime unions, will present a detailed, well researched application on behalf of the nation's merchant seamen.

In the meantime, the SIU has already reviewed DOD's proposals concerning the Review Board. The Union has found the proposals comprehensive in all but two areas.

SIU President Paul Hall, in a letter to DOD, said that the Union does not agree with DOD's plan to conduct Review Board meetings in closed executive session. Hall said that "closed sessions are inappropriate because groups under consideration apparently will have no opportunity for appeal or review of Board findings."

Instead, said Hall, Review Board meetings should be open sessions at which qualified spokesmen from groups

under consideration will have the opportunity to submit testimony.

He said that the open session format would "create an atmosphere wherein the Board could maximize its efforts to gain information through personal interplay with knowledgeable witnesses."

President Hall also took issue with DOD's proposal that "only official documents" be presented before the Board for review. Hall said that this narrow rule "could seriously hamper the adequate presentation of group applications."

Hall noted that "the type of evidence for presentation by group applicants should be widened to cover whatever gaps have occurred because of loss of official records or their formerly secret status."

In wrapping up his comments, President Hall said that "the main concern of the SIU is that the Board have as complete a picture as possible in making its determinations as to the eligibility of groups. Open hearings and maximum use of available evidence and historical information appears to be a better format than a closed executive session with strict limitations on presentation of evidence."

MARAD Report

When the Review Board finally does convene, another important spokesman

for merchant marine will be the U.S. Maritime Administration. In fact, MARAD has already submitted a preliminary report to DOD outlining the merchant marine's contributions to the war effort in World War II.

The MARAD report proclaims that "merchant ships were crucial to the supply of the entire war effort worldwide not only in convoys for general supply but also as integral elements in military amphibious landings . . . and merchant seamen provided critical support to the military during World War II."

The MARAD report also notes that merchant seamen in World War II received military training and participated in defense gunnery manning when no Navy crews were assigned.

MARAD also pointed out the high casualty figures of merchant seamen during the War.

As we see it, if not more that the normal amount of bureaucratic red tape holds up movement on this issue, merchant seamen should know in about six months if their service during wartime will be considered active service in the armed forces.

The SIU will be fighting to make sure that it will.



Paul Hall

The PRESIDENT'S Report

40 Years Young, Still Fighting

Living in the past is for those who really don't have much of a future. But it's good to look back once in awhile to study your history and to see how far you've come.

As SIU members, there is no better time than right now to reflect for a few moments on our beginnings because this month marks the 40th Anniversary of our Union.

When we first started out back in 1938, most people in maritime wouldn't have given five cents for our chances of surviving one year, much less 40 years.

Most of our contracted vessels were the old tramp freighters and we didn't have a tanker in the fleet.

On top of this, we were the youngest and smallest Union on the waterfront and lot of people thought they were going to run us out. We had to fight on every major waterfront in the country to protect our jurisdiction. Just about every oldtimer in this Union could tell you stories about our early fights.

But despite the trouble of those times, we grew larger as an organization and progressed. We won drive after drive in organizing campaigns. Along the way, we cracked some of the toughest, most anti-union companies in the business.

Each victory pumped new energy into our Union and into our determination to succeed.

We also began making tremendous headway in our contracts. We succeeded in negotiating new highs in our wage levels. And we led the industry in establishing formulas for welfare, vacation and pension benefits for our people.

As we moved into the '50s, we weren't getting or giving as many bloody noses. But we were certainly taking our political lumps in Washington. Almost overnight, a huge segment of the American merchant fleet had been sold out from under us and converted to runaway flags. In other words, we were being legislated off the high seas.

Instead of just beefing about the plight of our industry, the SIU went to work in the new battleground—the political arena. Since then, we have built one of the best political action programs in the labor movement—a program that has enabled us to slow down the decline of our industry and begin the long haul to bring it back to a position of respect on the world's sealanes.

In addition to being the leaders in politics and in establishing new and expanded benefits for our members, the SIU has been a leader in providing educational opportunities for SIU people with the help of the Lundeborg School.

Not only does our School give SIU members the opportunity to learn new skills and advance their ratings. But the School is doing the indispensable job of helping us to cope with the problems and challenges of automation and advancing technology in the industry.

When you look at it closely, there has been tremendous change in the last 40 years, not only in our industry, but in our Union.

The only similarity between the ships of today and those of four decades ago is that they float and carry cargo.

The only similarity between the SIU of today and 40 years ago is our ultimate goal—a better life for all of us.

It has been an interesting 40 years, a tough 40 years and a fruitful 40 years. We started with nothing and succeeded in building a Union that has not only weathered the storms, but a Union that is in good shape and quite capable of meeting the challenges of the future.

In retrospect, the real key to our success has been our ability to recognize our problems and then to do whatever had to be done to meet these problems.

Also, we never turned our back on a problem. Problems don't go away. And we never put off meeting a problem for another day simply because the longer you wait the more unmanageable it gets.

For 40 years, we have fought the good fights. We won some and we lost some too. But even in losing, our opponents knew they had been in a fight.

Win or lose, though, we simply kept plugging and punching in our efforts to move forward and grow.

Our oldtimers—the guys who took the early licks—have a lot to be proud of today. And our younger members should be proud of what they have to protect and what they have to build on for the future.

SIU Girds For Battle Over Manning

Union Determined to Keep Crew Sizes at Safe Levels

In preparation for what promises to be a crucial conference for setting worldwide manning standards, the SIU has taken a firm position on making the size of a crew directly dependent on the safe operation of merchant vessels.

In January, 1979, the Intergovernmental Maritime Consultative Organization (IMCO) will meet to determine the first international agreement for minimum manning levels. Since the U.S. is a major participant, IMCO's decision can have a tremendous impact on the size and responsibilities of U.S. merchant crews.

But what that impact should be is a matter of debate now between the different groups which have a say in formulating U.S. manning policy.

Safety should be the key issue in setting manning standards, the SIU maintained in its 27-page position paper delivered at the first of a series of meetings held to work out the U.S. proposal for the IMCO conference. The meeting took place on Nov. 8 at Coast Guard Headquarters in Washington, D.C. and was attended by representatives from maritime labor, management and government.

The American Institute of Merchant Shipping (AIMS), a management group, said, "it is essential that the present objective should not be to expand current safe standards which do exist in advanced maritime countries, but to bring unsafe, or in some cases no standards up to a safe level."

SIU Differs with AIMS

However, the SIU provided ample evidence, backed up by the other maritime unions at the meeting, that there is a great need for improvement even in "advanced" maritime countries like the U.S. The other unions were the National Maritime Union, Maritime Engineers Beneficial Association and the Masters, Mates and Pilots union.

The SIU pointed out that "minimum manning as it is construed today all too often means the lowest manning the operator is permitted by law on a ship. It is viewed only as how few ratings will suffice to get the job done."

The SIU report gets to the heart of the manning issue by setting forth a

number of fundamental safety and health principles which must be carried out in deciding crew size. These require that all crews be large enough to do the following:

- To insure the safe navigation of the vessel in all conditions, which includes important watch standing duties.
- To perform routine maintenance and repairs.
- To monitor the ship's equipment at all times as well as be able to meet personnel problems caused by illness, injury or death.
- To include a steward department capable of preparing wholesome meals as well as maintaining proper hygiene. (At present, IMCO's conference agenda does not include manning for the steward department.
- To provide a blend of ratings from the highest to the lowest so that the career progression chain is maintained.
- To avoid excessive overtime.
- To meet the demands of specialized ships and equipment; of weather and trade routes; and of living conditions and the age of the vessel.

The SIU also stated that considerations of occupational safety and health must be applied to shipping, which is not done now in the U.S. "The Coast Guard views safe navigation as its responsibility but neglects the safety and well-being of the crew. IMCO must insure that the workplace aboard ship is safe and healthful for seamen."

Crews Overworked

The Union report points out the serious problems that already exist on U.S.-flag vessels because these basic safety concerns have not been tied to manning. For example, rested personnel often are not available in the unlicensed deck department to stand watch.

"On tankships, where the tanks must be cleaned between ports, the deck crew must often work around the clock cleaning tanks and then stand watch without getting any rest. Sleeplessness, combined with exposure to toxic fumes, results in



At Coast Guard Headquarters in Washington earlier this month, the SIU's delegation for input into the U.S. position on manning for upcoming IMCO conference listens to management viewpoint as noted by AIMS spokesman. The SIU people from the left are: Charles Nalen, director of vocational education at the Lundeberg School; Red Campbell, SIU representative from Headquarters; John Fay, Philadelphia agent, and SIU Vice President Earl Shepard.

fatigue, creating a great potential for a casualty. Without some crew flexibility the stress on the crew in this situation is great."

This situation is not only a hazard to safe navigation, but also carries over to "critical maintenance tasks, which are often ignored when the vessel is undermanned and tank cleaning and watchstanding absorb all of the seaman's time."

Insufficient Manning

Insufficient personnel is also a problem in the engine and steward departments where automation has reduced manpower, but has not fully covered the workload. Skilled crewmen must still monitor, control and repair equipment in the engine room to keep it free from fire and safety hazards, the report explained. Automated alarm systems are not an excuse for unattended engine rooms. "An unlicensed engine room rating on duty at all times can see, feel, smell or hear a potential mechanical problem long before an automated system may detect it."

In the steward department, the advent of portion-controlled servings and other time-saving devices have not filled the need for skilled

personnel. "Ready-made airline type meals are unpalatable to the crew on long voyages." Moreover, these are often not available in foreign ports and the steward must then prepare food from scratch. "When sufficient cooks and bakers are not available, poor food and steadily declining sanitary conditions affect the well-being of the entire crew."

Minimum Crew—Maximum Work

These examples and many others provided in the report illustrate the fact that a minimum crew always carries a maximum work load. "As long as the competition of the shipping marketplace makes the minimum legal crew in effect the maximum, the authorities setting manning must build in a maximum work allowance for crewmembers to insure that fatigue and other problems are not a constant danger."

The SIU's report performs an important service by describing in detail the full workload of unlicensed personnel in all departments and relating it to the safe operation of the vessel and the well-being of the entire crew. "Even in the U.S., there is little research or data on minimum crew levels, much less the responsibilities and duties that go into the development of such concepts."

The SIU's position will be taken up again at two more meetings prior to the IMCO conference, on November 28 and December 19, when the U.S. proposal is expected to be finalized. The following SIU officials and staff members will represent the Union, as they have since the start of the preliminary work for the conference: Earl Shephard, SIU vice-president and representative to IMCO; John Fay, Philadelphia port agent; Red Campbell, New York representative, and Charles Nalen, director of vocational education at the Harry Lundeberg School.

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Happy
Thanksgiving

AFL-CIO Says Anti-Inflation Plan Keys Too Much on Wage Controls

Inflation. It's on the minds of most Americans these days, and that's putting it mildly. Because, thanks to inflation, it's simply getting more and more difficult for the average American family to make ends meet.

The plague of inflation, and how our leaders go about fighting it, is going to effect us for a long time to come. Their decisions and actions will effect our jobs, how far our paychecks will go in providing us with the basic necessities, and what the actual quality of life will be for us in the future.

These thoughts were very much on the minds of the AFL-CIO's Executive Council late last month when it met, among other things, to respond to President Carter's October 24 address on inflation. SIU President Paul Hall is Senior Vice President of the Council.

Just about the only thing the AFL-CIO and the Carter Administration agree on, as far as inflation control is concerned, is that *something* needs to be done about it—and that austerity and sacrifice is going to figure into whatever plan we come up with.

How the Carter Administration plans to go about controlling inflation—and on whom the burden of sacrifice would seem to fall most heavily—is what the AFL-CIO takes strong issue with.

"Unfair, Inequitable"

Because of the Carter plan's emphasis on controlling wages, rather than prices, the AFL-CIO Executive Council's statement, issued on October 31, called the plan, "unfair and inequitable."

The Carter anti-inflation plan includes provisions for inflexible and non-voluntary wage controls, while its price control guidelines are flexible and without effective enforcement. At the same time, there are no provisions for the control of profits or interest rates, nor does it provide for effective control of professional fees.

Alaska Wants U.S. to Export North Slope Oil

The oil companies tried everything short of blackmail earlier this year to convince the government to export Alaskan oil to Japan. Now it appears the State of Alaska is pulling the same tactics.

State officials are trying a force play as the latest attempt to ship America's black gold out of the country. They have threatened to put off all state oil lease sales and possibly limit production on already leased fields until the government allows exports of Alaskan crude.

"The state will sit on the oil until it's economical to produce it," Alaska Commissioner of Revenue Sterling Gallagher crowed last month. Curtailing current production may be illegal. But holding up future onshore and offshore development means that the state would be sitting on an estimated 40 percent of America's oil and gas potential.

The economic problem, according to Alaska Gov. Jay Hammond, is that the surplus buildup of North Slope crude has stopped the "massive amounts" of oil revenues predicted for the state. West Coast refineries can't handle the high sulphur Alaskan oil and the oil companies have done nothing to retrofit these plants, or to build pipelines to carry the oil to the South and Midwest.

Both of these steps had been planned along with the pipeline. But now the oil companies are blaming high state taxes and Federal regulations as costly roadblocks to additional domestic investment. In the meantime, both the



The AFL-CIO Executive Board meets in special session late last month to discuss President Carter's anti-inflation program. SIU President Paul Hall, who serves as Senior Vice President on the Executive Board can be seen at the head of the table.

According to AFL-CIO President George Meany, Carter's plan "attempts to control wages and keep down wages. It controls nothing else, nothing else. That does not attack the problem of inflation."

What the AFL-CIO calls for, as opposed to the Carter plan, is a "full, fair" system of controls which would be legislated by Congress. Speaking of this system of controls, Meany said, "we are ready to have wages controlled by an act of Congress. But we want dividends controlled. We want the middle man controlled. We want insurance rates controlled. We want housing con-

trolled. We want everything that goes into the cost controlled, and then maybe we will get a handle on this inflation, and when we do we can remove the controls and get back to normal."

Lesser of 2 Evils

Although the AFL-CIO Executive Council has called for "mandatory, legislated, economic controls", it sees controls as the necessary lesser of two evils. According to its October 31 statement, "we do not like controls. We do not welcome governmental opera-

tion of the market place. But recession is worse; runaway inflation is worse; the discriminatory application of wage controls is worse."

If the Carter plan were to be implemented, says Meany, it could well lead to, "another recession, with mass unemployment."

What is needed—and this was the central theme of the AFL-CIO's statement—is a plan whereby the burden of responsibility and sacrifice will be equally and fairly distributed; where we will be "equal partners in austerity."

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GAO Says Navy Should Use Merchant Ships, Tugs

A recent report from the U.S. General Accounting Office has confirmed a long-standing SIU claim that the Navy could save millions of dollars by relying more on the merchant marine instead of continually building up their fleet of non-combat ships and tugs.

The GAO report urged the Navy to reconsider its plans to build two new fleet oilers and three new tugs in view of the substantial number of commercial vessels available to do the job.

The two new oilers, approved this year, would cost about \$323 million. Construction of the new tugs is estimated at \$53 million.

The report also criticized construction already under way of four Navy tugs for \$55 million and three fleet oilers for \$342 million.

The GAO findings back up what the

SIU has been saying for years. While the merchant fleet stands ready to provide military support services, the Navy continues to duplicate this role with its own vessels—at tremendous cost to the government.

The report criticized the Navy's tug construction program on several counts. In planning the replacement of its aging tug fleet, the Navy "did not give sufficient consideration to the substantial U.S. merchant marine, did not adequately determine wartime requirements and overstated peacetime requirements."

The GAO agreed that the Navy must maintain a "nucleus" of fleet ocean tugs in the event of war, but said the size of that nucleus is "questionable." The report concluded that "without ade-

quate evaluation of peacetime and wartime needs and without maximum use of commercial assets, the Navy cannot justify additional construction of new fleet ocean tugs."

If the three tugs are not built, the savings would include the \$53 million in construction costs, plus the recurring annual expense of \$3 million to operate the new vessels.

The GAO objected to the Navy's fleet oiler construction program because the costly vessels won't be able to do the job required.

Oilers function primarily as shuttle ships and are also used as backup station ships to supply combat forces. But the GAO found that the three oilers under construction "are less than adequate as backup station ships and

productively inefficient as shuttle ships."

The Navy went ahead with this construction as well as plans to build two more additional oilers even though cost saving alternatives were presented to use merchant ships instead. "Commercial tankers are currently capable of providing peacetime support and limited support of the Navy in wartime," the report determined, "but much more could be done (at minimum cost) to increase merchant tankers' capabilities."

The GAO recommended that the Secretary of Defense direct the Secretary of the Navy to defer construction of additional vessels, to maximize peacetime use of tugs and to plan for increased use of commercial vessels as wartime support services.

SIU to Man 5 New Dry Bulk Carriers

The dwindling U.S. dry bulk fleet will get a shot in the arm through construction of five new bulk carriers over the next two years.

The new ships, which will be manned by the SIU, are the first of their kind to be built with government subsidies since the entire maritime subsidy program was greatly extended under the Merchant Marine Act of 1970.

Robert Blackwell, assistant secretary of commerce for maritime affairs, called the project "a significant first step in revitalizing the U.S.-flag dry bulk fleet which now consists of only 19 vessels."

The five 36,414 dwt bulkers will be built by Livingston Shipbuilding Company of Orange, Tex. for slightly over \$200 million. The construction subsidy, paid to the shipyard to offset lower foreign shipbuilding rates, will cover nearly half of the cost, 49.05 percent. In addition, the Government will pay \$37,000 per vessel for the

installation of national defense features.

Upon completion, the ships will be purchased by Livingston Falcon I Shipping Company and then bareboat chartered for 20 years to an SIU-contracted company, which will receive operating subsidy.

The 616 foot vessels will be capable of 16.4 knot speeds. The first ship is scheduled for delivery Dec. 31, 1980, with others to follow at six month intervals.

The project is good news, not for Seafarers alone, but for other sectors of maritime labor. Blackwell pointed out that it will generate some 6,000 man years of work for American workers in the shipyard and related marine industries. "This is a significant development at a time when shipbuilding is in a worldwide decline," he said. It is the first subsidized shipbuilding contract of calendar year 1978, compared with five during 1977 for 10 ships in all. Those

had a total value of about \$525 million.

Overall, the project is the first bright outlook in years for the U.S. dry bulk fleet. The current 19 vessel fleet, made up of 17 straight bulkers and two combination ore/oilers, totals only 556,000 dwts. The two combination vessels were built in 1974, but 13 of the remaining pure bulkers were built during World War II. At this time, U.S. foreign bulk trade amounts to a massive 300 million tons a year. The U.S. fleet

carries only one percent of this cargo.

In addition to the five new ships, a maritime aids program for the dry-bulk industry is under review by the Maritime Administration, which "should be of further help in upgrading U.S.-flag dry bulk shipping capacity," Blackwell said.

The new ships will trade worldwide, most likely hauling grain from U.S. Gulf ports to the Far East and returning with sugar from the Philippines and wood and iron products from Taiwan.

Minimum Wage Law Hits 40

Like the SIU, which celebrates its 40th anniversary this month, the U.S. Minimum Wage Law, formally called the Fair Labor Standards Act, marks its four decades of existence as well.

The historic act, spearheaded by the American labor movement, was signed into law in 1938 by President Franklin D. Roosevelt covering 15-million workers (8-million then unemployed). It established a nationwide minimum wage, overtime pay and child labor protection.

Roosevelt called it "... except for the Social Security Act ... the most far-reaching, far-sighted program ever adopted here or in any other country."

Today, the minimum wage law covers 50-million workers engaged in interstate commerce or producing goods for it, giving them a minimum wage of \$2.65 an hour now and \$3.35 an hour by Jan. 1, 1981.

The law was changed by Congress six times from 1961 to 1977 to hike the minimum wage ceiling for millions more workers due to the backing and unstinting efforts of the AFL-CIO to get the amended legislation passed.

At its inception, the act gave people with "... jobs who frequently worked long hours at low wages and lived in daily fear of wage cuts" a minimum pay scale of .25 cents an hour and a maximum work-week of 44 hours. After 44 hours, they would get required time and one-half overtime pay.

To enforce the law, the U.S. Labor Department's Wage and Hour Division was set up in 1938. Since then it has disclosed minimum wage violations and

unpaid overtime compensation amounting to more than \$1.6 billion with \$844-million recovered from employers and repaid to 9 million workers.

In the past 12 months, more than a half million workers were cheated out of \$40-million in minimum wage payments and \$51.7-million in overtime pay.

A construction worker in his 50s remembers that "when I first started out as an apprentice, I think I remember that the minimum wage was .75 cents or a dollar an hour. It wasn't much in itself, but the important thing is that it was there. It gave us confidence, gave us support."

Another worker in his late 30s says that "my father still talks about it. He worked in a textile mill. He says he'll always remember when it was passed, that the law and the union movement were the most significant things that put American workers where they are today."

The minimum wage push began at the start of this century. In 1923, 17 states had it on their legislative books. It was stymied that year, though, when the U.S. Supreme Court declared it unconstitutional. The Court reversed itself in 1937.

By 1939, the minimum wage went up to .30 cents an hour with a 42-hour maximum workweek. In 1940 it went to a 40-hour week and in 1945 the minimum wage was raised to .40 cents an hour.

In 1961, a \$1. an hour minimum wage was set for certain large retail and service trades employees. By 1965, it was \$1.25 an hour.

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Harry Lundeberg School
Piney Point, Maryland 20674

Phone: (301) 994-0010



New York

Things are looking up for the New York Dock Railway which once provided a vital link between rail and water shipments in the Port of New York.

Three SIU-contracted tugs operated by the Railway now tow railroad cars on long barges from the New Jersey yards to the Brooklyn waterfront. But they are a fraction of the car float service provided before the railroads went bankrupt in this port.

The bright outlook, the first in years, opened up last Spring when New York State signed a \$9.9 million contract with the New York Dock Railway to upgrade its rail facilities in Brooklyn. Construction is underway to connect the dockside tracks to an overland route. And other plans are being worked out to feed rail freight into the piers.

Without direct rail access, New York shipping has had to rely on costly truck service. This has been a major cause of the fact that the number one port in the nation now has only a shaky hold on its competitive lead.

It's too early to count the number of jobs the New York Dock Railway project will create for SIU Boatmen. But the improvements hold the promise of more port activity and could lead to expanded job opportunities.

Mississippi River System

River traffic on the Illinois Waterway is back to normal after a 60-day shutdown for major lock repairs. The Waterway, which handles 50 million tons a year, closed on Aug. 1 and reopened the first week in October. The locks at Dresden Island, Marseilles and Starved Rock, Ill. were renovated by the U.S. Army Corps of Engineers and private contractors at a cost of over \$10 million.

The opening of the Illinois Waterway was just in time for a new SIU-contracted towboat, built to ply its waters. Southern Ohio Towing, Inc. christened and crewed the *Bob Koch* on Oct. 28 in Jeffersonville, Ind. The 4,200 hp boat has a heavy duty hull and double bottomed engine room to protect her during the icy winters in northern Illinois.

Great Lakes

SIU-contracted Hannah Inland Waterways is expanding its oil/chemical transport service on the Lakes with two bigger and better barges.

Hannah has shipyard orders for a 40,000 barrel barge to be delivered in 1979 and for another with a 57,000 barrel capacity to be delivered late that year.

Lakes Boatmen and Dredgemen with Luedtke Engineering have started a \$2 million job repairing the Cleveland breakwater wall. The work will take about two to three months.

Norfolk

Negotiations are in progress for new contracts with two pilot boat services in this port.

The Association of Maryland Pilots and the Virginia Pilots Association each operate one boat anchored in the Chesapeake Bay as stations for the pilot who guide the ships in and out of Norfolk harbor. Each boat provides about 25 jobs for SIU Boatmen.

All Ports

"Few people on the street realize the importance of water resources programs to the U.S. economy, our daily livelihoods or even our standard of living."

Harry N. Cook, the new president of the National Waterways Conference, Inc. said that his organization and others which promote the waterways have to do something to change this situation.

Setbacks for the waterways industry in the 95th Congress, such as passage of the user charge bill, mean that "we have to do a better job of selling the benefits of water resource programs," he maintained. Speaking before the Rivers and Harbors Association of Mississippi last month, Cook said waterways organizations have to use the mass media to convince people at the grassroots level that "they all have a big stake in what happens—or does not happen—on the rivers."

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



SIU Hails Carter on Signing of Russian Rate Bill

President Carter paid a fitting tribute to maritime at a fitting moment when he signed into law the SIU-backed Controlled Carrier Bill while the SIUNA's 1978 Triennial Convention was still in session last month.

News of the President's action on the legislation, which is aimed at harnessing the unfair, rate-slashing practices of the Soviet fleet, reached Convention delegates while they were meeting in the nation's capital.

SIUNA President Paul Hall praised Carter for signing the bill, which he called "a significant breakthrough in our efforts to secure fair and equal treatment for the U.S. merchant marine."

Up until now, there has been no law to prevent the Russians from undercutting U.S. operator's bids on cargo in the key Atlantic and Pacific trade routes. But the Controlled Carrier Bill, which has had the support of the Administration as well as the Union since it was introduced in Congress, makes it illegal for the Russians to offer bids for cargoes in the U.S. foreign liner trade which are too low for U.S. operators to match.

By empowering the Federal Maritime Commission to alter or suspend shipping rates which fall too far below conference rates in a particular trade, the legislation is a step towards restoring free trade and competition in the U.S. liner trades.

Since 1971, when American ports were first re-opened to the Soviet fleet, the Russians have been siphoning off increasing shares of U.S. cargoes by offering cut-rate prices for the commerce they want, leaving less desirable trade to other operators.

Through selective rate-slashing the Russians have succeeded in winning a larger portion of U.S. liner cargoes than the American flag fleet now carries and have built their fleet from relative insignificance to one of the largest in the world, outnumbering the U.S. fleet 4-to-1.

Allowed to continue unfair rate-cutting practices unchecked by U.S. law, the percentage of U.S. liner ocean borne foreign trade carried on Russian ships jumped from 160,000 tons in 1971 to 1,434,000 in 1976.

The Soviets have been able to dramatically undercut U.S. operators cargo bids because the Russian economic system isn't based on competition like the American economy. Fully subsidized by the government, the Russian fleet doesn't need to make a profit to survive.

But U.S. shipping concerns need to operate profitably in order to restore and maintain their vessels. As Congressman John Murphy, chairman of the House Merchant Marine and Fisheries Committee and a sponsor of the Controlled Carrier Bill said: "Cargo is the name of the game, and there was nothing to prevent the Soviets from cutting rates up to 50 percent in order to get the cargo."

It was the responsibility of the Congress, Murphy noted, to control the Russian's predatory rate-cutting. Once Congress had acted by passing the Controlled Carrier legislation, it was up to the President to make it binding.

By signing the bill into law, Carter has given a much-needed boost to the U.S. merchant fleet.

Growth Picture of Russian Fleet

Between 1965 and the end of 1975 the Soviet merchant fleet grew from 990 vessels of 8 million dwt to 1,655 vessels of 15,107,100 dwt, representing a 67 percent increase in the number of vessels and a 92 percent increase in tonnage. Much of this growth can be attributed to Russian ships capturing U.S. cargoes through Selective Rate Slashing.

Recent figures released by the U.S. Maritime Administration reflect the ongoing phenomenal growth of the Soviet fleet. As of June 30, 1978, the U.S.S.R. oceangoing merchant fleet numbered 2,439 vessels (1,000 tons or over) consisting of 19,754,000 dwt, as follows:

VESSEL TYPE	NO.	DWT
Combination	91	233,000
Freighters	1,717	10,670,000
Dry Bulk Carriers	163	2,042,000
Tankers	468	6,809,000

During the 18-month period between January 1, 1976, and June 30, 1978, the U.S.S.R. merchant fleet increased both in number and tonnage, an additional 784 vessels—4,646,900 dwt.

HURRY!

The TI Scholarships for Towboat Operator will be awarded **soon**

Apply Now

See Your SIU Representative for details and applications.

Applications must be received by December 17.

NLRB Reports Record Caseload With Fewer Judges

The National Labor Relations Board (NLRB) reported last month that it handled a record number of cases—14,269—from April through June. It was done with eight fewer administrative law judges to review the cases than 10 years ago when the caseload was half as much.

This caseload filed by workers, unions and employers was 4.3 percent more than filed in the same months in 1977, the board said.

Only last Aug. 14, the NLRB appointed five new labor relations lawyers as judges to bring the number of judges up to 100. And only last month, a Senate filibuster shot down the Labor Law Reform Bill which would have strengthened and speeded up the NLRB, reforms long overdue.

Under the National Labor Relations Act of 1935, the board regulates labor and management. If a worker, employer or union thinks he, she or it has been unfairly treated or discriminated against, then they can plead their case to the local office of the NLRB. Last year the overworked board had to deal with 7,500 workers who had been illegally discriminated against.

The April-June caseload had 10,573 charges of unfair labor practices compared to 9,810 at the same time a year earlier. Also during these three months, 3,696 petitions for union representation elections were handled compared with 3,875 in the same period in 1977.

Also in this quarter, the NLRB conducted 2,004 secret ballot employee elections with 89 percent of eligible

employees voting. In 48 percent of the elections, 48,288 workers chose unions as their collective bargaining representative.

Of the 7,300 charges of unfair labor practices filed against employers, 2,979 were filed by AFL-CIO unions, 3,179 by persons, 1,126 by unaffiliated unions and four by other employers. Of the 3,273 unfair labor practices filed against unions, 525 of them were for secondary boycotts.

At the end of this June, the NLRB says there were 20,526 cases (16,385 unfair practices, 3,924 elections) of all types awaiting board action. At the end of March there were 19,992 cases pending and 17,761 cases pending the end of June 1977.

The previously mentioned Labor Law Reform Bill had both the backing of the Carter Administration and the AFL-CIO early last year. It was passed by the House of Representatives in October 1977—but met opposition in Senate debate last May.

AFL-CIO President George Meany declared at an Aug. 7 Executive Board meeting, "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 added, "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 asserted "we will re-assemble to fight again to make the 43-year-old National Labor Relations Act fit worker need instead of employer greed."

Lakes Members Get COLA Hike

All Great Lakes Seafarers signatory to Great Lakes Association of Marine Operators (GLAMO) and Kinsman Lines contracts will receive a 12 cents per hour cost of living add-on effective Nov. 1, 1978.

COLAs in the Great Lakes contract are computed on the basis of a one cent per hour increase for every .3 point jump in the Consumer Price Index. The September Index, released last month, rose to 199.1, which translates into a 12

cents adjustment for Great Lakes members for the fourth quarter of 1978.

When the latest increase is added to the Feb. 1, 1978 adjustment of 7 cents, the May 1 add-on of 12 cents, and the Aug. 1 increase of 19 cents, the result is a total 1978 cost of living adjustment of 50 cents.

Effective Jan. 1, 1979, the 50 cent increase will be rolled into the hourly wage rate of Great Lakes SIU members. Overtime and vacation rates will also be adjusted to reflect the hike at that time.

Coastal Kansas Committee



Here's the Ship's Committee and three crewmembers of the ST Coastal Kansas (Sequoia Tankers) at a payoff on Oct. 21 at Seawarren, N.J. They are (seated l. to r.) Chief Steward Mike Vigo, secretary-reporter, Chief Cook G. Triguero, steward delegate and Recertified Bosun James M. Cheshire, ship's chairman. Standing (l. to r.) are AB Charles Trüenski, Deck Delegate T. J. Vain, AB Randy Dale and OS William Kiefer.



Headquarters

Notes

by SIU Executive Vice President
Frank Drozak

Safety Is a Full Time Job

Millions of workers are injured each year in accidents on the job. Millions more suffer daily exposure to toxic substances which take their toll years later in serious illness and death.

Many people just shrug their shoulders when they hear statements like these. Even the phrase used to describe job-related dangers—"occupational hazards"—is commonly used to mean something a worker just has to accept as part of the job.

If this is your way of thinking—it's time for a big change.

First of all, no worker has to accept dangerous conditions as an inevitable part of the job. Your health and safety are part of your fundamental rights as a worker. And upholding these rights is one of the most important responsibilities a union owes its membership.

But as an individual union member, you share the responsibility for your own safety—simply because you can do something about it.

The SIU works with individual companies, the Coast Guard and other government agencies to insure that regulations for ship and tug safety are established and enforced. But the Union's efforts are almost useless without your willingness to carry out safety procedures on the job.

There is no question that all procedures set up for the safe operation of a vessel must be followed by all crewmembers. But I want to point out a few simple steps toward safety which should be taken even before you begin work. Perhaps because they are so simple, many people dismiss their importance. But they can save you from the daily risk of injury, illness and death.

No Seafarer or Boatman is safe from these dangers unless he uses protective clothing and equipment on the job. Hard hats, heavy duty workclothes and work shoes should be worn at all times. Accidents can happen at any time. But if you take proper precautions, there's much less of a chance that they will happen to you. In any case, this kind of protection is your best safeguard against falling objects and direct contact with harsh chemicals.

But the chance of an unforeseen or occasional accident isn't the only danger on the job. Since chemical and petroleum transport has become a major part of the maritime industry, more and more Seafarers and Boatmen are exposed daily to the very real menace of toxic gas fumes.

If you don't wear fresh air breathers, these can kill you outright, or cause fatal illness in the long run.

For example, working with benzene over a period of time has been linked to leukemia in actual cases. And inhaling heavy concentrations of benzene and other toxic fumes can cause almost immediate death by asphyxiation.

Many of our members working in supposedly empty tanks have experienced the dizzy and lightheaded reactions which are the symptoms of breathing concentrations of any gas fumes. Even "empty" tanks have residual pockets of fumes which are enough to cause these ill effects and eventual unconsciousness and death.

Fresh air breathers should be worn whenever you enter a tank. Don't go into a tank without one. And if they are not provided, don't do the job until they are.

If you should become ill or injured on a foreign voyage, you also have the right to proper medical treatment. But your medical rights, like your rights to a safe workplace, require that you follow certain procedures which have been set up for your benefit.

If you have to leave your ship to receive medical treatment in a foreign port, you must notify the captain and request a Master's Certificate. You also must notify your department delegate or ship's chairman. His responsibility is to let SIU Headquarters know immediately. If you are physically unable to take these steps, the delegate or ship's chairman should carry them out.

These procedures are necessary to prevent problems Seafarers may have getting proper treatment in a foreign port or returning to the States. They also provide a clear record of your accident or illness for any insurance claim.

Most people don't learn about health and safety procedures until they have to—and then it's often too late.

Prepare now, both through daily safety steps to prevent illness and accident, and through familiarizing yourself with what to do if they should occur on the job. This is the only way to keep occupational hazards from turning into occupational disasters.



The Lakes Picture

FRANKFORT

Another car ferry will soon be shuttling railroad cars between Frankfort, Mich. and Kewanee, Wisc. The Michigan Interstate Railway Co., (MIRC), which operates the SIU-contracted car ferry *Viking*, has taken a six month lease with an option to buy on the car ferry *City of Milwaukee*.

The *City of Milwaukee* had been operated on a Muskegon to Milwaukee run by the Grand Trunk Western Railroad until the end of October. At that time, the Interstate Commerce Commission ruled favorably on Grand Trunk's petition to abandon the service. The *City of Milwaukee* will be brought to Frankfort and crewed by SIU Great Lakes members by the first week in November.

Union reps report the addition to the MIRC fleet could mean anywhere from 30 to 50 new jobs for SIU members. Because the vessel is a steamer she'll need a larger engine room crew than the diesel-powered *Viking*. And since the unlicensed crew of 28 will work a 20 days on/ 8 days off schedule, additional men will be needed to work the regular crew's relief time.

MIRC's operation of the *City of Milwaukee* may be signalling a big revival for the port of Frankfort. When the *Viking* comes out of the shipyard after her five-year check-up, the company will be running two car ferries for the first time since 1974.

There is also talk that the *Arthur K. Atkinson*, laid up for the last four years, may be brought back into service soon. And the port of Manitowoc, Wisc. may be reopened for the first time since 1974.

Years ago the Michigan car ferries were owned by the Ann Arbor Railroad Co. and as many as five of the vessels were running on Lake Michigan at any one time.

When MIRC took over the operation in 1977, there was only one car ferry running. But MIRC's plans for stepped-up ferry service caused Algonac Port Agent Jack Bluit to comment, "it looks like they're on the way back."

CHICAGO

The SIU-contracted *Medusa Challenger* (Cement Transit Co.) is known as the "jinx ship" to Chicago's bridge tenders. As she travels between Petosky, Mich. and Chicago, the 16 bridges on the Chicago River that have to be raised to allow vessel passage often refuse to go up for the *Challenger*.

Last month, the *Challenger* did it again. Though all the bridges went up, when the Wabash and Michigan Bridges were lowered after the *Challenger* passed under them, they couldn't be relocked properly in the down position. All this happened during rush hour in Chicago and resulted in massive traffic jams which hasn't done much to restore the *Challenger's* reputation.

Illinois' Gov. James R. Thompson recently okayed a loan of \$10 million in state funds to the Chicago Regional Port District which operates the port of

Chicago. The money will be used to upgrade port facilities and to construct a containerized cargo handling facility which will be called the Iroquois Landing Lakefront Terminus.

Moving hazardous materials in the Great Lakes region was the subject of a conference sponsored by the Great Lakes Basin Commission in Chicago last month. GLBC members from the eight Great Lakes states and representatives of several federal agencies met to discuss the extent and types of hazardous materials moved, current policy and regulations, emergency plans, and legislation.

There's a possibility that a U.S. flag container service linking the Great Lakes and Europe may begin operating soon. The Great Lakes Atlantic Steamship Co. applied to the Maritime Administration for an operating differential subsidy to begin weekly service between Chicago, Detroit and Montreal and three European ports.

CANADIAN LAKERS

The Canadian government is planning to build an icebreaking hovercraft for use on the Great Lakes. Hovercraft are air cushion vehicles which will be used in the U.S. for the first time when the state of Alaska begins testing them soon. Canada has been using hovercraft for several years though this will be the first time one of the vessels will be built specifically for icebreaking.

A strike by marine engineers and deck officers which idled most of Canada's Great Lakes fleet for eight days, was ended the last week in October when a back-to-work order was issued by the Canadian government.

The Canadian Lake Carriers Association, which operates most of Canada's Lakes fleet, had anticipated a long strike and began laying up their ships for the season.

Under the government's back-to-work order, which saved the end of the shipping season for Canadian Lakers, a federally-appointed mediator will rule on the dispute following a 60-day cooling off period.

The 122 ships that make up the Canadian Lake Carriers Assn. fleet are used primarily to carry grain to transshipment points and as bulk ore and coal carriers.

Had the strike continued it would have left almost 100 million tons of grain stockpiled in Canada. A spokesman for the Canadian Wheat Board said about 25 percent of the 400 million tons of grain the fleet moves every year still remained to be shipped when the strike began.

ST. LAWRENCE SEAWAY

Total tonnage figures for the period of April-October 1978 on the St. Lawrence Seaway system were up over last year's figures. The St. Lawrence Seaway Development Corp. said 40.3 million tons of cargo moved through the system this year compared to 39.6 million tons last year.

But the jump was entirely due to an increase in grain shipments which were up by 6.4 million tons over last year's total. The 1978 figures for general cargo, bulk and containerized shipments were all down from 1977 totals.

The SLSDC also reported that vessel traffic on the Seaway was up in 1978. As of the first week in October, 3,601 ships transited the waterway, compared to 2,097 vessels during the same period last year.

On the Great Lakes, figures from the port of Detroit indicate cargo tonnage was down 17.4 percent from last year while the figures for the port of Duluth/Superior were up by nearly the same percentage.

Baltimore Committee



N.Y. Patrolman Teddy Babkowski (seated) is at a payoff aboard the *SS Baltimore* (Sea-Land) on Oct. 13 at Port Elizabeth, N.J. Waiting to pay their dues is a crewmember and most of the Ship's Committee of (l. to r.) Recertified Bosun Jose Gonzalez, ship's chairman; Chief Cook W. "Turkey" Jones, Steward Delegate E. Kitchen, Deck Delegate Vincent "Vin" Ratcliff and Chief Steward George Gibbons, secretary-reporter.

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Seafarers International Union of North America, AFL-CIO

NOVEMBER 1978

Legislative, Administrative and Regulatory Happenings

15 Major Maritime Bills Passed in 95th Congress: Carter Signs 13

When Congress finally wrapped up its 95th session October 15, it sent to President Carter's desk the last of a series of major maritime bills which had high priority on the SIU's legislative agenda.

Of the 15 maritime bills passed by Congress, only two were vetoed by President Carter—the "anti-rebating" bill, and the Navy/Maritime Advisory Board bill.

Here is a quick rundown on the major bills which were passed during the past two years of the 95th Congress . . . and have been signed into law by President Carter:

Maritime Authorizations (FY 1978)

Legislation authorizing FY 1978 appropriations for Maritime Administration programs was signed into law by President Carter on November 12, 1977. P.L. 95-173 authorized \$135 million for the construction differential subsidy program; \$372 million for the operating differential subsidy program; \$20.7 million for research and development; \$5.1 million for the reserve fleet and \$20.5 million for the Merchant Marine Academy and State maritime schools.

Maritime Authorizations (FY 1979)

On June 26, 1978, President Jimmy Carter signed into law S. 2553, the Maritime Appropriations Authorizations Act for FY 1979. This legislation authorizes the following: \$157 million for construction differential subsidy; \$262.8 million for operating differential subsidy; \$17.2 million for research and development; \$24.6 million for maritime education and training expenses and \$34.8 million for the reserve fleet and for other operating expenses.

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

In addition, the legislation provides that no subsidy funds can be used for any vessel not offered for enrollment in the Sealift Readiness program.

PHS Hospitals (FY 1978)

The FY 1978 appropriations for the Department of Labor, HEW and related agencies included \$170.5 million for the continuation and maintenance of the eight PHS hospitals and 26 clinics. The 1978 appropriations represented a \$41 million increase over that which Congress authorized for FY 1977.

PHS Hospitals (FY 1979)

On Oct. 18, 1978, President Jimmy Carter signed the Labor-HEW appropriations legislation for FY 1979. Included in this legislation is \$172.5 million for the continuation and maintenance of the PHS hospital system.

Port Safety and Tank Vessel Safety Act of 1978

On Oct. 17, 1978, President Carter signed S. 682, the Port Safety and Tank Vessel Safety Act of 1978. This legislation amends the Port and Waterways Safety Act of 1972 by providing for the full authority to establish, operate and maintain vessel traffic services; to require proper safety, navigation and communication equipment; and to control vessel traffic in hazardous areas or under hazardous conditions.

This Act will provide for greater supervision and control over all vessels, stringent construction and operating requirements, realistic personnel qualification and manning standards, and control over lightering operations.

Outer Continental Shelf

Legislation to control the production and development of oil and gas on the Outer Continental Shelf was signed into law by President Carter on Sept. 18, 1978.

This bill requires that equipment on the Outer Continental Shelf be documented under the laws of the United States and crewed by U.S. citizens. Equipment that is owned 50 percent or more by foreign nations must be manned American to the extent that the foreign nation favors its own workers on its Outer Continental Shelf.

Third-Flag Rates

On Oct. 18, 1978, President Carter signed the Ocean Shipping Act of 1978 into law. This legislation is intended to regulate the rate-cutting practices of certain state-owned carriers operating in the U.S. trades. It provides the Federal Maritime Commission with the authority to suspend "unreasonable" rates of a controlled carrier and to set interim rates.

Strategic Petroleum Reserve

Included in the FY 1978 Department of the Interior appropriations is \$2.8 billion for the strategic petroleum reserve program. Fifty percent of oil purchased overseas for this program must be shipped in U.S.-flag vessels. This legislation was signed by President Carter on July 26, 1977.

East Coast Entitlements

President Carter has signed the FY 1979 Department of Interior appropriations bill into law. Included in this legislation is an amendment introduced by Senator J. Bennett Johnston (D-LA) relating to East Coast entitlements. This amendment will provide an incentive for oil refineries in the U.S. Virgin Islands to use U.S.-flag tankers by reducing the entitlements benefit by 50 percent if foreign-flag tankers are used.

Dredging by Contract

This legislation, signed by the President on April 26, 1978, will allow the private dredging industry to competitively bid for Federal dredging work.

As signed into law, this legislation directs the Secretary of the Army, acting through the Chief of Engineers, to have dredging work done by contract if he determines that private industry has the capability to do the work at reasonable prices and in a timely manner.

Great Lakes Pilots

On Oct. 13, 1978, President Carter signed H.R. 12603 into law. This legislation amends the Great Lakes Pilotage Act of 1960. It relieves the restrictive qualification standards for U.S.-registered pilots on the Great Lakes by removing the prerequisite requirements for an unlimited (tonnage) master's license.

Locks and Dam #26 and User Charges

President Carter has signed into law legislation authorizing the replacement of Locks and Dam #26 at Alton, Illinois, and imposing a tax on diesel and other liquid fuels used by commercial cargo vessels on specified inland or intracoastal waterways of the United States.

Under the terms of this legislation, the tax begins at 4 cents per gallon on Oct. 1, 1980. It increases to 6 cents per gallon on Oct. 1, 1981 and to 8 cents per gallon on Oct. 1, 1983. The fuel tax rises to 10 cents per gallon on Oct. 1, 1985.

Great Lakes/Title XI

This legislation amends Title XI of the Merchant Marine Act of 1936 to permit Great Lakes vessels to be eligible for Federal mortgage insurance not exceeding 87½ percent of the cost of the vessel.

Carter Vetoes Two Bills on Maritime Matters

President Carter turned thumbs down on two maritime bills which had strong Congressional and industry support.

One bill would have prohibited rebating practices in the U.S. foreign trades. The other would have set up a Navy/Maritime advisory panel to "study, implement and develop the goals of the Merchant Marine Act of 1970."

In vetoing the rebating bill, President Carter said "important discussions" were now going on with several European countries and Japan on a wide range of shipping problems, including rebating, and that he was hopeful of "cooperative agreements" in these areas.

However, Rep. John Murphy (D-N.Y.) chairman of the House Merchant Marine & Fisheries Committee took another view. He warned that the veto would be interpreted by those foreign nations "as a sign of weakness and indecision in American maritime policy" and could lead to even greater rebating abuses by foreign carriers to give them a still greater competitive edge over American-flag ships.

Bulk Fleet Revival—Has High Priority At U.S. Marad

"The expansion of U.S.-flag capability in bulk shipping has a high priority at the Maritime Administration," according to Robert J. Blackwell, Assistant Secretary of Commerce for Maritime Affairs.

In a speech to an international bulk handling conference in New York recently, Blackwell said the development of what he called a "sorely inadequate" U.S.-flag dry bulk fleet was a pet project of his.

Blackwell noted that today there are only 19 active U.S. bulkers—most of them over 30 years old—and together they carry less than two percent of our dry bulk cargoes. "This, despite the fact that dry bulk cargoes comprise more than 40 percent of our foreign trade tonnage," he said.

The volume of our dry bulk tonnage is expected to more than double by the year 2000, Blackwell noted. He said that this growth "cries out" for U.S.-flag construction.

In this regard, Blackwell mentioned the recent \$200 million construction contract amended for the building in the United States of five dry bulk ships. These are the first to be built in the United States since 1974, Blackwell said, and it represents "an important first step in revitalizing the U.S.-flag dry bulk fleet."

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**



Marad Revives Reduced War Risk Insurance Program

The U.S. Maritime Administration has revived its War Risk Insurance program with "much reduced" coverage for American-owned foreign-flag ships.

Congress, during its debate this year on extending the program, made clear that while it favors this kind of standby protection for U.S.-flag ships, it no longer feels it necessary to give this coverage to American-owned "flag of convenience" ships even though they may be needed in an emergency.

The long-standing war-risk insurance program expired three years ago, and at that time, all foreign flag ships were excluded from the program.

Under the new modified rules, insurance guarantee coverage would be extended to American-controlled ships under the flags of Panama, Honduras or Liberia only—and then only if those vessels participated to the extent of 30 percent, on a cargo tonnage basis, in the U.S. foreign trades.

The SIU, along with other maritime labor organizations, has fought to have these foreign-flag ships absolutely barred from war-risk insurance—particularly those ships owned by American oil companies and under charter to OPEC nations, and ships under the Liberian flag because of Liberia's demonstrated ability to keep American-owned Liberian-flag ships out of certain war zones.

This new coverage will expire Sept. 30, 1979.

MTD's Ingrao On Panel Of Law of the Sea

Jean Ingrao, administrator of the AFL-CIO Maritime Trades Department, had been appointed a member of the Public Advisory Committee of the Law of the Sea Conference. The appointment was made by Ambassador-at-Large Elliot Richardson.

The Law of the Sea Conference is now getting ready to open its eighth session in Geneva next March. The world wide conference has been working for a number of years to reach agreement on a variety of political problems—including the use of the oceans' international waters, and deep seabed mining.

U.S Deep Sea Tonnage Hits Record High

The privately owned, deepsea fleet of the U.S. merchant marine totaled 746 vessels, comprising a record 21.6 million deadweight tons on Sept. 1, according to a just-released report from the U.S. Maritime Administration.

Compared to one year ago, the number of ships in the U.S. fleet remained the same at 746 vessels, but their capacity increased by 2.3 million deadweight tons. The tonnage gain reflects the larger size of the new additions to the U.S. fleet and the smaller sizes of the older ships sold or scrapped during the past year.

The MARAD report also revealed that 50 merchant ships—totaling more than 3.6 million deadweight tons—were under construction or on order in American shipyards.

These new additions to the U.S.-flag fleet will include 11 tankers, 14 liquefied natural gas(LNG) carriers, 10 intermodal vessels, nine dry-bulk carriers, three cargo breakbulk vessels, and three special-type carriers.

Soviet Union's Merchant Fleet in Sixth Place—and Growing

The Soviet merchant shipping fleet is sixth largest in the maritime world, and is growing at the rate of about one million deadweight tons a year—according to a recent report from Tass, the official Soviet news agency.

Quoting figures published by the U.S.S.R. Register of Shipping, Tass said that the Russian fleet has been greatly modernized in recent years, and that official policy has moved toward increasing specialization in the construction of merchant ships.

Included among the new specialized vessels are tankers with a load-lifting capacity of 150,000 tons in timber, ore carriers, container-ships, lighters, and passenger and automobile carriers.

Tanker Safety Bill Is Signed by Carter

President Carter signed into law a measure that will require all tankers—including the "runaways"—to comply with minimum safety standards if they want to enter U.S. waters.

This was a priority item on the SIU legislative agenda.

Passed unanimously by both the House and the Senate, the new law gives the Coast Guard authority to bar foreign vessels from U.S. ports or territorial waters if they have a history of pollution accidents, fail to comply with U.S. or international safety regulations, or if they illegally discharge oil during tank cleaning operations.

This law will also require that new vessels be equipped with segregated ballast systems by 1983, and double bottoms.

Upgraders Come to Washington For On-The-Scene Briefings Of SIU's Political Activities



Nine more SIU "A" Seniority Upgraders came to Washington this month for an on-the-scene briefing of their union's political and legislative activities. The program is a part of the SIU's ongoing educational program designed to keep the membership current on the many problems facing the maritime industry.

During their visit, the upgrading Seafarers were told of the necessity of their own personal involvement in political action. Speaking to them at the AFL-CIO Maritime Trades Department were Jean Ingrao, MTD Admini-

strator, and Dan Albert, a key staff member of the AFL-CIO Committee on Political Education (COPE).

Later, the SIU Upgraders met with the staff of Transportation Institute, and then toured the Capitol where they met with members of Senator Frank Church's legislative staff.

Attending the education program are: Michael Peak, Alvin Barroughs, John Gallagher, Nicholas Marrone, Dewey Olds, Paul Spriglio, Keith Setino, Leo Larsen and Bernard Scott.

SIU CELEBRATES 40TH ANNIVERSARY

Highlights of Four Decades of Fighting for Seamen's Rights

It was 40 years ago this month that the Seafarers International Union of North America came into being to help correct a bad situation in maritime labor—to bring about change that would improve the quality of life for seamen.

Men who made their living at sea in the 1930's couldn't take much for granted. You couldn't take a job for granted, or even a hiring hall where you might get a job. And on the ships you couldn't count on regular changes of linen—or even bars of soap or matches—let alone such basics as good food, decent wages, and work conditions that didn't break you before your time.

It's not just for nostalgia's sake that we look back on 40 years of

SIU history. Or even to honor those who have paved the way, though that's certainly part of it. When we look back at our history, we see how many times attempts have been made to take jobs and basic rights away from us. We can see it today, and we can be sure that we'll be faced with the same thing in the future. That's about the only thing we *can* be sure of.

Looking back at our history keeps us from taking anything for granted; it keeps us from becoming complacent. Because if we become complacent, we will begin to lose ground—we will begin to die.

It is with these thoughts in mind that we now celebrate 40 years of SIU history.

The Early Years

The 1930's were hard, turbulent years for the maritime labor movement. It had been effectively crushed by anti-union efforts of the shipping companies and government-supported strikebreaking in 1921. Then, like a phoenix rising from the ashes, the movement reemerged—this time to stay—in 1934.

In the bitter strikes of 1934 and 1936, men hit the bricks—literally—as hard as anyone can. And because of these strikes maritime labor gained a more solid foothold, especially on the West Coast.

On the East and Gulf Coasts, however, it was a different story. What maritime labor movement there was in these areas simply did not appeal to a large segment of seamen who, nonetheless, recognized the need for a strong and effective union. They turned to Harry Lundeberg, leader of the Sailors' Union of the Pacific, for help.

Finally, in late 1938, a charter was issued to the Seafarers International Union of North America by the American Federation of Labor. Harry Lundeberg was installed as the new international's first president.

At the same time, the foundation for a democratic maritime union had also been laid down along the Atlantic and Gulf Coasts as Lundeberg issued a charter forming the SIU A & G District.

2 Stone Street

So it was that the SIU began operating out of what has been described as, "three small, dingy and rundown rooms", at 2 Stone Street in New York City. And it was from this modest headquarters that the union launched its successful organizing drives in the years before World War II.

Before long, requests for charters had been received from various maritime industries, including fishing unions from as far away as Alaska. As one union official at the time put it, "We'll take in everything that floats."

It didn't take long for the word to spread, however, that the SIU was interested in helping shoreside workers as well. Today, the SIU's affiliates include cannery workers, cab drivers and factory workers, as well as fishermen, deep sea sailors and inland-boatmen.

One early organizing victory came for the SIU in 1939 when Alcoa, with 40 ships, recognized the union as sole bargaining agent for its crews. It won its first major organizing drive along the Gulf Coast when the P & O Line voted to recognize the SIU in June, 1940. This was a particularly sweet victory as it represented the first time the P & O Line had been organized.

Other successful pre-war organizing drives included Calmar Lines, the Baltimore Insular Line, and the Robin Line.



In the early days, waterfront strikes often turned into waterfront battles. But seamen were forced into such actions to make any kind of headway in achieving better wages and conditions, and simply for the right to organize into a trade union like the SIU.

War Years

Every contract signed between the SIU and a shipping company brought new improvements in the living conditions of seafarers. But there was a new menace that threatened to take life itself away from seafarers; it was brought on by the winds of war that swept across Europe—and out into the Atlantic—in late 1939. That new menace was the German submarine.

The SIU fought hard for war risk insurance and war zone bonuses as soon as war broke out in Europe. Even though the U.S. was not officially involved in the war, the risk of riding merchant ships through sub-infested seas was there nonetheless.

It was to be an SIU ship—the *SS Robin Moore*—which would have the dubious distinction of being the first U.S. merchant ship sunk in World War II. The sinking of the *Robin Moore*, half way between the coast of Brazil and Africa, came in May, 1941 almost seven months before the Japanese attack on Pearl Harbor.

Sinkings of SIU ships came in rapid succession, especially in the early months of 1942 when even U.S. coastal waters were considered "happy hunting grounds" by Nazi subs. Some of these ships, such as the *Venore*, sunk off the Carolina coast in January, 1942, didn't even have guns to fight back. Twenty men were lost on the *Venore* and, by the time the war ended in 1945, a total of 1,500 SIU seamen had been lost in the war effort.

In spite of the losses suffered by the SIU in the war, it nonetheless continued to grow. To accommodate the Union a new, enlarged headquarters building was opened in September, 1944 at 51

Beaver Street in New York City. It would move once again less than seven years later.

More merchant seamen were lost in World War II, in proportion to their total numbers, than in any of the armed forces. This fact was conveniently ignored by the opponents of maritime in the post-war years. So, with the battle won on the high seas in wartime, there

were many new ones to be fought ashore for seamen's rights and security.

Tight government control during the war years was one thing the SIU had to contend with as soon as the war was over. The general strike in 1946 settled this matter once and for all, and the right of free, collective bargaining in maritime was once again restored.

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The year was 1944, the War years, and the SIU moved into bigger quarters for its Headquarters operation. Photo shows outside of N.Y. Headquarters building at 51 Beaver St. in Manhattan. Headquarters, as it has been for more than 25 years, is now located in Brooklyn.

Post War

The SIU found itself engaged in difficult, drawn-out organizing drives in the late 1940's. But these fights—some of which took years to complete, paid off. And so it was that on the occasion of the Union's 10th anniversary, in 1948, such significant organizing victories as Isthmian (96 ships) and Cities Service (14 ships) could be celebrated.

Almost without stopping for breath, for there was little time to rest on laurels that had been won, the SIU entered its next 10 years of operation as a strong maritime union. 1949 saw the successful negotiation of a Welfare Plan which in itself was a milestone in the long struggle to improve the quality of life for seamen.

The SIU distinguished itself in the 1950's when it paved the way with a number of maritime "firsts".

In 1951 it became the first maritime union to win a contract specifying a 40-hour work week at sea. In that same year it successfully negotiated the first Seafarers Vacation-Plan. The Education Fund, offering scholarships for Seafarers and their children, was started in 1952; it was another first for the SIU in maritime labor. And yet another first for the union in the 1950's was the opening of the Peter Larsen Memorial Clinic, in Brooklyn, N.Y., in 1957. Others were to follow, but this was the first such medical center opened by any maritime union.

Runaway Flags

While the SIU was busy coming up with more benefits for its members, such as hospitalization for Seafarers' wives and children (1954), it was also speaking out on the major issues affecting the merchant marine and the labor movement.

One of the biggest issues of the 1950's was that of "runaways" or so-called "flag-of-convenience" ships. The SIU has fought the attitudes and legislation—or lack of it—that has kept the wind in the sails of these flag-of-convenience ships. Nothing comes easy in maritime,



The SIU led the General Strike of 1946 in a successful effort to achieve significant wage boosts after the hard fought War Years in which 7,500 seamen lost their lives and 30,000 more were torpedoed.

and the plague of these ships—and other persistent threats on the U.S. merchant marine—is still with us.

The 1950's saw the merchant marine involved in yet another war—the "police action" in Korea. As usual, the men and the ships of the SIU were there when they were needed.

While the fighting was still going on in the frozen hills of Korea, another fight was taking place in the Halls of Congress which would have far-reaching implications for the merchant marine. This was the fight for the "50-

50" bill—a limited type of cargo preference mostly concerning foreign aid shipments.

The SIU had been fighting for passage of this bill for seven years. The "50-50" bill was a step in the right direction, but cargo preference legislation has a long way to go before the SIU will be able to rest on the issue.

There were other successes in the 1950's—new contracts were won and successful organizing drives were concluded. All of these campaigns were waged out of the SIU's new headquar-

ters building opened at 675 4th Ave., in Brooklyn, New York, in 1951.

But the union also lost one of its guiding lights in the 1950's, when Harry Lundeberg died in 1957. SIU President Paul Hall said of Lundeberg at the time that his contribution to seamen was, "his leadership in winning the greatest economic benefits seamen have enjoyed anywhere and anytime." Lundeberg's fighting spirit lives on in the Union, and the democratic tradition he advocated is as much a part of it now as it was 40 years ago.



Banners and dedicated SIU members like those shown above spurred the SIU on to victory after victory on the organizing front.



Long before it was fashionable, Seafarers were picketing in protest of the invasion of foreign goods and services in the U.S. trades. This 1959 photo shows SIU President Paul Hall, center, and retired NMU President Joe Curran, right, picketing a foreign-flag vessel in port of New York.

The 1960's

Many of the challenges of the 1950's were to be faced by the SIU over and over again in the 1960's. Repeated attempts to undermine the "50-50" cargo preference bill in Congress were fought back by the Union. And it fought hard to have better cargo preference

laws written—still to no avail. The problem of "runaway" shipping and foreign flag encroachment on the merchant marine also had to be confronted, all through the '60's.

Most Americans remember the Cuban Missile Crisis of 1962, which almost got us involved in another war. A blockade of Cuba was begun in October

and, a month later, it was lifted. At that time, with the U.S. still holding a definite edge in seapower, the Russians backed down. There were other tense moments to follow, such as when an SIU-contracted ship, the *Floridian*, was fired on by Cuban MIG's in early 1963. Most Americans don't remember that one, but we remember.

Ships often figure into our getting involved in war. That in itself says something about our maritime heritage. It was to be an incident in the Gulf of Tonkin in 1964 which was to spark our large-scale entry in the Vietnam War. And, as is also typical with the U.S. in times of war emergency, there was a

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mad scramble for seamen and ships—to participate in what was to become the longest sealift in U.S. history.

Predictions that the airplane would make the merchant marine obsolete proved to be ludicrously false. In fact, well over 90 percent of all logistical supplies that went to Vietnam—in eight years of war—were carried in ships. And the vast majority of troops carried to the war zone went in ships. As one seaman remarked while helping to load a barge onto the deck of a Vietnam-bound ship, "I'd like to see them load one of these things onto a plane!"

Though Seafarers didn't have to worry about enemy submarines on the Vietnam run, there were many other weapons which the Vietcong were known to direct, sometimes with deadly accuracy, at U.S. merchant ships.

There were mines, 122-mm. rockets, 75-mm. recoilless rifles, and a variety of mortars and machineguns. And there were many times when Seafarers traversing the 44 miles of the Saigon River felt like ducks in a shooting gallery. There were also some seamen who never made it back home.

Men came out of retirement to help man the ships on the Vietnam Sealift. And they rode WW II-vintage ships, many of which were rustbuckets if there ever was one. But they got the job done—again.

The SIU did more than its fair share in supplying seamen for the Vietnam Sealift. It was largely through the efforts



After initial victories in the deep-sea area, the SIU dove head first into organizing and fighting for conditions for America's tug and lowboatmen. This vintage photo shows SIU's efforts on behalf of Boatmen at G&H Towing, one of the SIU's oldest contracted companies in the towing industry.

of the union's fine educational facility in Piney Point, Maryland—the Harry Lundeberg School—that trained seamen, by the hundreds, were supplied for

the war effort. In this country's usual state of unpreparedness, there was an acute shortage of personnel, as well as ships, in the first years of the Sealift. The

Lundeberg School, being the largest training facility for unlicensed seamen in the country—if not in the world—helped to alleviate that shortage.



U.S. merchant ships, manned by American seamen were the key to success in the Vietnam War Sealift.



Aerial photo shows sprawling complex of the Harry Lundeberg School of Seamanship in Piney Point, Md. Establishment of this School by the SIU in 1967 was the greatest breakthrough in education for American seamen in history.

Piney Point

It was in 1967 that the land was purchased for the school in Piney Point. By the end of the year, the various training facilities that the union had operated all over the country had been consolidated in the new facility. Since 1973, the school has graduated some 4,000 Seafarers through its Entry Program. And over 5,000 seamen have successfully completed upgrading courses at the school since 1972.

The SIU recognized the importance of education in its early days as a union. This is one of the reasons that the union is so strong today. At the Harry Lundeberg School upgraders can

receive training in the latest shipboard technology; and when new systems are introduced in the future, the SIU, through the Harry Lundeberg School, will be paving the way with its own new courses.

Through the Harry Lundeberg School, a Seafarer can not only learn the skills of seamanship, but can also get a high school diploma (over 1,000 Seafarers have now successfully completed the school's high school equivalency program). And the Lundeberg School now has a program whereby it assists Seafarers in getting their college degree.

The SIU's Harry Lundeberg School is one good reason why the U.S. merchant marine has a reputation for safe ships with well-trained crews.



Young Piney Point trainees learn lifeboatmen's skills. The School's trainee program enables the SIU to give so many young men in need of an opportunity and a real career a chance to succeed.

Into the 70's

In 1968, the SIU could look back upon its first 30 years with considerable pride. It had achieved much and, in spite of a dwindling merchant marine, it had continued to grow over the years. But, as it's the seaman's way to be "forehanded", it is also the SIU's way to look toward the future. One of the things it had in mind in 1968, as far as the future was concerned, was a campaign pledge made by the new Administration in Washington, that it would seek, "to replace the years of drift and neglect and restore this country to a proud position in the shipping lanes of the world."

By backing the Merchant Marine Act of 1970—the most significant piece of maritime legislation to come off the ways since 1936—the Administration took a big step towards making good on its pledge to revitalize the merchant marine.

The SIU also fought long and hard for passage of the Act. And so it was that the *Seafarers Log* could announce the good news to the SIU membership in late 1970: "CONGRESS OK'S MERCHANT MARINE ACT OF 1970."

This certainly looked like a good way to start out the 1970's, as far as the SIU was concerned. The new Merchant Marine Act provided for the financing of 300 new deep-sea ships over a 10-year

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The SIU-manned LASH *Delta Mar* was the first ship built under auspices of the Merchant Marine Act of 1970. The SIU spearheaded this bill through Congress.

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period. It also provided the incentive for increased construction of tugs, towboats, and barges.

There can be no denying that the Merchant Marine Act of 1970 has helped the merchant marine. Already a number of new ships and towboats have been built because of the Act. An SIU-contracted ship, the LASH-type *Delta Mar*, launched in 1973, was the first deepsea vessel constructed under the provisions of the Act.

But the Merchant Marine Act of 1970 is still greatly limited as far as the scope of its jurisdiction and what it can do in several critical areas.

Eight years have gone by since the Merchant Marine Act was passed—and

Recent Mergers

One of the most important developments in the history of the SIU occurred in 1976 when the membership of both the SIU and the Inland Boatmen's Union voted in favor of the IBU's merger into the SIU. This merger immediately added to the SIU's strength, and enlarged its base of operations. By doing so, it in turn put the SIU in a better position for protecting the rights and security of both Seafarers and Boatmen.

Education for Boatmen

The merger of the SIU and the IBU has helped the SIU to grow, and it has made life better for Boatmen as well. It created a need to expand the SIU's training programs and, as a result, several courses specifically geared to Inland Boatmen are offered at the Harry Lundeberg School. And 1977 saw the first Boatman awarded a 4-year college scholarship through the SIU's Education Fund.

The merger of the IBU into the SIU, in retrospect, was as necessary as it was important. For, as the old saying goes, "There is strength in numbers." In joining forces, we stand a better chance of winning battles we know are to come in the future.

When the Marine Cooks and Stewards Union merged with the SIU earlier this year, it marked another milestone in the history of the SIU.

SIU President Paul Hall made a statement which speaks well for the merger and the SIU-IBU merger as well. He said, "The overwhelmingly favorable vote is an indication that both our membership and the MCS membership realize that the maritime industry is confronted with many difficult problems. And they realize that if maritime labor is going to overcome these problems, there has to be a consolidation of efforts."

1978 was a year of growth for the SIU. And even though there were defeats in 1978, there were also victories. Big ones. 1978 will be remembered, among other things, as the year the Outer Continental Shelf Act was passed.

The SIU fought long and hard for the passage of the OCS bill. Offshore operations will be growing by leaps and bounds as our country, and others, seek new energy sources. With the passage of the OCS bill, with its "hire American" provisions, this will mean thousands of good new jobs for Seafarers in the years to come. It was a sweet victory for maritime labor, and for the country—and for the SIU which fought so hard for it.

When you consider that 1978 also saw the passage of the Maritime Authorization Bill for Fiscal Year 1979—another thing the SIU fought hard for—all in all it wasn't such a bad year. We also had the satisfaction of seeing a number of maritime advocates elected, or re-elected, to office in 1978.

the merchant marine is still hurting. All through these years the SIU has kept up the fight to bring about change in areas where the Act either doesn't address itself, or is ineffectual. For example, the SIU had fought continuously for improved cargo preference legislation. It has seen its efforts to guarantee that U.S. ships will haul more of our country's oil imports, shot down in Congress in 1972 and in 1977 and pocket

vetoed in 1974. But it's an issue that is vital to the merchant marine, and one that the SIU will continue speaking out on. Right now, the U.S. hauls less than 4 percent of its own oil imports.

Oil is one of the biggest issues of the 1970's, and is certain to be so again in the 1980's. When construction of the Alaska Pipeline was authorized in 1973, it seemed like it would be a boon for the merchant marine. Things did pick up

after the pipeline opened in 1977, but it's still not enough.

There are other issues that the SIU has been occupied with in the 1970's, such as the Virgin Islands "loophole" in the Jones Act, and continued attempts to undermine the "50-50" bill. The union has also fought hard to keep the USPHS, or "marine" hospitals, from being shut down. That's a fight that has paid off, at least for the time being.



The SIU, year after year, becomes more and more involved in the political arena. Here, in 1974 photo, SIU President Paul Hall (right), testifies in favor of Oil Cargo Preference Bill during Senate hearings. At left is Bill Moody, former administrator of the AFL-CIO Maritime Trades Department. Moody has since retired.

The Future

There will always be those who will try to tear down the victories we have won; to further weaken our merchant marine, the very embodiment of much of America's heritage. There will always be those who will try to tear down maritime labor, and labor in general, things we regard as manifestations of America's very democratic spirit.

There will be many fights ahead, of that we can be certain. It's good to know that we have a strong union backing us up when we go into those fights. A union that seeks positive change with fighting spirit, and which resists negative change with just as much spirit and determination.

We are as mindful and respectful of tradition as anyone, but we also know that tradition cannot be put on a plate and eaten, nor worn while standing a cold bow lookout. But the history that gives rise to traditions can be useful, if we look at it intelligently and with open minds. It can give us strength and courage and wisdom for what is to come.

And what is to come? What changes will we see in the next 40 years? What

will be written in the year 2018 about the SIU's first 80 years?

We can't conceive of some of the changes to come. But we know they're coming. Perhaps Seafarers will be making voyages to the moon then... or to Mars.

In any case, if the SIU always maintains its ability to change with the times, and to prepare for the future—the reason why it's so strong today—then we can be pretty sure that those Moon-bound freighters, and Martian canal towboats, will be SIU-contracted.



Things have certainly changed in the inland field as well. This barge, towed by SIU-manned tug, carries as many containers as a medium size container ship.



Times have certainly changed since 1938 when the SIU was born. Seafarers are now manning six U.S.-flag LNG vessels, the most technologically advanced ships in the world. It's an indication that the next 40 years will be as interesting as the last.

Apply Now For SIU College Scholarships



The SIU is acutely aware of two very basic facts concerning education:

1.) Education is the key to career advancement.

2.) Education costs money, and lots of it.

That's why the SIU—through the SIU Welfare Plan—offers \$60,000 worth of college scholarships to our members and their dependents each year. And that's why members and dependents eligible for these scholarships should begin sending their applications in now for the awards contest.

In all the SIU offers seven college scholarships, as follows:

- Five full 4-year \$10,000 scholarship awards. One of these is reserved for an active member,

while four will go to dependents of members.

- Two 2-year \$5,000 scholarship awards. These are reserved exclusively for active members.

For an active member to be eligible for a scholarship, he must have at least two years (730 days) employment time with SIU contracted companies. In addition, he must have one day of employment in the six month period immediately preceding date of application, as well as 125 days employment in the previous calendar year.

Dependents of members applying for the scholarships must be unmarried and under 19 years of age. In addition, he or she must be the dependent of a member with three years (1095 days)

employment time with SIU-contracted companies, as well as one day employment in the six month period immediately preceding date of application and 125 days employment in the previous calendar year.

Dependents of deceased members who had met these sea-time requirements before death are also eligible for the scholarships.

All scholarships are awarded on the basis of high school grades and scores achieved on either the College Entrance Examination Boards (SAT only) or the American College Tests (ACT).

Upcoming test dates for the SAT's are Dec. 2, 1978; Jan. 27, 1979 and March 31, 1979. For more information on the SAT's,

write the College Boards at either Box 592, Princeton, N.J. 08540, or Box 1025, Berkeley, Calif. 94701.

Upcoming test dates for the ACT's are Dec. 9, 1978; Feb. 10, 1979 and April 7, 1979. Information and applications for these exams may be received by writing to ACT Registration Unit, P.O. Box 414, Iowa City, Iowa 52240.

SIU members can pick up scholarship award applications for themselves or their dependents at any SIU hall or by writing the SIU Welfare Plan, 675 4th Ave., Brooklyn, N.Y. 11232.

SIU scholarship winners will be announced in May 1979. So try to have your applications in no later than April 15, 1979.

LETTERS



TO THE EDITOR

On the Death of Al Bernstein

This isn't a business letter. It's a letter to say goodbye to a friend of mine and us all, Al Bernstein, SIU Welfare Director, who died last month.

I used to call him "Ginsberg." Boy, would it burn him up. He was, what can I say, a prince. I liked the man very much. That's all I can really say. I hope Al's sisters know that there are a lot of people that are going to miss him and the work he did for us all as the good Union man that he was.

That's about it because right now I have tears in my eyes thinking about Al. I just liked the guy.

Fraternally,
Antonio Schiavone, Retired
Bronx, N.Y.

Never a Dull Moment

In the port of Kingston, Jamaica, crews on Sea-Land vessels are treated to the latest news in the form of daily papers brought to the foot of the gangway by a dear old lady named Mz. Bookman.

The Master of our vessel, the *SS Anchorage*, has requested that we treat her kindly as she has been doing this for years. You can't help feeling a certain affection for her and I shared my soap to prove it. I gave her two cakes and one box of powder which she promptly stuck away in her handbag.

It was then suggested that it would be a nice thing if I'd take a plate of food to her which I did because it was chow-time. After scraping up the goulash n' noodles, which she seemed to thoroughly enjoy, she returned the utensils and the plate just as the Captain said she always does.

In addition to the tale of this fine lady, I thought you might like to know that Richard M. Nixon is alive and well and working as an ordinary seaman on the 8-12 watch aboard this ship. He categorically denies any involvement in Watergate and states that he had no knowledge of any tapes being erased.

The nearest I've ever come across anyone whose name was this close to Nixon's was when Richard M. Dixon used to mimic the then-President on T.V. shows.

I should make it crystal clear that at this point in time he will not run for any office, or be a candidate if drafted, or serve if elected as politicians say.

I might add that Richard is a great sport to be the butt of so many jokes and puns and still be easy to get along with. The only "tricks" he's doing these days are the ones on lookout, on standby and at the wheel—not necessarily in that order, though.

Fraternally,
Clarence Cousins, Able-Seaman
SS Anchorage

Looking Forward to Retirement

I have just received my first three months worth of pension checks from the SIU Pension Plan. I would like to express my thanks and appreciation to the Union and the staff of the Pension Plan for their kind and quick attention in this matter. We are looking forward to a long and fruitful retirement.

Fraternally,
Leonard Clark
Bonita Springs, Fla.

Mom Proud of Seafarer Son, SIU

It is all the fine members of the SIU who have made it possible for my son, Mitchell, to complete the required courses to obtain his endorsements from the Coast Guard for Refrigeration Engineer, FOWT, Lifeboatman and Tankerman. Thank you all also for your strong support of the Harry Lundeberg School of Seamanship in Piney Point. God be with all the members of the SIU always.

Sincerely,
Angela Samuels
Brooklyn, N.Y.

Over 1,000 People Have Already Done It!



Join the Crowd

Get your High School Diploma through the GED program at the Lundeberg School.

This program is custom-designed for each student who enrolls. Every student gets lots of individual help.

Over 95% of all the students who took the GED program at HLS have gotten their diplomas. So it's a good bet that you will too.

See your SIU Representative or contact the Academic Department at HLS. Ask for application materials.

The school will set up a program just for you.

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Wartime Seamen Deserve More Than Pat on Back

When President Franklin D. Roosevelt signed the landmark G.I. Bill into law on June 22, 1944, he made it a point to talk about merchant seamen. He said:

"I trust that the Congress will also soon provide similar opportunities for post-war education and unemployment insurance to members of the merchant marine, who have risked their lives time and again during this war for the welfare of their country."

Eight years later, President Dwight D. Eisenhower had a few words of his own for the U.S. merchant marine. He said:

"In 1944, from London, I said that when final victory is ours there is no organization that will share its credits more deservedly than the American merchant marine. America's industrial propriety and military security both demand that we maintain a privately operated merchant marine adequate in size and of modern design to insure that our lines of supply for either peace or war will be safe. I consider the merchant marine to be our fourth arm of defense and vital to the stability and expansion of our foreign trade."

Both of these statements are very noble sentiments suitable for printing, framing and hanging on the wall of every U.S. maritime institution and union hall in the nation.

Unfortunately, these sentiments have never been translated into any kind of concrete benefits for those seamen who risked their lives during wartime to keep U.S. troops and allies overseas supplied.

But now, 33 years after the close of World War II, it appears that something may finally be done to correct this inequity.

Under the auspices of the G.I. Improvement Bill of 1977, the Defense Department is now in the process of setting up a military/civilian Review Board to determine if certain civilian groups who served in military support roles during wartime should be granted veteran status.

Those who do earn veteran status would then become eligible for Veterans Administration benefits. And for those who would be declared eligible to receive them retroactively to the end of World War II, these benefits could be considerable.

We feel that there is no civilian group more deserving to be granted such status than American merchant seamen.

In World War II, 7,500 merchant seamen lost their lives aboard ships that were little more than sitting ducks for German submarines. On a percentage basis, the merchant marine lost more men than any branch of the U.S. Armed Services.



During the Korean and Vietnam Wars, there was not as great a danger to U.S. merchant ships in war zones. But nonetheless, the merchant fleet and merchant seamen did a yeoman's job in keeping the supplies coming in to all critical areas day after day.

The SIU, along with other U.S. maritime unions, is preparing a joint statement for presentation to the Review Board on behalf of all merchant seamen.

In brief, the statement will say that merchant seamen have stuck their necks out in every war, police action or other conflict the U.S. has been involved in. And that seamen deserve more than a pat on the back for risking their lives in war zones.

The Review Board, which will convene late this year or early next, will no doubt receive scores of applications from interested groups. So it may be some time before they get to deciding about merchant seamen.

But when they do, the SIU will be in there pitching on behalf of hundreds of still active or retired Seafarers, who because of their wartime service, could be declared eligible for veterans benefits.

To many seamen, the Government's belated move may seem to be a case of too little too late, and who needs it now. It's easy to feel

that way. Because no doubt there are thousands of seamen who served their country well in wartime and who have since passed on. These are people who never received any compensation for their contributions, and for them it's too late. Ultimately, maybe only a few thousand veteran seamen will be able to reap the benefits of this long

overdue program.

But even though it has taken 33 years, it is still worth our utmost effort to fight to achieve the present-day U.S. Government's recognition that American merchant seamen and the American merchant marine are vital to the health and security of our nation. We are confident that we will be successful.



November, 1978 Official Publication of the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO Vol. 40, No. 11

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

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It can be treated.

At Sea & Ashore

Washington, D.C.

President Carter signed into law the Tanker Safety Bill last month which will strictly require better construction and equipment standards for all oil tankers in U.S. waters.

The Tanker and Vessel Safety Act of 1978 was termed "a landmark piece of legislation" by Rep. John M. Murphy (D-N.Y.) whose House Merchant Marine and Fisheries Committee cleared the bill. He added that it will "greatly cut tanker mishaps that have in the past polluted coastal waters."

The measure lays down detailed, strict tanker construction and crew training standards plus new authority for the secretary of transportation to control tanker traffic. Also a data bank of marine safety information was authorized to let the Coast Guard monitor tankers.

By next June 30, tankers of 20,000 tons and more will have to be equipped with dual radar systems, a collision avoidance system, a long range navigation aid, adequate communications equipment, a fathometer, gyrocompass and up-to-date charts.

By 1983, such vessels will have to have segregated ballast systems, a gas inerting system, a transponder or other comparable position-fixing equipment and double bottoms if the ship has been contracted for after Jan. 1, 1978.

Lightering between tankers too large to come into shore will also be covered by these requirements even though the transfer should cover 200 miles at sea.

New York

Jesse M. Calhoun, president of the National Marine Engineers Beneficial Assn. (MEBA), asked President Carter in a letter to the White House late last month to lay down a firm "clear cut" policy against the use of Soviet or Communist-bloc merchant ships to carry U.S. military parts and equipment or military related cargo to American or NATO forces overseas.

Calhoun said his request was prompted by reports that wheels for F-16 fighter planes were carried to European assembly plants on Russian freighters. NATO headquarters officials in Brussels, Belgium denied the allegations.

London, England

Greek-owned 58,000 dwt tanker, the *ST Christos Bitas* ran onto rocks off the coast of Wales on Oct. 12 spilling almost 1-million gallons of crude oil into the Bristol Channel. Despite efforts to contain the slick, the oil fouled 100 miles of the Welsh coastline killing hundreds of birds.

On Oct. 22, a salvage team pumped the last of 9.6-million gallons of oil from the tanks of the crippled vessel in the Irish Sea. Divers were sent down to inspect damage to the ship's hull.

Allegiance Committee



On Oct. 25, two crewmembers and the Ship's Committee of the *ST Allegiance* (IOM) paid off at Stapleton Anchorage, S.I., N.Y. They are (l. to r.) Saloon Messman Sangie Mohammed, Pantryman Abdulla M. Baabbad, Engine Delegate John Kulas, Chief Steward Ray Mann, secretary-reporter; Pumpman Jim Babson, educational director; Bosun Ken Marston, ship's chairman and Deck Delegate Joseph Fruge.

ST Golden Endeavor

From Nov. 16-30, the *ST Golden Endeavor* (Westchester Marine) will sail from the Gulf to Odessa, Novorossik and Ilichevsk, Russia with a cargo of 66,000 tons of heavy grains in bulk.

ST Cove Leader

Also from Nov. 16-30, the *ST Cove Leader* (Cove Shipping) will carry 55,000 tons of bulk grain from the Gulf or a North Atlantic port to a Russian Black Sea or Baltic port.

U.S. Maritime Administration

As of Sept. 1, the privately-owned deep-draft fleet of the U.S. merchant marine totaled 746 ships of a record 21.6 million dwt. This is an increase of 2.3 million dwt over the year due to the larger size of the new ships and the smaller size of the older ships deactivated.

Fifty merchant ships of 3.6 million dwt were under construction or on order in American shipyards. Included are 11 tankers, 14 LNG vessels, 10 intermodal carriers, nine dry bulk ships, three cargo break vessels and three special type ships.

ST Potomac

From a North Atlantic or Gulf port from Nov. 15-30, the *ST Potomac* (Hudson Waterways) will carry 23,500 tons of grains to Haifa or Ashdod, Israel.

South St. Seaport, N.Y.C.

The hull of a pre-American Revolutionary War cargo ship was unearthed by construction workers in the cellar of a former Fulton St. Fish Market warehouse last month and identified by South St. Seaport Museum historian Norman Brouwer.

The 1836 Greek Revival building dig at 209 Water St. revealed a row of dark timbers sticking up a few inches above the murky water in the 12-foot deep excavation.

The old warehouse is being renovated by the museum for exhibits, shops and offices.

Finding of an ancient British silver coin in the East River landfill mud by printing museum curator Roger Campbell brought City College archaeologists to the site. The diggers then found in the 15 by 25 foot hole pipe stems and pottery shards dating back to the 1790s.

Brouwer says the ship had a sheathing to guard against tropical West Indies ship worms.

ST Columbia

Breaking her moorings while docked in the port of Savannah on Oct. 8, the 23,724 dwt bulk carrier *ST Columbia* (Ogden Sea Transport) hauling a cargo of corn for South Korea, went aground losing her rudder and skeg. The propeller and stern area were also damaged. She was built in 1945 and converted in 1962.

Baltimore

Eleven Coast Guardsmen drowned and 18 more were saved when their 125-foot training cutter, the *Cuyahoga*, was rammed and sunk by the coal carrier *Santa Cruz II* (Argentine Line) on Oct. 20 in Chesapeake Bay at the mouth of the Potomac River.

The new, 521-foot *Santa Cruz* plucked the survivors who bobbed in the water for 20 minutes from the 60-foot deep and swift currents. Guardsman Timothy C. Stone of Granada Hills, Calif. was cited for "keeping the group together." The *Santa Cruz* was on her first visit to the port of Baltimore enroute to Buenos Aires.

The 50-year-old cutter was on a training mission with 12 crewmembers and 17 officer candidate students from the Yorktown (Va.) Reserve Training Center. Rough weather had kept the Coast Guard from raising the *Cuyahoga*, but she was brought up.

Eyewitnesses said the sea was calm with clear visibility at the time of the crash. Other survivors said the *Cuyahoga* was rammed by the huge Argentine freighter on her starboard side, listed, and was dragged backward almost 100 yards on her side before her stern plunged downward to sink in two minutes.

At a Coast Guard inquiry late last month, the cutter's navigator testified he saw the running lights of the oncoming Argentine ship minutes before the collision, but received no warning from the lookout on the flying bridge or heard no general alarm sounded.

The young lookout, serving his second day on the cutter, said he saw a series of lights on the horizon, "way out there." But, he added, he didn't think it was a ship when he first saw it. Later he reported what he saw to the bridge, which they acknowledged. Fifteen minutes passed, he continued, then the freighter was right beside them. He then said to a buddy "Maybe we should report it again as a ship." Seconds later the cutter's horn went off and the freighter hit.

The navigator said the cutter was moving at full speed 11.8 knots when she sounded a short whistle blast signaling that she intended to pass on the right and that the freighter should steer clear.

The freighter fired a return short blast, the *Cuyahoga* fired another short blast, he explained, about the same time a danger signal was sounded by the *Santa Cruz*.

The owners of the Argentine ship filed a \$300,000 lawsuit against the U.S. charging that the *Cuyahoga* violated the rights of sea passage.

SIUNA Targets Goals For the Future

Hall Pledges Fight for Better Days in U.S. Maritime

Drawing on the successes of the past to build for the work of the future, more than 300 delegates to the Seafarers International Union of North America's 1978 Triennial Convention met in Washington, D.C. last month to chart the International's course for the years ahead.

The convention, which ran from Oct. 16-19, marked the 18th time in the history of the International that elected representatives of the SIUNA's affiliates have convened to discuss mutual goals and problems.

Setting the tone of the four-day Convention, SIUNA President Paul Hall told the delegates that there is a great deal of work to be done in the years ahead to make the organization's goals of job security and economic security a reality for the more than 100,000 members of the International.

"The next few years are going to be very exciting years," President Hall said, "because we are going to be fighting for our very survival."

Insuring the International's survival goes hand-in-hand, Hall continued, with assuring "the United States of a viable commercial ocean fleet available to this nation in peace as well as in national emergency."

Hall Re-elected

President Hall, who was unanimously re-elected as SIUNA Presi-



SIUNA President Paul Hall,

dent by the Convention along with the International's Secretary-Treasurer Joe DiGiorgio, pledged "to continue to do what I have been doing in order to provide more good jobs—safe and secure jobs paying decent wages—for every member of every SIUNA affiliate."

(The SIUNA's Executive Board, which is made up of the top officer or a ranking designated official from each of the International's 28 affiliates, was also elected and sworn in.)

The crowded Convention schedule was not without personal moments. Delegates paid tribute to SIUNA officials who have died in the years since the last Convention, noting that their efforts helped bring the International to its present strength.

The organization gave a vote of thanks to retiring SIUNA executive vice president Morris Weisberger, who retired as president of the SIUNA-affiliated Sailors Union of the Pacific earlier this year as well.

Convention delegates, representing a broad cross-section of workers including deep sea sailors, inland boatmen, shipyard and harbor workers, fishermen and industrial workers in the U.S., Canada, Puerto Rico and the Virgin Islands, made it clear that the organization is strong and vital and prepared to meet the challenges ahead.

Participating in special workshop sessions and listening to speeches by prominent labor and government spokesmen, including AFL-CIO President George Meany and Rep. John Murphy, Chairman of the House Merchant Marine and Fisheries Committee, delegates zeroed in on the primary concerns of the labor movement.

Translating those concerns into action, a series of resolutions came through the Convention which target the International's legislative, political and organizing goals for the next three years.

Protecting Jobs

Geared towards protecting the jobs, health and security of U.S. workers, the resolutions are based on recommendations contained in the reports delivered by representatives of the different sectors of the International, as well as the problems keyed for attention by SIUNA President Hall.

In a detailed report on the state of the maritime industry, President Hall openly discussed both the gains and the setbacks for the International and organized labor as a whole over the past several years.

"In the deep sea segment of our industry, as well as on the Great Lakes," Hall said, "we continue to suffer from federal government policies that have allowed the U.S. Merchant Marine to fall to tenth place among the world's maritime nations."

He charged the multinational oil giants with contributing to the decline of the U.S. fleet through determined efforts to "deprive the American-flag fleet of substantial cargo," and pledged that the International will continue to fight for cargo equity and job security for U.S. merchant seamen.

Hall also spoke of important gains, which he said, "indicate that there is a promise of better days ahead."

"You can see breakthroughs," Hall noted, "in the bill the President signed on the matter of Russian shipping rates. You can see the breakthrough we pulled on the Outer Continental Shelf, where no one dreamed we could get legislation requiring that a certain portion of those jobs be reserved for American workers. We have seen breakthroughs in the dry bulk carrying fleet for the first time in this generation."



SIUNA President Paul Hall, Secretary-Treasurer Joe DiGiorgio and the rest of the SIUNA Executive Board are sworn in after their election by the Convention to continue to serve the International's 28 affiliated unions.



LOG

Special Supplement

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO NOVEMBER 1978

Hall pointed out the International's success on the Maritime Authorization Bill, "which provides nearly a half-billion dollars in support for our U.S. flag fleet."

He also pointed to the progress made in garnering support on policies and legislation which: favor U.S.-flag shipping in the ocean mining and LNG industries; create jobs for American workers through realistic U.S. trade policies; better protect the safety of Great Lakes Seafarers through improved Coast Guard safety regulations; and moves toward the revitalization of the U.S. Public Health Service Hospitals which serve the health needs of seamen.

Though there is much to do in the future, Hall stressed that the International has come a long way. Our

members "have a better position in society," he said. "We have not just improved our wages, we have improved and heightened the level of the economic ladder upon which our kind of people stand."

Praising the continued outstanding contributions of the officers of the SIUNA and our affiliated unions, as well as the membership, Hall promised the International will continue in our "never-ending determination to bring a better life to all Americans through the trade union movement."

In closing, Hall looked forward to the battles of the future, saying: "I am sure we will be having a good time in giving our enemies hell and fighting them all over the lot. And I am sure," he concluded, "we will be successful."



The more than 300 delegates to the SIUNA's 1978 Triennial Convention pack opening day session of the four-day convention.

Calhoon Stresses Need for Maritime Cooperation

"The brightest spot in the whole maritime picture over the past two years," Jesse Calhoon told the participants of the SIUNA Convention, was the merger of the Marine, Cooks and Stewards Union and the SIU-AGLIWD.

Calhoon, president of the National Marine Engineers Beneficial Association, also had high praise for "the diligent work that the SIU and the National Maritime Union are doing to work out a joint merger."

He singled out these two efforts to strengthen American maritime labor as among the only bright spots against the otherwise dark background of setbacks suffered by American labor in the 95th Congress.

"The American Labor Movement had a good program for this Congress and they went down like little Indians in a shooting gallery, one by one."

He attacked the tax bill passed by the 95th Congress as one of the greatest defeats sustained by the Labor Move-

ment in its overall effort to achieve broad social reforms and to improve the lot of the working man. Loopholes in the bill will benefit corporations and ultimately runaway industries, he said.

"At least the working man's dollar will be spent and circulated through the economy to create some prosperity. Where is the rich man's dollar going to go? To build factories in Taiwan. To build factories in South America. To build factories in Africa. To compete against the American worker, to put

him out of work, therefore to increase the social needs of this country more and more."

When the 96th Congress begins, the Labor Movement will be faced with "the greatest fight since 1929," Calhoon warned. He stressed maritime labor's need to participate in the political system. "There is a feeling among seamen that their problems are on the waterfront. I discarded that theory many years ago and I believe seamen's problems are made, created and settled in this system." But, while MEBA and the SIU work consistently in Washington "to try to improve the lot of the American seafarer," he said that there is not enough political activity as a whole by the maritime industry.

In closing, Calhoon promised the continued cooperation of his union in working with the SIU for the benefit of the entire U.S. maritime industry.



SIU President Paul Hall, right, offers handshake of thanks to National MEBA President Jesse Calhoon for addressing the International Convention.



Jesse Calhoon

Scotto Pledges ILA Support to Rebuild U.S. Maritime

"The SIU and the ILA together not only can move ships, but I believe we can move mountains."

This is the way ILA leader Anthony Scotto summed up his pledge of strenuous support, made at the SIUNA Convention, for maritime labor's battle to achieve a strong U.S. merchant marine.

Vice President of the International Longshoremen's Association and president of its largest local, Local 1814 in Brooklyn, Scotto made it clear that the SIU is not alone in trying to move that mountain.

"I am here to assure you that the ILA is with you in the struggle all the way until the U.S. is restored to its former greatness as a maritime nation."

Scotto, who is also legislative director for the ILA, pointed out that the SIU and the ILA have been working side by side to press this fight before Congress and Federal agencies. And he praised the SIU for its "fine work in the political field."

"You should be congratulated for helping to get legislation on the books

that has benefitted all areas of the maritime industry."

But he stressed the continuing dangers of "a shrinking merchant marine" to maritime labor and the nation's economy and military security. He said it has "severely reduced the number of sea-going jobs . . . made this nation vulnerable to economic blackmail by rival nations, particularly the Soviet Union . . . and jeopardized this nation's capacity to meet the responsi-

bilities of its own security and the defense of its allies."

"We must continue to keep the pressure on until we get Federal action to correct these intolerable and dangerous situations," he maintained. He said the SIU could count on the ILA to work for legislation toward this end, including a fair oil import quota bill; a national cargo preference policy, and preservation of the Jones Act.

Scotto also discussed the importance

of union mergers in maritime labor's fight to maintain its strength. Noting the recent merger of the SIU and the Marine, Cooks and Stewards Union and another involving his own ILA local, he explained that mergers create a stronger base for maritime labor to achieve two critical goals: "to protect our members jobs and to fight for programs and policies that will turn our industry around and bring it back to its former greatness."



Anthony Scotto



SIU Executive Vice President Frank Drozak, right, and ILA International Vice President Anthony Scotto will be working closely together in the fight for revitalization of the entire U.S. maritime industry.

George Meany Keynotes SIUNA Convention

"The SIU is a fighting organization with deep roots and traditions that reach to the heart of the American trade union movement. Every member of this Union should be proud of its history and of its reputation for militant and unhesitating support for every area of trade union activity."

George Meany, Oct. 17, 1978



Looking and sounding a great deal younger than his 84 years, George Meany, the grand old captain of America's trade union movement delivered the keynote address of the SIUNA's 1978 Triennial Convention.

With some barbed words spoken in his unmistakable New Yorkese, Meany expressed his disappointment in the "failures" of the recently adjourned 95th Congress, as well as his displeasure with the Administration's "voluntary wage-price controls" program.

But before he got into the meat of his address, the venerable president of the AFL-CIO paid the SIU the ultimate compliment.

He said: "The SIU is a fighting organization with deep roots and traditions that reach to the heart of the American trade union movement."

"Every member of this Union should be proud of its history and of its reputation for militant and unhesitating support for every area of trade union activity."

"In organizing and collective

bargaining, in recruitment and training of young workers, in taking care of your retirees, this Union stands at the head of the class. In living up to the ideals of Union brotherhood, in pitching in and helping out on the other fellow's picketline, this Union is second to none.

"In social action, political action, legislative action; in fighting for the rights and welfare of everybody— young and old, black and white, male and female—both at home and throughout the world, this organization sets an example and exerts leadership that is far out of proportion to its size."

The AFL-CIO chief also had words of praise for SIU President Paul Hall, who has worked closely with Meany for many years in his capacity as Senior Vice-President of the AFL-CIO.

Meany said: "AFL-CIO officers are elected not to represent their own unions but to represent all of the unions, all of the workers and the entire trade union movement in the United States. Paul Hall has done

that with rare distinction."

After his opening remarks, Meany attacked the 95th Congress for "failing to enact a wide range of essential legislation including tax justice, labor law reform and the oil cargo preference bill."

Meany asserted that "time after time, when the chips were down, our friends in Congress deserted us." He charged that many of those who asked for and received labor's help in their election campaigns "sat on their hands or switched their votes when big business and right-wing extremists turned up the heat."

The AFL-CIO president pledged, however, that "the labor movement is not going to fold up and blow away." He said that labor "will be back on Capitol Hill next year to convince Congress that America is more than balance sheets and profit statements, big business and big money."

Wage-Price Guidelines

In reference to the Administration's "voluntary" wage-price standards, Meany charged that the new program unfairly pinpoints higher wages as the main cause of inflation. He said, "wage increases are a response to inflation; they are not its cause. They are an

attempt on the part of workers just to catch up and stay even."

Meany pointed out that while American workers took a 2 percent loss in purchasing power over the last year, business profits, after tax, surged by 12 percent in the first half of 1978 alone.

Meany attacked the banks and rising interest rates as a major cause of the nation's inflation woes. He noted that in 1978, Chase-Manhattan has raised its interest rates on nine occasions. Their rate went from 7½ percent to 10 percent—a hefty 29 percent increase.

"When a Union signs a contract for 21 percent or 24 percent over three years, said Meany "there are screams from the White House." But nothing happens when the banks raise their profits 29 percent in a little less than a year."

The AFL-CIO President told the Convention that while the overall inflation rate is 8 percent, "the cost of things that people must have—food, fuel, health care—are up close to 15 percent."

Meany said that U.S. labor unions—with the support of the Federation—will continue to seek wage increases "that will enable workers to meet the price increases that have taken place—price increases that workers have been absorbing since their last contract was signed."

In offering a solution to the economic crisis, Meany said that any realistic attack on inflation has to concentrate on first achieving full employment. He asserted that "nothing short of full employment could contribute more toward creating a balanced economy, reducing inflationary pressures and overcoming the waste and inefficiencies and high costs that stem from underused plants and underemployed workers."

Pledges Support for Maritime

President Meany made it a point to reaffirm labor's support in the SIU's battle to restore America to its former stature as a maritime power.

Focusing on the threat of Russia's expanding merchant marine, Meany said that "America faces a threat and a challenge by totalitarian countries that is fully as dangerous as our dependence on the Arab oil moguls."

Meany blasted the fact that 42 American ports are open to Soviet ships while only three Soviet ports are open to American vessels.

Meany lauded the SIU's efforts to bolster U.S. maritime, pledging that "the AFL-CIO will be at the SIU's side in the struggle to awaken the Congress and the American people to the dangers we face at sea."



AFL-CIO President George Meany delivers keynote speech to SIUNA Convention in Washington last month. At the dais, from the right, are SIUNA President Paul Hall; SIUNA Vice President John Yarmola; SIUNA Exec. Vice President Morris Weisberger and SIUNA Secretary-Treasurer Joe DiGiorgio.

SIUNA Has Spurred Advances in Inland Industry

Inland Boatmen's Organizational And Grievance Committee Special Report

Much progress has been made in the towboat industry in the last three years. But there are many problems still confronting the industry which continually threaten to undermine it.

This was the message delivered at the SIUNA's 1978 Convention late last month in the report of the Inland Boatmen's Organizational and Grievance Committee.

The Committee's report explained how the Merchant Marine Act of 1970 has spurred construction in the towboat industry. It noted that some 318 new self-propelled vessels and 1,776 new barges have been launched since the Act was passed.

It went on to mention the successful organizing drives and renewed, improved contracts won by boatmen over the last three years, without which the construction of new vessels wouldn't mean much. Taken together, they mean more jobs and greater security for boatmen.

What are the present-day problems and future challenges that lie ahead for the towboat industry? The Boatmen's report indicated that there are a number of them.

User Charges

In the closing hours of the 95th Congress a "user charge" bill was passed that could have long-range effects on the towboat industry. Because of this legislation, commercial towboat operators on the inland waterways will begin paying a 4 cent tax on every gallon of fuel consumed by their boats as early as



Merle Adlum, (head of table), president of the Inland Boatmen's Union of the Pacific, chairs the Inland Boatmen's Organizational and Grievance Committee. This committee drew up a set of objectives concerning the U.S. inland industry for the International to work toward in the next three years.

Oct. 1, 1980. The tax, which is intended to provide for badly needed lock reconstruction on the inland waterways, would be gradually increased to a maximum of 10 cents per gallon by 1985.

The long-range effects of such a fuel tax are difficult to determine, but it could have an effect not only on shipping costs, but also on Federal funding of waterways maintenance in the future. In any case, it will be something to keep an eye on in the months and years to come.

Another problem confronting the towboat industry, noted in the Boatmen's report, is the competition the industry faces from Army Corps of Engineers dredges and from Navy tugs. While some good progress has been made in limiting the use of Corps of Engineer dredges on the inland waterways (allowing for increased opportunities in the private sector), the use of a large fleet of tugs by the Navy remains undiminished.

undermine the three-watch system on inland waterways; Coast Guard efforts to eliminate tankermen from tows while underway; and also Coast Guard manning standards on Integrated Tug Barges (Coast Guard inspections on ITB's have been called "haphazard").

Boatmen will also be watching developments in the Virgin Islands with regard to the hauling of residual oil from there to the U.S. mainland. Efforts are underway to increase the number of U.S.-flag ships on this run which, in turn, would further open up opportunities for boatmen in this area.

SIU-IBU Merger

The Boatmen's report spoke highly of the 1976 merger of the SIU-AGLIWD saying, "the short record since such merger demonstrates that this has afforded that former inland affiliate with greater resources and organizational strength."

It went on to praise the expanding training facilities made available to boatmen since the merger noting that it, "has afforded greater opportunities for our members to acquire increased skills, earn greater wages and enabled our contracted employers to increase their operations affording greater job opportunities to our members."

The last few years have been years of growth for the towboat industry, in spite of the obstacles it has been confronted with. And, as the report of the Inland Boatmen's Organizational and Grievance Committee to the SIUNA's 1978 Convention noted, the future also looks promising for the industry—traffic on the inland waterways of the U.S. is expected to double by the year 2000.

Boatmen of the SIUNA plan to figure prominently in that increased waterway traffic, come hell or high water.

It has been shown that private operators could fulfill many of the Navy towing support tasks at a substantial savings to the government—and taxpayers. So far, however, the Navy has refused to budge in allowing private operators to take on a greater share of this kind of work. If progress can be made in this area in the future, quite obviously it will mean increased opportunities for boatmen.

Another potentially major threat to the towboat industry are the proposed coal slurry pipelines. With the search on for more energy sources, boatmen are being called upon to haul more and more coal. The pipeline system of moving coal would, if it were to be given the go-ahead, be a serious setback to the towboat industry. Fortunately, pro-pipeline legislation was narrowly defeated in the 95th Congress. But it is bound to surface again.

Other problems facing the towboat industry, noted in the Boatmen's report, include the repeated attempts to

Future Looks Good for Great Lakes Shipping

Great Lakes Organizational And Grievance Committee Special Report

Portraying the Great Lakes as a vital sector of the maritime industry which has truly become "our nation's Fourth Seacoast" in the last few years, the Great Lakes Organizational and Grievance Committee reported on the state of the Great Lakes fleet to delegates attending the SIUNA's 1978 Triennial Convention.

Made up of 17 delegates, the Committee's report was unanimously adopted by the Convention. In addition to outlining the general state of shipping in the Great Lakes area, the report made recommendations on actions the International should take in the years ahead to "reverse practices which have worked against the full growth and development of the Great Lakes."

In the future, the International, using the Committee's recommendations as guidelines, will back Congressional legislation and government and industry programs which benefit the Great Lakes area membership.

During the just-adjourned 95th session of Congress, the SIUNA supported a bill aimed at curbing rate-setting practices which discriminate against Great Lakes ports.

The Union-supported bill would have closed a loophole in the Shipping Act of 1916 which allows cargoes coming from or destined for overseas ports to be shipped through Canada or Mexico at

rates way below those charged for direct service to or from a U.S. port.

Carriers transporting cargoes via foreign ports don't have to file their rates with the Federal Maritime Commission so there is no way to regulate those rates. This situation, the Committee's report says, "affects the competitive position of the Great Lakes fleet."

The bill didn't make it to the Senate floor for a vote before Congress adjourned, but the SIUNA will work to have it enacted during the next session of Congress.

3rd Flags Hurting Lakes

Another problem affecting the Great Lakes fleet is the increasing number of third flag vessels which have been winning more and more cargo in the U.S.-Canadian trade at the cost of jobs for both American and Canadian seamen. Right now, the U.S. fleet's share of these cargoes is only 7 percent.

The SIUNA will continue the work already begun to establish a bilateral trade agreement between the U.S. and Canada, reserving these nation's cargoes to both fleets and excluding third flag vessels from inter-Lakes and Canadian-U.S. coastwise commerce.

In addition, the Committee proposed working for increased government aid in the form of operating and construction subsidies for Great Lakes operators as a means of securing a larger share of international cargo for the U.S. fleet.

More cargoes on U.S. ships would translate into more job opportunities for seamen. Expanded job opportuni-

ties would also be an end-product of an extended shipping season on the Lakes.

The regular shipping season, running from April through November, idles men, equipment and facilities for three to four months annually.

A longer navigation season would be profitable to both industry and Union members and the International will continue to support the Congressionally approved Season Extension Navigation Program which is studying ways to make year-round shipping on the Lakes possible.

A final area targeted for SIUNA action in the years ahead will be efforts to ensure that no further increases in St. Lawrence Seaway tolls are imposed.

The Committee's report pointed out that toll increases on the Seaway, which became effective this year, "create an unfair competitive disadvantage to users of the Seaway."

Goals Attainable

Though there is work to be done towards realizing the full potential of Great Lakes shipping and towards maximizing job security for Union members in that area, the Committee's report made it clear that the goals mapped for the future are attainable by pointing out the progress made in the last few years.

Since the last SIUNA Convention, the Union's efforts to get the Federal Maritime Commission to open a regional office for the Great Lakes have paid off. The presence of the FMC, along with the Maritime Administration's Regional Office, "recognizes the

Lakes as an equal of the other tidewater ports . . . making our problems readily apparent and our ability to overcome them easier."

Pressure from the International on Congress got the Great Lakes Vessel Financing bill, which guarantees maximum construction rebates and mortgage insurance for Great Lakes vessels, passed and signed into law by the President. And years worth of pressure from the SIUNA on the Coast Guard finally resulted in a Coast Guard regulation requiring safer boarding ladders on Lakes ships.

Commending Great Lakes members for continuing to upgrade "to meet the needs of the industry," the Committee wrapped up its report by stating, "notwithstanding some problems, we see a promising future for the Great Lakes fleet."



SIU Algonac Port Agent Jack Bluit helped draw up Great Lakes Committee report.

Deep Sea Gaining, But the Road Ahead Is Rough

Seamen's Organizational And Grievance Committee Special report

The Seamen's Organizational and Grievance Committee included 39 delegates representing deep sea sailors from both coasts, under the co-chairmanship of SIU Executive Vice President Frank Drozak and SUP President Paul Dempster.

The report of the Committee, unanimously adopted by the delegates, addressed the advancements, the setbacks and the future goals of the U.S. fleet.

Noting that the U.S. fleet is now "at its largest size since the 1950's," with U.S. shipyard order books the second largest in the world, the Committee pointed out several reasons for this growth, including:

- Expansion of the U.S. LNG fleet to the largest fleet of its kind in the world;
- Growth in the U.S. liner industry through consolidation of liner companies. In addition, passage of the Controlled Carrier Bill, which will put an end to the unfair rate-slashing practices of the Soviet fleet, should ensure more cargoes for American flag ships in the U.S. liner trades;
- Owing to the Alaska oil trade and strategic petroleum reserve shipping, the U.S. tanker fleet is now fully employed with more tankers on order;
- The U.S. bulk fleet, the oldest and least active segment of the American merchant fleet, is beginning to revive. Several new dry bulk carriers, the first in years, were recently ordered from a U.S. yard and will be used to carry coal and other bulk commodities in the U.S. foreign trades;
- More and more highly technological, specialized vessels continue to join the U.S. fleet. New tug-barges, built to serve U.S. commerce, are manned by American crews of 16. U.S. heavy lift, ocean mining and pipelaying vessels, some of which require 100-man crews, are being built for U.S. trade and



The Seamen's Organizational and Grievance Committee meets to formulate their report and recommendations to the Convention. The Committee was co-chaired by SUP President Paul Dempster and SIU Executive Vice-President Frank Drozak (at head of table). Others on-committee included representatives from all SIUNA deep-sea affiliated unions.

"provide great promise of maritime employment."

The Committee's report pointed out that the hard work of maritime labor had made the growth and advancement of the U.S. fleet possible.

However, setbacks and problem areas have also occurred in the past few years which, the Committee noted, "have hurt employment opportunities for seamen."

One of the most costly defeats for seamen was the loss of a U.S. passenger ship on the West Coast this year, marking the end of the U.S. passenger cruise business. The SIUNA will be backing Congressional legislation aimed at bringing back the U.S. passenger fleet.

The future of many U.S. shipping companies, and the jobs of the seamen who crew their vessels is also threatened as American-flag operators continue losing cargo to foreign competitors. Unless adequate cargoes can be secured for the U.S. fleet, shipping companies will be forced to fold.

The maritime industry worked hard during the last session of Congress to remedy cargo inequities. Because the oil companies launched heavily financed lobbying campaigns, the crucial Cargo Preference Bill, which would have guaranteed carriage of 9.5 percent of the nation's oil imports for American

flag ships, was defeated in Congress.

Another important bill, which included riders creating and protecting jobs for American seamen in the infant ocean mining industry, never made it to the Senate floor for a vote. Ocean mining legislation will be a top priority of the International when Congress reconvenes next year.

Manning Scales

Another SIUNA goal for the future is to continue the battle with the Coast Guard on the issue of unlicensed crews. "The Coast Guard," the Committee said, "continues to erode the unlicensed seamen's standing aboard ship by the rules it adopts that limit the application of the three-watch system and reduce crews below a safe level."

Manning levels will also be threatened with reduction when the Intergovernmental Maritime Consultative Organization (IMCO) meets in January to set minimum manning standards for the deck and engine departments.

The manning levels arrived at by IMCO will become law for all maritime nations. The Committee report noted that "European nations will try to reduce crew sizes down to the 10 men that some European ships now have in the crew."

Cautioning that "gaining new ships will not help us if the unlicensed crew is wiped out," the Committee stressed the importance of having Union representation acquaint IMCO with the "responsibilities and duties of the unlicensed crew in maintaining a safe and efficient ship," in order to influence the Conference decision on manning standards.

Other areas targeted by the Committee for the attention and action of the International in the years ahead include:

- wrapping up bilateral trade agreements between the U.S., Mexico and Canada;
- extension of the Jones Act to cover the U.S. Virgin Islands so that Alaskan oil moving to the Islands would be carried on U.S. vessels;
- assurances that Alaskan oil and any future U.S. oil deposits slated for export be moved by U.S. tankers;
- strengthening of U.S. immigration laws "to prevent foreign crews from engaging in U.S. commerce and lighter-ing oil off the U.S."

Saying that "there is much to be done" in the future towards improving the job security of American seamen the Committee called on the International and all merchant seamen "to provide the direction and support necessary" to accomplish the work ahead.

Murphy Pledges New Wave of Maritime Legislation

Pledging to do everything in his power to promote a strong U.S. maritime industry, Rep. John M. Murphy (D-N.Y.) told delegates to the SIUNA's 1978 Triennial Convention that he will return to Congress in January with an "overall comprehensive package of legislation to bolster the merchant fleet."

The chairman of the House Merchant Marine and Fisheries Committee, a long-standing friend of maritime, was a key speaker at the four-day Convention in Washington last month.

Pinpointing lack of cargoes as the prime reason for the decline of both the U.S.-flag merchant fleet and the American shipbuilding industry, Murphy said he plans to sponsor legislation calling for a national cargo policy which would supply the U.S. fleet with a fair share of needed cargoes.

The New York Congressman assured Convention delegates that his maritime package would "take in provisions to guarantee U.S.-flag ships equal access to the carriage of freight between this country and its trading partners."

He also spoke of the continuing efforts of the House Merchant Marine and Fisheries Committee to achieve a

"rational liner shipping policy." These efforts include legislation which would "permit closed conferences and shippers' councils . . . facilitate equal access and pooling agreements . . . and improve the regulatory efficiency of the Federal Maritime Commission."

Looking back on the just-concluded 95th Congress, Murphy hailed a "breakthrough" bill which will halt the unfair rate-slashing practices of the Soviet fleet in U.S. liner trades as the legislative highlight for maritime interests. The Controlled Carrier Bill, sponsored by Murphy, passed both Houses of Congress and was recently signed into law by the President.

Other gains for maritime included the Congressman's success on the Maritime Authorizations Bill for fiscal year 1979 which will bring more money to the Maritime Administration's operational and construction subsidy programs. In addition, legislation permitting the Federal Maritime Commission to effectively carry out its regulatory procedures to deter the rebating practices of foreign-flag operators will, Murphy said, "shortly be enacted into law."

But Murphy noted that the maritime

industry had also suffered setbacks during the last year. He blasted the multinational oil companies for the "smear campaign" they conducted against the oil cargo preference bill which would have guaranteed carriage of 9.5 percent of U.S. oil imports to American-flag vessels. Though expressing doubt that "the Carter Administration will again support any such cargo preference legislation," Murphy indicated he may sponsor a bill including oil cargo preference in any case.



Rep. John M. Murphy (D-N.Y.)

Murphy's criticism was not reserved for the oil companies alone. He attacked the U.S. departments of Justice, Defense and State for failing to "implement the maritime policy of the U.S. that is set forth in the Merchant Marine Act of 1936."

That act makes it very clear, he said, that the U.S. needs a strong merchant marine capable of carrying a "substantial portion" of our foreign commerce and of serving as a military auxiliary in times of national emergency.

"This great nation of ours," the Congressman told delegates, "desperately needs our entire maritime industry—in both peacetime and during national emergencies."

Murphy wrapped up his remarks by telling the delegates that he is scheduled to meet with the President at the end of November to discuss ways of correcting the problems of the U.S. maritime industry.

"I would welcome the opportunity to further the efforts of President Carter to provide a strong U.S.-flag merchant marine," Murphy said, adding that if "Administration proposals fall short of what is required . . . I will do my utmost to legislate that which is required."



SIU President Paul Hall, left, and SIU Seattle Agent Harvey Mesford look on during an afternoon workshop session.



Merle Adlum, president of the Inlandboatmen's Union of the Pacific.



Henry "Whitey" Disley, president of the Marine Firemen's Union.



Ed Allensworth, president of the Transportation and Allied Workers of California.



Steve Edney, president of the United Cannery and Industrial Workers of the Pacific.



SIU Executive Vice President Frank Drozak, right, and Roman Galewicz, president of the SIU of Canada.

HIGHLIGHTS OF THE SIUNA 1978 TRIENNIAL CONVENTION, WASHINGTON, D.C.



Carolyn Gentile, administrator of all the SIU's benefit Plans.



Lindsey Williams, SIU Vice President.



Ralph Quizonnez, Atlantic Coast Director of the United Industrial Workers Union.



SIU President Paul Hall addresses session of the 1978 Triennial Convention.

October 16-19, 1978



Burt Lanpher, secretary-treasurer of the Staff Officers Association of America.



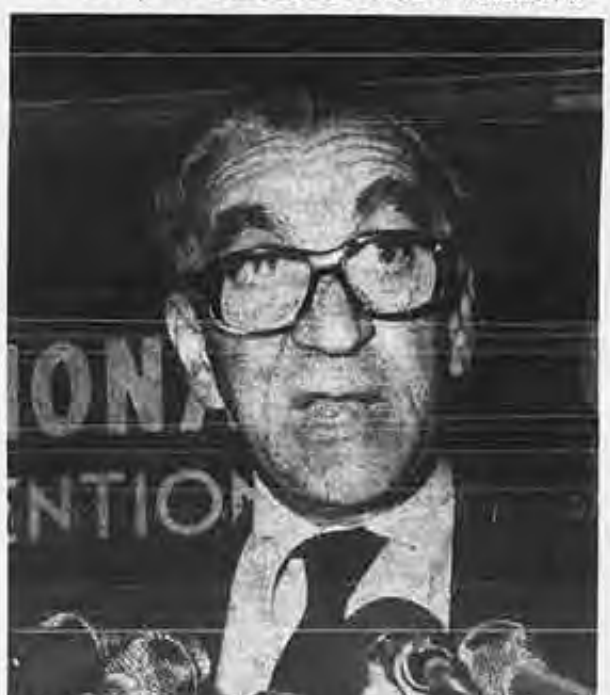
Roy "Buck" Mercer, secretary-treasurer of the Military Sea Transport Union.



Paul Dempster, president of the Sailors Union of the Pacific.



Spencer Austin of the Democratic Union Organizing Committee, Local 777.



Jim Bozzo of the Fishermen's Union of America, Pacific and Caribbean.



Jean Ingrao, administrator of the AFL-CIO Maritime Trades Department.



Howard Schulman, SIU general counsel.



Marylou Sanchez of the SIU of Puerto Rico.



Ed Turner, senior SIU West Coast rep and head of the recently merged Marine Cooks and Stewards Union.



John Yarmola, SIUNA vice-president.



Kenneth Olsen, secretary-treasurer of the Alaska Fishermen's Union.



Larry Parks, of the Brotherhood of Brewery Workers.



SIU President Paul Hall, right, and SIU Secretary-Treasurer Joe DiGiorgio, left, offer vote of thanks for a job well done to International Exec. Vice President Morris Weisberger upon announcement of his retirement.



Felix Francis, Virgin Islands Area Director of the United Industrial Workers Union.



Mike Sacco, vice president of the Harry Lundeberg School and SIU Headquarters Representative.



Leon Hall, SIU headquarters representative.

Shipping Needs Closed Conferences, Bilateral Trade

STATE OF INDUSTRY

Workshop

When it comes to bargaining for increased wages and benefits, the SIU and management will always be on opposite ends of the table.

But when it comes to promoting the U.S. maritime industry, the SIU has always tried to cooperate with management for the betterment of the industry and those who work in it.

It was with this in mind, that the SIUNA Convention invited two top spokesmen from the U.S. maritime management sector to conduct a workshop on "The State of the Industry."

The two spokesmen were Herb Brand, president of the Transportation Institute, a Washington-based maritime research and promotional organization, and Paul Richardson, a private consultant, formerly the vice-chairman of the board of Sea-Land Service.

As noted by both Brand and Richardson, one of the big problems management face today is an overabundance of government interference and regulation.

Richardson pointed out that the U.S. is the last major trading nation on earth to hold on to the so-called "free trade" policy. As far as U.S. shipping is con-



Herb Brand

cerned, "free trade" means that any shipping line from any nation can enter U.S. shipping conferences and take cargo away from U.S. operators by cutting rates.

U.S. operators want closed conferences to keep the cut rate operators out of the U.S. trades so that U.S. shipping lines can compete on an equitable basis with each other and with the shipping

lines of our trading partners. So far, the U.S. government, especially the Justice Department, has opposed such a move.

Herb Brand added that the Justice Department is also opposed to cargo pooling arrangements among conference members and bilateral trade agreements between the U.S. and its trading partners.

Brand said that the needs of the U.S. maritime industry are "legitimate needs." He said, "we in the industry are seeking stability through such means as cargo sharing, bilateral trade and closed conferences. But so far we have not been able to achieve this stability mostly because of intervention from the Department of Justice."

Brand also said, "we in the U.S. maritime industry—management and labor—only have ourselves to depend on, and this is the main reason for our intense activities in Washington."

Paul Richardson said that he was optimistic about the future for U.S. shipping despite the problems facing the industry at the present time.

He said, "the climate in both Congress and the Administration appears to be to encourage the growth of our industry." He added that American technology is the industry's strong suit and that it has helped to keep U.S. shipping competitive with the foreigners.

Richardson, himself a pioneer of containerization, predicted, "we will



Paul Richardson

remain competitive on the high seas as long as we continue to pursue advanced technology and new ideas in shipping."

After Brand and Richardson concluded their presentation, SIUNA President Paul Hall pledged the International's complete support in promoting the U.S. maritime industry for the purpose of promoting jobs for American seamen.

Big Business Out to Destroy Labor Union Gains

POLITICAL ACTION

Workshop

Warning that multinational companies are pouring millions of dollars into lobbying efforts to destroy organized labor, Dave Dolgen, the SIU's director of Legislative and Political activities led delegates attending the SIUNA Convention's workshop on political action in a discussion on how the International can counter the union busting efforts of big business in the political and legislative arena.

Pointing out example after example of how big business has succeeded in defeating key labor-supported Congressional action and pro-labor

candidates, Dolgen targeted continuing efforts to educate the members of every SIUNA affiliate on the importance of political activity as one of the International's prime objectives in the future.

"Never in recent history," Dolgen said, "has the modern labor movement been so under attack. Never before have we had the need to use every resource at our union's disposal in our own organization. Our membership has to be educated. They have to be asked to write letters to the Congressmen and the Senators. They have to protect themselves."

Stepping up support for candidates across the country who fight for the issues of greatest concern to organized labor is also critically important in the years ahead.

The ability to back pro-labor candidates and campaign to defeat those who don't support working people in the U.S., comes from the voluntary contributions of union members to their union's political activity funds. And labor's support of those on Capitol Hill who have proven themselves friends of working people is more crucial now than ever before.

Patterning themselves on the political action funds of unions, big business has begun to organize political action committees of their own. The corporations have found these committees such an effective way of channeling money to anti-labor candidates that they are creating more than 20 new political action committees every month.

Dolgen pointed out that although organized labor had succeeded in raising \$8 million for political activity, the well-financed political action committees of big business out-spent labor by nearly 4-to-1.

Not subject to the same full disclosure laws union political activity groups have to comply with, big business is able to pump big money into a broad range of anti-labor campaigns.

Because of attacks launched by big business against members of Congress who stood up for labor, many pro-labor candidates were not returned to Congress when they ran for re-election this month.

"Big business corporate political action committees and the right wing have attacked these Congressmen," Dolgen charged, "because they supported the labor movement in cargo preference, in labor law reform, on minimum wage changes, and now they are suffering because they supported us."

In the question and answer period following the workshop's discussion, many delegates representing affiliates of the International expressed their realization of how important political

activity is for the SIUNA and for organized labor as a whole.

Working in conjunction with the Port Councils of the Maritime Trades Department and the Central Labor Councils of the National and State AFL-CIO, delegates reported on their progress in educating members of their affiliates on important political issues and in establishing working relationships with political candidates in their areas.

Under the guidance of the International, the union representatives talked about the importance of backing the International's political and legislative campaigns with contributions and with manpower.

One delegate expressed the feelings of all the workshop participants when he said, "Politics isn't just the International's fight. It's all of our fight."

The fight to insure the well-being and the job security of all American workers being waged by organized labor will continue. "The problems are big," Dolgen said, "but we are trying to solve them. The challenges are great, but we are going to overcome them."

Civil Rights Committee



Chaired by Ed Turner, the Civil Rights Committee pledged the SIUNA's 'continued efforts to eliminate discrimination and segregation from all aspects of American life.'



Dave Dolgen

Seafaring Today Is a Whole New Way of Life

HUMAN RESOURCES Workshop

Working aboard the most modern vessels in the world, complete with their complicated, automated equipment has become a way of life to Seafarers.

Ultramodern LNG carriers, LASH vessels, integrated tug-barges or any of the other newcomers to the maritime industry have opened up challenging career opportunities for Seafarers. But they have also created a unique set of problems in the quality of life of the men who crew the newest ships afloat.

Pinpointing the special problems of seamen in the changing maritime industry, with an eye towards finding solutions to those problems, was the theme of a featured workshop session at the SIUNA's 1978 Triennial Convention last month.

It was led by Hazel Brown, president of the Harry Lundeberg School, and SIU Inland Coordinator Chuck Mollard. Convention delegates who participated in the workshop (entitled "The Seafarer in a Changing Industry,") watched a slide show and listened to a



Chuck Mollard

discussion focusing on the changes in working and living conditions aboard modern vessels.

"The technological advances which have taken place in our maritime industry," Hazel Brown said, "have changed the roles of the Seafarers so drastically that it really has affected their entire way of life."



Hazel Brown

New loading and unloading equipment has meant cargo can be handled more efficiently now than in the past. But this new equipment, while saving time and money for ship operators, has caused fast turn-around. These new ships are spending less time in port and, often, Seafarers don't have the chance to get off their vessel at all.

cate with other crewmembers aboard ship is to make prior arrangements to meet somebody.

"Ships have gotten larger," she said, "for the company to haul more cargo. But for the individual man I think they have gotten smaller. It is now down to his small, individual room."

Coping with these and other problems unique to the increasingly automated, modern maritime industry is the thrust of a study, now in its planning stages, in which the SIU along with several other maritime unions will be participating.

Marad Funding

Funded by the Maritime Administration, the five-year research project will study how seafarers interact with all the different elements in their environment, including the structure of the crew, the type of work performed onboard, the degree of satisfaction derived from different jobs and shipboard living conditions, among other things.

Qualified seamen will ride the new ships, acting as observers and will also talk to the crew to determine individual's reactions to life onboard.

Several studies have already been concluded in European countries which focus on specific conditions aboard ship. A Swedish research project investigated the relationship between safety regulations and ship's design; in Poland they've been looking at the hazards to health and safety certain types of cargoes pose.

Some of the findings of the European studies are significant for American seamen. But the U.S. study won't duplicate the European projects because the U.S. merchant marine differs in its structure and its problems from the fleets of other countries.

Improving the working, living and recreational environment aboard ship are the goals of the U.S. study. Through participation of all Seafarers with the people assigned to ride their vessels, the Union is confident that these goals can be achieved.

Wrapping up the workshop discussion Hazel Brown told participants that the study "will bring up significant information that we can then use to make a change in the lifestyle of the seafarer for the next 20 or 50 years."

Committee on Legislation & Gov't Agencies



Chaired by SIU Vice President Lindsey Williams, the Committee on Legislation and Government Agencies urged that "each of the International's affiliates participate in political action through their own organizations, the MTD Port Councils and AFL-CIO State and Local Central Bodies."

Fishermen & Cannery Workers Committee



The Fishermen's and Cannery Workers Organizational And Grievance Committee is shown here at work. Committee was chaired by Steve Edney, president of the United Cannery and Industrial Workers Union. The Committee praised the SIUNA for its support in passing the 200-mile Fishing Zone Limit legislation. But the Chairman noted that much work had to be done to get government off their backs in the area of restricted fish catches. They are facing stiff competition from the foreigners.

New Ships, New Skills

Highly technological, modern ships require special skills of the seamen who crew them. While training for the newest ships is vital in order to keep pace with the industry, the training itself creates the problem of a highly specialized workforce.

Specialization means a reduction in turnover and a reduction in the mobility of the crew because, as HLS President Brown pointed out, "once you spend a lot of time training yourself for a special vessel, you are not going to be switching as frequently to other types of vessels."

The most modern ships today have living quarters and recreational areas which are certainly more comfortable and less cramped than on older vessels. But while each man has more privacy aboard today's ships, the incredible size of modern-day vessels emphasizes loneliness for many seamen.

Hazel Brown noted that she had heard many seamen complain about the awesome size of some ships and about the fact that the only way to communi-

International Affairs Committee



The International Affairs Committee keyed on what could be one of the most crucial international conferences ever held concerning seamen, the upcoming IMCO Conference in London. As noted by Committee Chairman Earl Shepard, this conference is expected to set world standards for manning on all seagoing vessels. The SIUNA is ready for the Conference and will be fighting to see that manning scales are not set below a level providing for safe navigation and maintenance of the vessel at sea.

SIUNA Convention Pledges to Work For Wide

Delegates at the SIUNA's 1978 Triennial Convention on Oct. 16-19 in Washington, D.C. passed a wide range of resolutions dealing with all segments of the U.S. maritime industry, and on varied subjects vital to the entire American labor movement. The main maritime resolutions passed ranged from National Cargo Policy to user charges on the inland waterways. The resolutions which were passed by the delegates, included:

National Cargo Policy

Today U.S. flagships carry only 5 percent of the country's exports and imports compared to 58 percent in 1947. Russia and Japan carry 50 percent of their cargoes and Great Britain, West Germany and France carry 30 percent of theirs.

The development of a U.S. National Cargo Policy, however, would assure the U.S. fleet a substantial share of U.S. cargoes in all the trade routes of the world. This could be achieved through cargo preference requirements, bilateral shipping arrangements and other cargo sharing procedures.

Also the SIUNA urged the clarification and improved administration of existing cargo preference laws.

National Maritime Council

The National Maritime Council—composed of representatives of maritime labor and management was formed in 1971 to get more cargo for America's merchant marine. It has been successful. But this year the Department of Commerce's representatives had to drop out of the Council due to pressure from the foes of maritime.

However, the council has pledged to continue and expand its program to promote cargo for the U.S.-flag merchant fleet.

The SIUNA Convention delegates resolved to continue its full cooperation and support of the National Maritime Council in its efforts to promote a strong, balanced and competitive U.S. merchant marine.

Jones Act

For America's security and economic welfare, Section 27 of the Merchant Marine Act of 1920, or the Jones Act, reserves U.S. domestic trade among all 50 states and territories for American flag ships, manned and operated by U.S. seamen.

But the act has two loopholes in it that exempt the Virgin Islands from its coverage and allow companies to request waivers of the act from the U.S. Secretary of Defense.

The SIUNA supports immediate passage of legislation in Congress to include the Virgin Islands under the provisions of the Jones Act and the repeal of the 1950 amendment which permits waivers of the Jones Act.

LNG Imports

Since increased importation of liquefied natural gas (LNG) would help to build more U.S. LNG tankers and give more jobs to Seafarers and shoreside maritime workers, the SIUNA urges the Government to act quickly and favorably on pending LNG import applications and to implement a comprehensive policy allowing LNG imports.

Also the SIUNA favors rolled-in prices for both existing and future LNG imports as a means to insure the viability of the projects to equally distribute the cost of this and other new energy sources among consumers in all areas of the country.

Alaska Oil Exports

Because multinational oil companies claim we have a shortage of tankers, they want to move the North Slope crude coming out of the Trans-Alaska Pipeline to Japan thus depriving Seafarers manning U.S. tankers of jobs.

The SIUNA calls upon the Government to reject all proposals for the export or foreign exchange of Alaska North Slope crude oil and instead to develop and implement an integrated plan for distributing this oil to domestic markets.

Shipbuilding

Economic problems in the future for the nation's shipyards will cause loss of jobs for SIUNA affiliated shipbuilders and related maritime industry workers. In answer, delegates urged the formulation of a bulk shipping policy and program through U.S. support of bilateral shipping arrangements to put at least a portion of U.S. bulk exports and imports on U.S. vessels, which holds the potential of construction of approximately 20-25 bulk carrier vessels. The Convention also urged a policy to import liquefied natural gas which would spur LNG ship construc-

tion. And it urged vigorous implementation and continuance of construction subsidy programs and the formulation of a clear, cohesive and coordinated national policy for both Naval and commercial shipbuilding.

U.S. Public Health Service Hospitals and National Health Care

The SIUNA's long fight to keep open the eight remaining USPHS Hospitals has for now at least resulted in an end to the Administration's plans to close the system.

So the SIUNA urges that the Public Health Service continue to be operated, modernized and expanded. The SIUNA will continue its opposition to any future plans to close or transfer PHS Hospitals, and until a National Health Care Insurance Plan is instituted, which we support, the PHS should continue to provide health care to seamen and stand as a model for a comprehensive National Health Care System.

Omnibus on the Inland Waterways

The SIUNA strongly opposes the efforts within Congress and the Administration to impose a user charge upon inland waterway transportation and points out the dangerous precedent that even a minimal user charge would establish.

We urge the immediate reconstruction of Locks and Dam No. 26 at Alton, Ill. And we oppose the Navy's continued operation of commercial type tugs when privately-owned vessels are available for charter.

Uninspected Towing Vessels

Recent Coast Guard figures show that higher inland accidents occur on uninspected vessels.

This resolution indicates that the current vessel inspection and certification laws are inadequate because they do not apply to diesel powered towing vessels and demonstrates that continuing this situation only serves to maintain an unsafe environment upon the inland waterways.

The SIUNA calls upon the Congress to enact the necessary legislative amendments to bring all towing vessels under the jurisdiction of our vessel inspection and certification laws.

Omnibus on the Great Lakes

Despite the fact that the Great Lakes extend over 2,300 miles into the heartland of North America with low transportation costs, only 4 percent of the U.S. overseas commerce emanates from the Lakes.

To encourage increased use of the Lakes, the SIUNA urges a progressively longer navigation season leading to year-round use, and increased operating and construction subsidies.

SIUNA also opposes any further toll increase on the St. Lawrence Seaway. It also backs steps which would put Great Lakes ports on a rate parity basis with the tidewater ports by eliminating the present inland freight rate discrimination practiced by railroads.

U.S.-Canadian Bilateral Shipping Agreement

Since our merchant marine carries only 7 percent of the commerce between the U.S. and Canada, SIUNA urges the adoption of a bilateral Great Lakes and coastal shipping agreement between the U.S. and Canada restricting their commerce to American and Canadian ships.

Trade and the Service Industries

Though service industries, like maritime, account for two-thirds of U.S. output and consumption, U.S. law does not give them the same protection against unfair foreign trade practices, like dumping, that it gives goods-producing industries.

So the SIUNA believes that shipping and all of the other service trades should be given equal treatment as the goods-producing industries under the Trade Reform Act of 1974.

War Risk Insurance

U.S. War Risk Insurance insures ships from the outbreak of war until wartime insurance starts. These ships are committed to serve the U.S. in a war or other emergency.

SIUNA recommends that the War Risk Insurance Program should be limited only to U.S. vessels and that the coverage of foreign vessels should not be renewed.



SIUNA Passed Resolution to Spur Construction of LNG Vessels.

Range of Pro-Maritime, Pro-Worker Bills

Multinational Oil Companies

Competition and free enterprise have been eroded through the concentration of economic power in the hands of multinational oil companies.

The petroleum industry, the U.S.'s top source of raw energy, is ruled by major oil companies which have acted contrary to the nation's goal of a strong domestic oil industry.

SIUNA urges Congress to enact divorce-of-operations legislation to break the monopolistic hold the multinational oil companies have over America's energy industry.

Also to review the performance of America's oil industry in meeting its obligations to supply the energy needs of the American people at reasonable and competitive price levels. And to determine whether the oil industry is not a public utility subject to interstate regulation by the Federal Government.

Educating the Unorganized Worker

In the last Congress, Big Business fought against the Minimum Wage Bill, Labor Law Reform and a National Health Care Program hurting millions of both unorganized and organized workers.

So SIUNA supports an immediate campaign by organized labor to educate the workers of this country—both organized and unorganized—to the great stake they have in the programs of economic, health and social reform being pursued by the international unions of the AFL-CIO.

Voting Representation for the District of Columbia

In 1973 and 1975, the SIUNA Conventions called on Congress—via constitutional amendment—for full Congressional representation for residents of the District of Columbia with two senators and representatives.

Organizing the Unorganized

Because the labor movement needs the strength and support of workers throughout the U.S. to counter union-busting efforts of business and to work effectively for the well-being of American workers, a resolution was passed naming "organizing the unorganized" as the number one challenge facing America's labor movement.

Repeal of 14(B)

Congress was urged to repeal immediately Section 14(B) of the Taft-Hartley Act which has allowed the legislatures of 20 states to outlaw the union shop, forcing workers in these states to accept low wages and substandard conditions and denying them the benefits and protection of collective bargaining agreements.

User Charges

The International reaffirmed its strong opposition to the imposition of any tax, toll or user charge on commerce or fuel for inland water transportation. Such user charges would disrupt cargo movement as well as set a precedent which would make it easier to impose similar fees on coastal, deep sea and Great Lakes commerce.



SIUNA Passed Resolution Calling for National Policy on Shipbuilding.

Appreciation and Support of AFL-CIO President George Meany

The SIUNA expressed its wholehearted appreciation for the efforts of AFL-CIO President George Meany to bring decency, respect and justice to all workers throughout the free world and for his continued support in the legislative battles waged by this Union to insure the welfare of maritime workers.

Funding for Municipalities of Puerto Rico

Certain municipalities in Puerto Rico, where workers are now represented or being organized by the SIUNA-affiliated SIU of Puerto Rico, are facing budget problems.

A resolution was passed pledging the Convention to contact Puerto Rico's commissioner in Washington to speed up requests for federal funds to these municipalities.

Taxation of Fishermen

Due to a recent amendment to the tax laws, fishermen working on boats with crews of 10 men or less were designated "self-employed" which is a change from the "less than six man" crew classification which had been the standard.

This change could cause the owners of

boats crewed by SIUNA-affiliated Fishermen's Union of America members to pare down their crews or go non-union, wiping out Union benefits and protection for these fishermen.

The SIUNA urged a return to the standard of crews of less than six for determining whether a fisherman is self-employed to protect unionism in our fishing fleet.

Puerto Rico Maritime Shipping Authority

The Puerto Rico Maritime Shipping Authority, which has 11 ships covered by SIU-AGLIWD contract, is a public corporation created to keep shipping rates between Puerto Rico and mainland ports as low as possible.

This resolution opposes the proposed sale of the Shipping Authority to private hands which would cause increased shipping rates and a higher cost of living for Puerto Rico's workers.

Labor Education Institute of Puerto Rico

Currently, only 13 percent of the labor force in Puerto Rico is organized because most of the Island's workers are uneducated about the role of unions.

The SIUNA pledged to support the funding of a labor education institute in Puerto Rico which will benefit the labor movement at all levels.

Dumping Tax

Mainland soft drink bottlers are selling their products to stores on Puerto Rico at prices below those charged by local producers. Because Puerto Rican-based bottling companies, where many SIUNA-affiliated workers are employed, can't match these cut-rate prices, they have begun laying off workers.

The Convention passed a resolution urging the federal government to impose a tax on products being dumped in Puerto Rico at unfair prices.

AFL-CIO Unions In Puerto Rico

The SIUNA pledged to urge the AFL-CIO to encourage all International unions in Puerto Rico to form a united front through the Central Labor Council in order to fight the movement aimed at destroying International unions on Puerto Rico.

Appreciation for the Support of The AFL-CIO and Its Staff

The Convention adopted a resolution expressing the International's deep appreciation for the assistance and cooperation which has always been willingly provided to the SIUNA by the headquarters staff, the Departments and all other segments of the AFL-CIO.

Hard Work Resulted in Major Gains All Around

SIU-AGLIWD Report to Convention

The Seafarers International Union-AGLIWD wishes to extend fraternal greetings to all the delegates and officers of this 1978 Triennial Convention of the Seafarers International Union of North America. We are pleased to submit this report to the delegates assembled. This report will highlight the achievements and illustrate the progress our union has made during the past three years.

GROWTH AND DEVELOPMENT OF THE UNION

In the area of organizational growth and development of our union, two significant events occurred. The first is the merger of our Inland Boatmen's division with SIU-A&G in 1976. The second is the merger of the Marine Cooks and Stewards Union with the SIU-A&G.

The IBU-SIU merger has resulted in the strengthening of both component organizations and the growth in the unionization of the Inland sector of our industry. The Inland division has brought numerous companies under contract since 1975. It now represents employees of 104 inland companies.

This merger has not only resulted in improving our ability to organize many non-union companies in this industry, but it has strengthened our position at the bargaining table and has enabled us to bring to our Inland members vast improvements in their collective bargaining agreements.

The impact of the merger on collective bargaining for our Inland members is shown in the Collective Bargaining section of this report.

The merger of MCS and SIU-A&G is now being finalized. The work in this matter has gone smoothly. With our new and larger merged union, we are confident that we will be in excellent position to meet future challenges.

COLLECTIVE BARGAINING

Our new three-year deep-sea contract includes an across-the-board wage increase in the monthly base wages in excess of 24% over the three-year period. Similar increases apply to overtime, penalty and premium rates, across the board.

There were also substantial increases in the vacation benefits and major improvements in the benefits available to our members through the Seafarers Pension and Welfare Plans.

Under the new agreement, the death benefit for active seamen can reach a high of \$20,000. Pension benefits have been increased from \$350 to \$400 a month, effective January 1, 1979 and to

\$450 a month as of June 16, 1980. Eligible seamen, under the Pension Increment provision, can receive as much as \$625 a month as their pension benefit.

Welfare benefits have been improved for the seamen and their dependents. A Major Medical program has been added to cover medical, surgical and hospital expenses above the basic plan.

Because of the merger of IBU and SIU-A&G, boatmen are now sharing in the benefits under the SIU Pension and Welfare Plans and for the first time, contracts covering boatmen will enable them to become eligible for Early Normal Retirement Benefits. Now, boatmen will be eligible for the \$20,000 death benefit, as well. Eligible Inland members will also have their pension benefits increased up to \$440 a month.

POLITICAL ACTION

During the past three years, Congress has considered and passed important legislation affecting the maritime industry. There are many in Congress, and elsewhere, who have attempted to undercut the continued existence of American-flag shipping. SIU-A&G is proud of its role and of its efforts in securing passage of the Maritime Authorization Bill of 1979 without the damaging amendments proposed by the enemies of the American Merchant Marine. The 1979 Bill included major improvements over the previously passed legislation and continues to encourage and protect U.S.-flag shipping and the jobs and opportunities of American seamen, and those who work in shipping-related industries.

In the field of Offshore Oil Drilling and Exploration, our union, along with others, was successful in getting a 100%

U.S. manning and crewing provision enacted in the Outer Continental Shelf (OCS) Bill, which passed both Houses and was signed into law by the President.

Our union has maintained an effective political action apparatus with the membership's support of SPAD. It has also worked closely with other unions through various AFL-CIO political action organizations.

Our union took another positive step toward greater participation in the legislative arena when it recently negotiated a political check-off of 30 cents per man-day worked, or a total of \$109.50 per year, per member.

The District has continued its drive to get the U.S. Coast Guard to enforce and improve safety regulations for all shipping. It has also geared-up for an all-out fight to protect jobs for U.S. workers in the developing ocean mining industry. We are fighting to secure passage of legislation which would regulate the rates and charges of state-owned carriers, primarily those of the Soviet-bloc nations. Our union has continued to press for the closing of the "Virgin Islands" loophole in the Jones Act. And finally, we will continue to seek fair and equitable "cargo-preference" legislation from our national lawmakers.

UNION ADMINISTRATION, FINANCES AND SERVICES

We have continued to grow and develop our financial and physical resources to better serve our membership.

Financially, SIU-A&G and its subordinate bodies are strong and solvent. This portion is expected to be maintained and improved upon in the future.

New offices and union halls have been constructed under the union's ongoing program to provide the membership with better facilities.

Plans to buy and build new properties to insure the continued availability of improved facilities for our members are being formulated.

EDUCATION AND TRAINING

The Harry Lundeberg School of Seamanship has continued to rank as a major training center for maritime labor. SIU-A&G is making certain that its members will be educated and trained in preparation for the future of the maritime industry. Because our members have received advanced training at HLSS, we have increased the number of jobs in the deep-sea sector by hundreds over the past three years. The net number of SIU-contracted deep-sea vessels has increased by 45 ships.

In the Great Lakes area, the number of jobs and vessels under SIU-A&G contract has remained stable, with a number of new ships entering the trade.

The Harry Lundeberg School has continued to expand and improve the upgrading and entry-level training programs. New courses and advanced training methods have been introduced so that the union will be ready to supply highly qualified personnel to meet the demands of the industry.

Education and the personal growth and development of our members is extremely important to our future. Over 1,000 seamen and boatmen have successfully completed their high school education and qualified for a high school diploma through the Harry Lundeberg School of Seamanship Academic Department.

Recently, the American Council on Education certified nine HLSS courses for which college credit may be given.

SIU-A&G also provides college and university scholarships for its members and their dependents.

Another new development in training is the Towboat Operators Scholarship Program. This program was established to meet the growing need for highly trained and skilled boatmen. In order to insure that the training requirements of the Inland sector of the industry will be met, the Harry Lundeberg School has prepared a special curriculum and has increased the number of training programs for upgrading our inland members.

An important program at HLS is the Alcoholic Rehabilitation Program which provides psychological counseling and rehabilitation for members with drinking problems. This program has proven successful because it provides complete physical, emotional and intellectual help for its participants.



From the left are five of the SIU-AGLIWD's delegation to the SIUNA Convention. They are: Joe Sacco, Houston agent; Mike Worley, St. Louis agent; Red Campbell, SIU N.Y. representative; Jack Caffey, New York agent, and Gerry Brown, Mobile agent.



SEA-LAND VENTURE (Sea-Land Service), September 17—Chairman, Recertified Bosun A. Caldeira; Secretary Roy R. Thomas; Educational Director R. Henley. \$26 in ship's fund. No disputed OT. Repair sheets were passed out and the chairman gave a discussion on the articles that appeared in the *Log*. Also on 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 New Orleans.

ALLEGIANCE (Interocean Mgt.), September 29—Chairman, K. R. Marston; Secretary R. H. Mann; Engine Delegate John J. Kulos; Steward Delegate H. W. Roberts. \$5.84 in ship's fund. Some disputed OT in deck, engine and steward departments. Chairman suggested that the crew take up a collection for the steward who got off the ship due to a heart attack and who was to have open heart surgery. The *Log* and the new contracts were received, read and posted. Next port Boston.

SEA-LAND GALLOWAY (Sea-Land Service), September 17—Chairman, Recertified Bosun George Burke; Secretary A. Seda; Deck Delegate E. Bales; Engine Delegate William Foley. Some disputed OT in engine and steward departments. Chairman held a discussion at the safety meeting and advised the crew again that no one should smoke on open deck when we are carrying dangerous cargo. 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 Elizabeth.

MOUNT WASHINGTON (Victory Carriers), September 12—Chairman, Jose A. Ruiz; Secretary B. Guarino; Educational Director Oscar Cooper; Engine Delegate J. Caldwell. No disputed OT. Chairman gave a talk on why all crewmembers should go to Piney Point for upgrading. Also discussed the importance of donating to SPAD. All communications were read and posted. One minute of silence was held in memory of our departed brothers. Next port Panama Canal.

TRANSCOLORADO (Hudson Waterways), September 10—Chairman, Recertified Bosun Richard Kidd; Secretary T. Ulisse; Educational Director C. E. Connel; Deck Delegate Mark L. Lamar; Engine Delegate Lester A. Borges; Steward Delegate John G. Shaw. Some disputed OT in deck and engine departments. All communications received were read to the membership and posted on the board. Report to the *Log*: "This voyage of sixty days has taken us to the ports of Halifax, N.S., Cagliari, Sardinia, Iskendrun, Turkey, Jeddah, Saudi Arabia, Hodeidah, North Yemen, Livornio, Italy, Rota, Spain, Lisbon, Portugal and Bayonne, N.J." Next port Bayonne.

ULTRAMAR (Apex Marine), September 24—Chairman, Recertified Bosun Joseph Zeloy; Secretary Robert Wells; Educational Director William Kenney. Some disputed OT in deck department. A vote of thanks to the steward department for a job well done. Report to the *Log*: "A basketball game between members of the *SS Ultramar* and the *SS Golden Endeavor* and the Plychevsk, USSR Seaman's Club ended in the honorable score of 90-78 in favor of the Russians."

ANCHORAGE (Sea-Land Service), September 24—Chairman, Recertified Bosun O. R. Rodriguez; Secretary Claude Garnett; Educational Director D. Papageorgiou. \$20 in ship's fund. No disputed OT. Educational Director advised crewmembers who are in need of upgrading to enroll in the Harry Lundeborg School at Piney Point when possible, that upgrading is a necessity. Report to the *Log*: "Nothing can be achieved if there is no will for success. Only contributing to SPAD will bring us an easy way for success." Observed one minute of silence in memory of our departed brothers.

THOMPSON PASS (Interocean Mgt.), September 24—Chairman, Recertified Bosun Michael Casanueva; Secretary D. L. Knapp; Educational Director E. Washington; Deck Delegate Robert A. Christensen. Chairman would like to thank everyone for working together and making this a smooth voyage. Also discussed the importance of donating to SPAD. No disputed OT. Educational Director advised that the best information one can get on shipping and ships is in the *Log*. Suggest that everyone get a copy of the *Log* and read it. A vote of thanks to the steward department for a job well done. Next port Long Beach.

MARYLAND (Interocean Mgt.), September 17—Chairman, N. A. Nagy; Secretary L. H. Waldrop; Steward Delegate Willie J. Smith; Deck Delegate Thomas J. Brand. \$2 in ship's fund. No disputed OT. The chairman read and discussed the President's Report, Headquarters Notes and the SIU in Washington that appeared in the *Log*. Also the new contract and the importance of donating to SPAD was discussed. A vote of thanks to the steward department for a job well done and to all department delegates for their cooperation. Next port Long Beach.

BANNER (Interocean Mgt.), September 9—Chairman J. Higgins; Secretary F. Gissuebel; Steward Delegate Joseph Simpson. \$16.49 in ship's fund. Some disputed OT in deck department. Crewmembers were advised about the merits of the Lundeborg School in Piney Point with regards to upgrading for better jobs and security. Members were also advised to give sufficient notice prior to getting off the vessel and if possible to inform the Union the trip prior in order to guarantee replacements upon arrival. Next port Linden, N.J.

BALTIMORE (Sea-Land Service), Chairman, Recertified Bosun Jose L. Gonzalez; Secretary George W. Gibbons; Educational Director W. J. Dunnigan; Deck Delegate V. Ratcliff. \$15.25 in ship's fund. No disputed OT. Chairman reported that the *Logs* were received and distributed to each department. Discussed the importance of donating to SPAD. Secretary noted that if there are any repairs to be made they should be reported right away. The educational director advised that he is available to give help to anyone who needs it. A vote of thanks to all departments for fine cooperation and a job well done.

OVERSEAS ANCHORAGE (Maritime Overseas), September 10—Chairman, Recertified Bosun Jack Nelson; Secretary P. L. Hunt; Deck Delegate Allan E. Lewis; Engine Delegate Paul G. Dowe; Steward Delegate Franklin N. Cain. No disputed OT. It was requested that the men watch smoking while on deck. A vote of thanks was given to the steward department for the great improvement in the food and service. Report to the *Log*: "Report from Paul L. Hunt—I would like to commend the work being done by Viviano Erazo, Rashid Ali and Jose Santiago. Viviano and Rashid are new men and hopefully they will become a permanent part of our Union."

PUERTO RICO (Puerto Rico Marine Mgt.), September 10—Chairman, Recertified Bosun Barney E. Swearingen; Secretary T. Jackson; Educational Director H. P. Calloe; Deck Delegate Charles H. Fox; Steward Delegate Eddie Villasol. No disputed OT. Chairman's report: "Last month another LNG tanker was crewed. This ship and others like it mean many new jobs. However, we have to be ready for the new ships and the only way we can prepare ourselves and get the skills that we need is to upgrade." A vote of thanks to the crew for keeping the messroom clean. Next port San Juan.

OVERSEAS ARCTIC (Maritime Overseas), September 14—Chairman, Recertified Bosun M.M. Cross; Secretary R. De Boissiere; Educational Director J.P. Chancey; Deck Delegate R. C. Munro; Engine Delegate W. E. Walker; Steward Delegate John Lynch. \$21 in ship's fund. No disputed OT. Chairman advised that better launch service is needed in Panama. Also read article in the *Log* on Flags-of-Convenience to crew and noted that it is a fight for survival and jobs. Discussed the importance of donating to SPAD. A vote of thanks to all department delegates for their cooperation and for a job well done. Report to *Log*: "A hail and farewell to the 'Old Man of the Sea' Bosun M.M. Cross. This is his last voyage. He has been with us for many years and fought the battles for the benefits which we all enjoy today. Thank God for men like him and the Union, for without them, we would have nothing today. God Bless and keep you." Next port Stapleton.

DELTA MAR (Delta Steamship), September 3—Chairman, Recertified Bosun Paul R. Turner; Secretary Mike Dunn; Educational Director Edward Synan. \$894.60 in ship's movie fund. Some disputed OT in deck, engine and steward departments. Chairman reported that so far it has been a fine trip, no accidents and finally a full crew. Report to the *Log*: "Thanks to the steward department for a job well done. French bread, french rolls and various assorted pies have been baked and served professionally." Next port New Orleans.

WORTH (Apex Shipping), September 3—Chairman, Recertified Bosun Anthony Hanna. No disputed OT. Chairman advised younger members to take advantage of the upgrading programs at Piney Point. Educational Director held several discussions about the Alcoholic Rehabilitation program. A vote of thanks was given to the steward department for a job well done.

GOLDEN MONARCH (Apex Marine), September 10—Chairman, Recertified Bosun A. T. Ruiz; Secretary R. Clarke; Educational Director R. Hardy; Deck Delegate S. Furtado; Engine Delegate D. Morgan; Steward Delegate L. Rinaldi. No disputed OT. Chairman noted that most of the needed repairs have been done, except for repair of the wire winch for the wire spring on the starboard side. Handrails to be put up on the bow near the anchor hose pipe and doors on B deck. A vote of thanks to the steward department. Observed one minute of silence in memory of our departed brothers. Next port St. Croix.

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

MOHAWK
SANTA MARIA
SEA-LAND COMMERCE
SANTA MARIANA
ARTHUR MIDDLETON
SEA-LAND CONSUMER
JOHN B. WATERMAN
COUNCIL GROVE
DELTA SUD
COLUMBIA
PISCES
SEA-LAND FINANCE
AQUADILLA
OVERSEAS WASHINGTON
CAROLINA
DELTA COLOMBIA
MAYAGUEZ
MOUNT WASHINGTON
OVERSEAS ALICE
OVERSEAS CHICAGO
PENNY
HOUSTON
STUYVESANT
ARIES
SEA-LAND MC LEAN
SANTA MERCEDES
SEA-LAND PRODUCER
PORT
DELTA URUGUAY
BRADFORD ISLAND
SEATTLE
COVE COMMUNICATOR
OVERSEAS VALDEZ
OVERSEAS OHIO
CHARLESTON
AMERICAN HERITAGE
OVERSEAS VIVIAN
MARY
DELTA NORTE
ACHILLES
MOUNT VERNON VICTORY
NATALIE
OGDEN CHALLENGER
ERNA ELIZABETH
ZAPATA PATRIOT
CAPRICORN
OGDEN WILLAMETTE
TAMARA GILDEN
OVERSEAS ALEUTIAN
JACKSONVILLE
NEW YORK
OGDEN WABASH
BOSTON
LONG LINES
DELTA PANAMA
DELTA VENEZUELA
POINT SUSAN
OGDEN TRAVELER
DELTA ORO
SEA-LAND TRADE

Dispatchers Report for Inland Waters

OCTOBER 1-31, 1978

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	0	0	2	0	0	0	0	0	2
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	2	6	3	1	3	3	7	6	6
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	2	1	1	0	0	1	6	3	3
Mobile	3	0	0	2	1	1	11	0	0
New Orleans	6	2	15	2	0	10	9	9	28
Jacksonville	0	1	3	1	1	0	0	1	5
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	1	2	3	0	0	0	2	4	12
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	7	0	0	0	0	0	15
Houston	5	12	6	3	6	3	15	11	13
Port Arthur	5	8	56	1	4	26	6	7	123
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	2	13	15	1	9	12	11	12	13
Piney Point	1	36	0	1	35	0	0	7	0
Paducah	2	1	67	3	1	38	1	0	78
Totals	29	82	178	15	60	91	68	60	298
ENGINE DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	1	0	1	0	0	1	1	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	0	0	0	0	0	0	1	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	0	0	0	0	0	0	0	0	0
Jacksonville	0	0	0	0	0	0	0	0	0
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	6
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	0	1	0	0	1	0	0	0
Houston	1	0	0	0	2	0	3	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	0	0	0	0	0	0	0	0
Piney Point	0	1	0	2	2	0	0	0	0
Paducah	0	0	0	0	0	0	0	0	1
Totals	2	1	2	0	4	2	4	1	8
STEWARD DEPARTMENT									
Boston	0	0	0	0	0	0	0	0	0
New York	0	0	0	0	0	0	0	0	0
Philadelphia	0	0	0	0	0	0	0	0	0
Baltimore	0	0	0	0	0	0	0	0	0
Norfolk	0	0	0	0	0	0	0	0	0
Tampa	0	1	3	0	0	2	1	1	0
Mobile	0	0	0	0	0	0	0	0	0
New Orleans	1	0	1	0	0	1	2	0	1
Jacksonville	0	0	0	0	0	0	0	0	2
San Francisco	0	0	0	0	0	0	0	0	0
Wilmington	0	0	0	0	0	0	0	0	0
Seattle	0	0	0	0	0	0	0	0	0
Puerto Rico	0	1	0	0	1	0	0	0	4
Houston	0	0	1	0	1	0	1	1	1
Port Arthur	2	0	0	1	0	2	1	0	1
Algonac	0	0	0	0	0	0	0	0	0
St. Louis	0	0	0	0	0	1	0	1	1
Piney Point	0	1	0	0	1	0	0	1	0
Paducah	0	1	9	0	2	7	0	3	15
Totals	3	4	14	1	5	13	5	7	26
Totals All Departments	34	87	194	16	69	106	77	68	332

*"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

Henry Durham, Clavin Troxclair, Ronald Dawsey and J. Nelson
 Mr. Silverman of Point Shipping Corp. would like you to contact him, regarding monies due you, at 545 Madison Ave. New York, N.Y. 10017.

Robert Byron Byrne

Your sister, Mrs. Madeline Al-Malky, would like you to contact her at 24 Lorne Ave., Dartmouth, N.S., Canada, B24 3E5.

George R. Neumann

Cathy Huang would like you to contact her at 6200 Marinette #120, Houston, Tex. 77036.

Uble Nolan

Mrs. Nolan would like you to contact her at 8255 Rudder Road, Mobile, Ala. as soon as possible.

James Reeves, Jr.

Your sister and brother would like you to contact them at one of the following telephone numbers: (713) 994-3472, (318) 754-7383 or (504) 277-2112.

Doug L. Salair

Irene Kessler would like you to contact her at 45 California Ave., Reno, Nev. 89509.

David Stambul

Robert E. Maher, of the Seamen's Bank for Savings, 30 Wall St., New York, N.Y. would like you to contact him regarding your unclaimed account. Tel: (212) 797-3244.

Ernest A. Valdes

Your daughter, Diana Valdes, would like you to contact her at 15201 Memorial Hwy., Apt. 101, N. Miami, Fla. 33169.

Paul V. Ward

Your daughter, Mildred, would like you to contact her at 304 Bynum Ridge Rd., Forest Hill, Md. 21050, Tel.: (301) 879-7838.

Alcoholism is a disease.
 It can be treated.

A MESSAGE FROM YOUR UNION



NARCOTICS ARE FOR LOSERS

IF CAUGHT YOU LOSE YOUR PAPERS FOR LIFE!

THINK ABOUT IT!

Frank Evers & SIO

Leo, 6th SIU-Manned LNG Ship, Is Crewed

Seafarers are set to crew a lion of a ship this month, the *Leo*, the sixth SIU-contracted LNG vessel completed so far.

An imposing vessel worthy of her Zodiac namesake, she is 936 ft. long and shoulders five 40 ft. high yellow cargo tanks across her 143 ft. wide orange deck.

But the *Leo's* significance goes beyond her imposing size and capabilities. When she sails from the General Dynamics Shipyard in Quincy, Mass., she will be another link in the growing chain of LNG vessels which have greatly extended America's ability to transport energy.

The *Leo* is the fifth LNG vessel built by Energy Transport Corp. A sixth SIU-contracted LNG ship is the *El Paso Southern*, (El Paso Gas), now bringing LNG to the U.S. East Coast from Algeria.

Like her four sisterships, the *Leo* will load LNG in Indonesia and discharge at points in Japan. Each leg of the voyage takes about five days and each ship can carry 125,000 cubic meters of LNG. Loading and discharging takes only 12 hours at each end.

Right now the Energy vessels comprise the largest single LNG project in the world. The four ships now in service deliver about 200,000

cubic meters of LNG weekly to Japan. But this is only the beginning. Energy is building three additional LNG vessels and when the full fleet is in operation in 1980, these ships will be carrying 7.5 million tons of LNG a year.

SIU-contracted El Paso Co. is also expanding its LNG fleet with five new ships being built now and more planned for the future.

In little over one year, U.S.-flag LNG carriers have carved a place for themselves in maritime energy transport. Seafarers manning the six U.S.-flag LNG vessels now sailing have helped to set the record for safe, reliable marine transport of an

important new energy source.

A major part of this achievement has been the preparation each Seafarer received in the LNG course at the Harry Lundeberg School, which is a requirement for every SIU crewmember working an LNG ship. The skills and safety procedures taught in this course enable Seafarers to meet the challenge presented by these technologic advancements of the industry.

LNG ships offer an important area of job expansion for SIU members. And Seafarers hoping to take advantage of these new jobs would be wise to get their LNG training as soon as possible.

31 Dead in Panamanian Tanker Blast; 2 Runaways Crash Headon!

An empty Panamanian oil tanker blew up and sank in flames in Manila Bay, P.I. killing 31 persons, many trapped inside the ship's stern, on Nov. 8

On the very next day on the other side of the world, a Liberian tanker and a Panamanian bulk carrier, both runaways, crashed headon in fog on the Mississippi River two miles from a New Orleans ferry crossing, dumping 2,000 gallons of crude into the water. No fire or injuries were reported. But the U.S. Coast Guard said neither vessel's pilot nor master had checked in with their Voluntary Vessel Traffic System (VTS) right before the collision.

These incidents are two more tragic and vivid indications of the hazards unsafe, improperly manned flag-of-convenience ships pose to life at sea.

In Manila, the Philippine Coast Guard said the powerful explosion, apparently caused by a spark which ignited chemical fumes in the 20,000 dwt tanker, the *ST Feoso Sun*, killed six crewmembers outright. The body of a Filipino Security guard near the flag-of-convenience tanker was found that evening. Of the 56 or 57 aboard the tanker, 13 were rescued, but five died later of injuries in a hospital.

The blast ripped the *Feoso Sun* almost in two at midsection a mile from Limay where the World War II Battle of Bataan was fought, 25 miles west of Manila.

A refining company official at the disaster scene said "the explosion was

deafening. Black smoke rose about 1,000 feet above the ship immediately after the explosion."

Reported missing are 20 of the tanker's crew of 42. Six were Chinese, 12 Indonesians and two of British nationality of Chinese descent. Also missing are a Japanese technician who was inspecting recent damage to the ship when she arrived in Philippine waters and nine Filipino security guards and boatmen ferrying supplies to the vessel.

Twenty-two other crewmembers were either fished out of the drink to be hospitalized with burns or injuries or were not aboard the tanker when she blew. Also saved was a woman visitor to the vessel. The tanker's Chinese skipper, Capt. Ng Wing Sum and four or five other crewmembers were ashore at the time of the blast.

Official sources said the missing seamen were believed trapped six fathoms deep in different cabins of the tanker and some were thought to be pinned down in the engine room. However, the next day frogmen with cutting torches could not reach them because the doors below were locked.

"If they are all there inside, they must be dead by now," commented the head of the Philippine Coast Guard.

A high placed spokesman said that the rescuers would cut off the stern of the tanker to gain entry into the engine room.

In the headon collision of the two flag-of-convenience ships near New

Orleans, the spilled oil came from a gapping hole in the bow of the south bound Liberian tanker, the *ST Irene Lemos*. The northbound Panamanian bulk carrier, the *SS Maritime Justice* carrying a cargo of Japanese steel, also sustained extensive bow damage and ran aground.

The crash happened downstream from the Belle Chase Ferry Landing used by suburban New Orleans commuters. River traffic was stopped, but no jams ensued as containment booms were placed around the oil spill.

The year-old VTS System asks ships to call their Coast Guard Center on

special Frequencies at specific points and when underway giving speed, cargo, location, destination and other data. That info is fed into a computer to tell vessels on the river what ships are in their area. The system has no radar or visual detection devices.

The Coast Guard said the *Irene Lemos* had called them while at anchor but had not told them of her departure. The VTS Center tracked the *Maritime Justice* through monitoring of bridge-to-bridge talk on the air and through other vessel reports. But the ship failed to use the VTS sector channel or call the Coast Guard at all, they said.

Jobless Drop to 5.8 Percent, But Economy Seen Slowing

The nation's jobless rate dropped from 6 percent to 5.8 percent last month. Some economists, however, see this apparent "improvement" in unemployment as misleading, rather than as a real sign that the economy is recovering.

Leading economists have warned that unemployment could begin escalating again as the economy continues to show signs of slowing down. The Federal Reserve Board's recent increase in interest rates is one reason why they fear a further slowdown of the economy.

As much as the 5.8 percent figure indicates an improvement, it is still far higher than the 4.6 percent figure of five years ago.

The number of unemployed workers in October dropped by 324,000. One factor contributing to the decline in unemployment was the drop in female joblessness from 6 percent to 5.6 percent (the lowest rate for females since August 1974).

While male joblessness, in general, remained at 4 percent, unemployment among blacks rose from 11.2 percent to 11.4 percent. Employment in the

teenage population dropped from 16.6 percent to 16.3 percent.

According to the Bureau of Labor Statistics, October saw a sharp increase in non-farm worker employment to 86.6 million—up by 430,000.

Joblessness among full-time workers declined from 5.5 percent to 5.3 percent.

There is considerable concern as to what direction the economy will be heading in, especially if the Carter Administration's recently proposed anti-inflation plan is implemented. Many of the nation's labor leaders, including AFL-CIO President George Meany, feel that the Carter plan would probably effect the unemployment rate adversely.

The most recent unemployment figures, released by the Department of Labor, are looked upon by some optimistic economists as "encouraging." We'll just have to wait and see whether or not this optimism is justified. As much as we would like to believe that it is, there are ominous signs that lead us to believe it's not worth betting on.

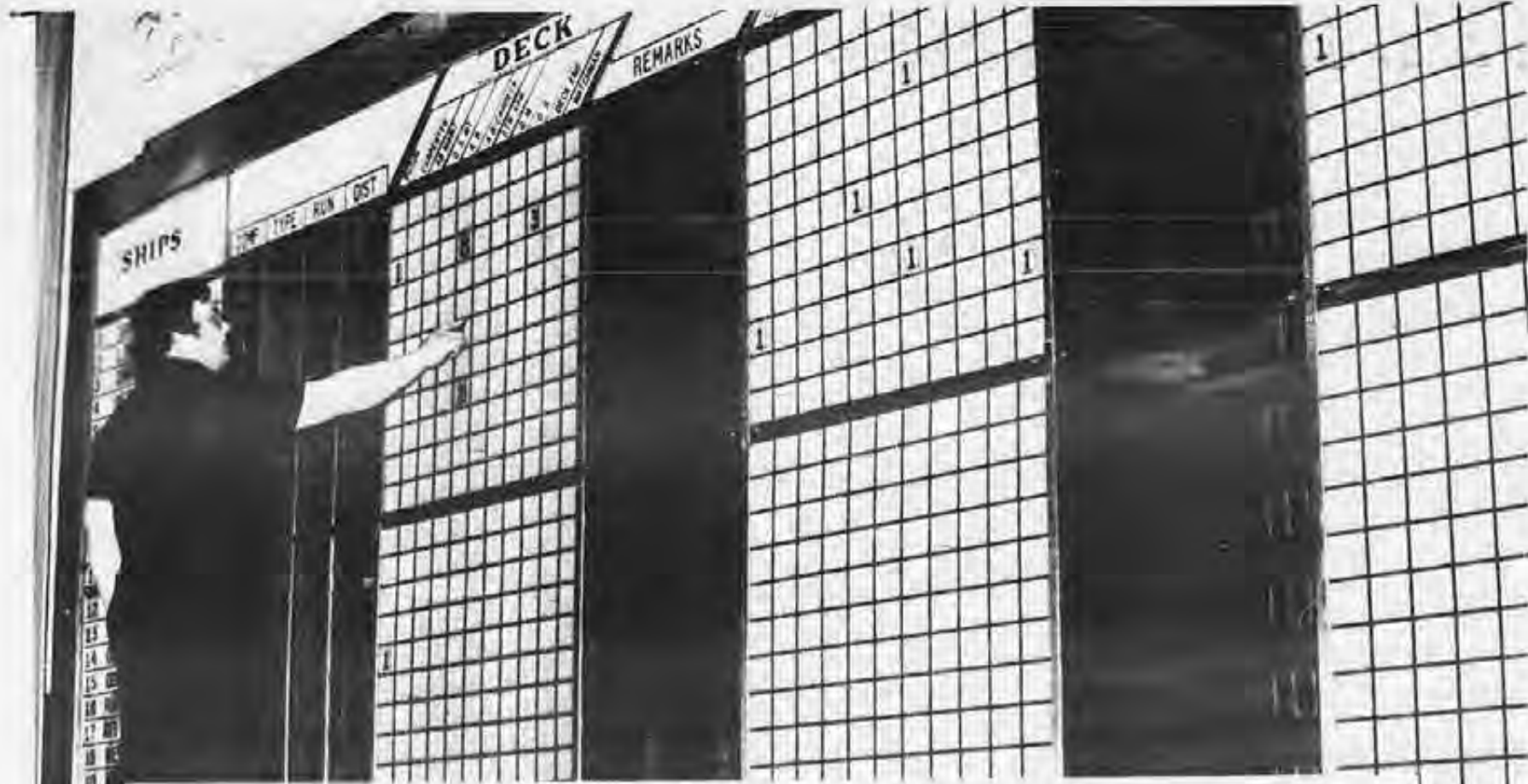


These Courses Starting Soon

LNG	January 8
QMED	January 22
FOWT	January 4
Marine Electrical Maintenance	January 22
Diesel Engines for QMED's	January 8
Towboat Operator Scholarship Program	January 8
(Applications must be received by December 17.)	
Able Seaman	January 4
Celestial Navigation	January 15
Lifeboat	January 4, 18
Diesel Licensing	January 8
Tankerman	January 4, 18

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

**Upgrading Pays Off
When It's Time to Pay Off**



Dispatchers Report for Deep Sea

OCTOBER 1-31, 1978

*TOTAL REGISTERED All Groups Class A Class B Class C
 **REGISTERED ON BEACH All Groups Class A Class B Class C

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	8	1	1	2	5	1	11	1	2
New York	114	34	11	102	54	25	128	35	10
Philadelphia	8	4	0	6	1	0	16	9	0
Baltimore	26	9	1	32	11	2	42	14	5
Norfolk	15	3	10	9	4	9	20	2	4
Tampa	0	5	0	9	4	3	9	3	0
Mobile	19	5	0	14	5	1	35	6	0
New Orleans	98	14	4	78	31	3	130	19	7
Jacksonville	62	7	5	53	13	2	59	10	5
San Francisco	39	5	5	30	15	4	67	11	2
Wilmington	18	4	7	21	9	6	26	7	9
Seattle	35	1	12	27	6	10	55	5	7
Puerto Rico	17	0	2	27	1	7	19	2	1
Houston	78	18	8	80	36	11	110	15	5
Piney Point	0	6	0	0	18	0	0	0	0
Yokohama	1	0	1	3	0	0	3	0	1
Totals	548	116	67	493	213	84	730	139	58
ENGINE DEPARTMENT									
Boston	4	3	0	0	1	0	4	5	0
New York	101	37	6	86	37	10	116	65	12
Philadelphia	12	3	0	3	1	0	19	6	0
Baltimore	27	6	1	19	15	0	54	9	3
Norfolk	10	7	1	6	7	1	20	5	0
Tampa	4	5	0	3	2	1	8	6	1
Mobile	11	7	1	21	2	0	18	11	1
New Orleans	70	21	1	45	25	1	93	24	3
Jacksonville	24	6	2	24	10	0	36	17	4
San Francisco	32	12	4	36	10	2	44	10	3
Wilmington	15	1	4	11	7	1	24	5	5
Seattle	31	8	2	23	9	1	35	9	2
Puerto Rico	12	2	0	13	4	1	13	0	0
Houston	54	15	8	54	23	3	80	21	8
Piney Point	0	1	0	0	14	0	1	0	0
Yokohama	1	2	0	0	1	0	1	0	0
Totals	408	136	30	344	183	21	565	193	42
STEWARD DEPARTMENT									
Boston	1	0	0	1	2	0	2	2	0
New York	45	14	4	57	29	28	63	19	6
Philadelphia	3	1	0	0	0	0	8	2	0
Baltimore	6	4	1	15	3	5	19	7	1
Norfolk	7	1	0	9	3	5	11	1	1
Tampa	0	0	0	0	0	0	0	0	0
Mobile	15	2	0	14	3	1	22	4	0
New Orleans	28	8	1	37	25	1	47	6	2
Jacksonville	30	4	0	22	16	2	41	7	0
San Francisco	14	0	21	22	2	37	31	3	14
Wilmington	10	2	2	10	1	10	15	3	7
Seattle	12	1	2	19	3	2	17	2	7
Puerto Rico	7	1	0	10	4	1	7	2	2
Houston	36	4	1	31	15	10	56	7	3
Piney Point	0	3	0	0	28	0	0	0	0
Yokohama	0	0	0	0	1	0	0	0	0
Totals	214	45	32	247	135	102	339	65	43
ENTRY DEPARTMENT									
Boston	1	5	4	0	0	0	5	8	7
New York	33	100	100	39	132	192	39	132	192
Philadelphia	4	8	6	9	24	14	9	24	14
Baltimore	16	24	16	26	36	39	26	36	39
Norfolk	3	6	10	6	11	10	6	11	10
Tampa	1	2	2	2	4	0	2	4	0
Mobile	3	8	5	14	20	6	14	20	6
New Orleans	35	41	6	45	55	19	45	55	19
Jacksonville	16	38	10	21	50	13	21	50	13
San Francisco	9	16	27	25	27	29	25	27	29
Wilmington	5	13	35	6	25	68	6	25	68
Seattle	10	12	16	7	19	33	7	19	33
Puerto Rico	9	11	7	15	18	9	15	18	9
Houston	23	44	41	26	52	67	26	52	67
Piney Point	0	46	0	0	1	0	0	1	0
Yokohama	0	0	0	1	1	0	1	1	0
Totals	168	374	285	0	0	0	247	483	506
Totals All Departments	1338	671	414	1084	531	207	1881	880	649

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

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

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Still Getting A's, Scholarship Winner Looks to Politics

Still getting A's as a sophomore at the University of Alabama is former SIU scholarship winner, Vincent Craig "Bubba" Cantrell, 19, of Whistler, Ala. who says "... One of my dreams is to go into politics after graduating from law school. I am sure that being a politician will keep me busy."

Young Cantrell maintained a straight A average record for four years at Murphy High School, Mobile where he ranked third in a graduating class of 550. He was voted by the faculty as the "Most Outstanding Senior" and was a member of the National Honor Society and Quill and Scroll.

He is the son of Seafarer John D. Cantrell Jr. who joined the Union in 1944 and ships out as a chief electrician from the port of Mobile. His son was one of the four scholarship winners selected from hundreds of applicants by a panel of educators in nationwide competition.

Explaining his interest in keeping busy, Vince told the *Mobile Press Register* late last month, "It isn't that I am an overachiever, but that I just can't stand to be idle."

His high school principal added that he was "involved in more worthwhile extracurricular activities than any student who has attended the school in the past 10 years. They included class valedictorian, literary editor of the yearbook and high school columnist for the *Press Register*. He was president of the Key and Paramount Clubs and the Band Council. He is listed in "Who's Who Among High School Students."

Vincent's ambition to be in politics is a view his mother, Marvell, a registered nurse shares with mixed emotions. She said: "I feel he would have great potential as an educator. But his dream has always been to be a politician..."

"I guess he does have the personality for such. He will talk to anyone. And if he decides he is right about a subject, he will drive you out of your mind stating his views."



Vincent C. Cantrell

She pointed out that her son was a mature person and believes he will realize when he has reached his limit in the number of activities he is able to handle. "He requires very little sleep and seems to have an inexhaustible supply of energy and this is to his advantage."

Cantrell says, "Learning has always come easily to me, so my extracurricular involvement helped fill up my time and fill out my total learning experience."

Entering the university to major in English in the fall of 1977, he decided to get "caught up" in the whirl of activities college offers.

"I knew just going to class wouldn't be enough to keep me busy, so at the first opportunity I joined in."

Old school friends there were minor-ing in Russian, so Cantrell thought he'd give it a try.

"I had never taken a foreign language before and naturally was a little leery," he said, "but I consider taking Russian one of the best decisions of my life since I plan to study international law."

From this he joined the Russian Club, works at the Ferguson Student Union information desk and chairs the Student Government Assn. (SGA) Executive Publicity Committee and Campus Liaison Board.

"I really enjoy working with the SGA, since I am politically oriented," he continued.

Politics, knowledge and college activities are not Cantrell's only loves. Music and animals are, too.

"I had taken piano lessons as a kid and didn't like them at all," he remembered. "Then in junior high school some friends and I took band class as an experiment. I soon learned to play the trombone and fell in love with music."

His mother recalled his dislike of practicing on the piano. "He fell in love with playing the trombone... so much so that he refused to wear braces on his teeth because it interfered with his playing."

At Murphy High, Cantrell was named to the All-State Band for two years, played with the Mobile All-Star Jazz Band, student symphony as well as the school's honor, bicentennial and marching bands.

"I learned to play a wide range of music from my participation in those bands," he remarked, "from jazz to classical to popular to Sousa."

As for his second love, animals, Mrs.

Cantrell says "... along with everything else his zoo was always underfoot. He loved animals, still does in fact, so there were always dogs and cats around. I'm tending a dog, a cat and a 50-gallon aquarium while he's away at school."

He was always a good student, his mother said. She said, too, that any school project always had to be perfect before it left home.

"... From the time he was old enough to ask questions, he did. His questioning never ceased..."

Vincent became an avid reader very early in life. Mrs. Cantrell says she began reading to him and his sister, Nonie when they were very young.

"He read the newspaper from front to back, all types of children's books and even the *Reader's Digest*. He didn't care much for comic books as I remember, but I subscribed to anything I thought would interest them..."

"... Anytime there were events I thought would be fun or educational, we went," she said.

It had always been in the back of her mind that her son would receive this scholarship.

 When Stars Come Out at Night,
 Your Pay Goes Up! *****



If

 You're skilled in Celestial Navigation.
 So enroll in the Celestial Navigation course at HLS. It'll help you learn what you need to know to earn the Ocean Operator Over 200 Miles License. And that means a better job and more money!
 Contact the Lundeberg School or your SIU Representative to enroll. Course starts January 15.
 The teachers at HLS give every student all the individual help he needs to succeed. So HLS is the place to learn celestial navigation. The staff is there to help you get ahead.

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



Monticello Victory Committee



At Stapleton Anchorage, S.I., N.Y. on Oct. 5, SIU Representative Darry Sanders (seated center) makes out his report at a payoff on the *ST Monticello Victory* (Victory Carriers). With him are a crewmember and part of the Ship's Committee of (seated l. to r.) Engine Delegate Mike Levan and Recertified Bosun Gregory Troche, ship's chairman. Standing (l. to r.) are Wiper Butch Vane, Steward Delegate Edward Williams and Chief Steward Duke Hall, secretary-reporter.

Heroic Mayaguez Crew Saves 15 Taiwan Fishermen in Heavy Seas

"Fishing Boat Riding Big Winds Meets Great Waves, Loong Hsiang No. 11 Swallowed by Waves; 15 Seamen Saved From the Ocean, Yesterday Returned Alive to Kaohsiung Harbor"

The above headline was translated from the Taiwan newspaper, *Chinese Times* of Oct. 12 three days after the containership, *SS Mayaguez* (Sea-Land), which ironically was captured by the Cambodians on the high seas in the famous 1975 incident, plucked 15 Taiwanese fishermen out of the sea after their boat had sunk.

Chief Steward Charles E. Bell of the *Mayaguez* sent the LOG the translated news story from the paper:

"The Loong Hsiang No. 11 fishing boat near the northeast Philippine Seas, sunk by great winds and waves. 15 seamen were in the ocean. They were saved by one of Sea-Land Service, Inc. ships, the *SS Mayaguez* which arrived in Kaohsiung yesterday (Oct. 11.)

"A 114-ton seiner fishing boat, *Loong Hsiang No. 11* sailed from Kaohsiung Harbor Oct. 6 for Samoa for two years.

"On the 9th of October at Latitude 20-52 N., Longitude 119-50 E. met great winds and waves and was sinking.

"The *SS Mayaguez* owned by Sea-Land Service Inc. was in the vicinity and saved all 15 of them.

"Yesterday the ship arrived at Pier 68 container wharf.

"Capt. Chien Sai Der said the crew of the *SS Mayaguez* were very courageous. Expressing his gratitude he said in the boundless ocean they expected to die but due to Capt. Stanley Malewski of the *SS Mayaguez* we were rescued from the elements. On board ship, we were treated very good and my crew is very grateful and thank them."

In the Ship's Minutes' report to the LOG the secretary-reporter wrote:

"On 10/9/78 at 14:58 enroute to Kaohsiung from Manila, the *Mayaguez* happened on the stricken vessel *Loong Hsiang* floundering in heavy seas with 15 Taiwan seamen. Capt. Stanley Malewski skillfully maneuvered the *Mayaguez* into position and the deck-gang led by Bosun John J. Meyerchak had all 15 survivors aboard within minutes. Hot food, tea, blankets, etc., were furnished by the steward department. A great amount of professionalism was shown by the entire crew."

Others in the *Mayaguez* crew were Chief Officer Newman; 2nd Mate Dunn; Chief Electrician John Darby;

Deck Delegate AB Melvin Ferguson; Engine Delegate Carl G. Madsen and Steward Delegate Alfred W. Flatts.

In a letter of thanks to the *Mayaguez* from the entire crew of the Taiwanese seiner they said:

"*Loong Hsiang No. 11* on Oct. 9 in distress in Philippine waters. The *SS Mayaguez* saved 15 crewmembers. We

will not forget your help in our distress. "This special notice to express our thanks.

"The entire staff of Loon You Fishing Co. respectfully inform you."

The *Mayaguez* left Taiwan near the end of last month for a port of call in Manila early this month. She is headed for layup the first part of February.

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



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.

Why is this FOWT smiling?



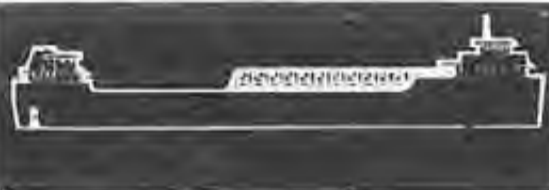
Because he's working.

The best bet for wipers who want to improve their job security is getting an FOWT ticket at HLS. Job opportunities for FOWT's have never been better. So, enroll now in the FOWT course at HLS.

Course begins January 4,

To enroll, see your SIU Representative or contact:

Vocational Education Department
Harry Lundeberg School
Piney Point, Maryland 20674



Dispatchers Report for Great Lakes

OCTOBER 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.)	63	22	9	64	85	5	26	7	9
ENGINE DEPARTMENT									
Algonac (Hdqrs.)	33	16	3	40	27	2	26	8	3
STEWARD DEPARTMENT									
Algonac (Hdqrs.)	11	4	3	27	9	0	8	6	3
ENTRY DEPARTMENT									
Algonac (Hdqrs.)	40	100	25	0	0	0	30	65	83
Totals All Departments	147	142	40	131	121	7	90	86	98

*"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.

Gives \$100 to SPAD



Jacksonville Patrolman Red Wilson, left, thanks Seafarer J. Zimmerman, sailing deck maintenance on the SIU-manned *Mohawk*, for supporting the Union's political action fund with a \$100 donation to SPAD.

3 Lifeboat Grads



Three more Lifeboat Course graduates at the HLS are (l. to r.) Jimmy Sabga, Michael Cramer and Charles Thomas.

Tankerman's T(h)anks



Now a tankerman is Jon Snyder at Piney Point graduation.

The Harry Lundeberg School of Seamanship



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

Cook-Baker He Is



A high achiever is John Mortinger, a young cook and baker grad at the HLS.

LNGer's Ready and Able



Rarin' to go are 13 LNG graduates (front l. to r.) J. Catania, B. Hager, C. Boles, Michael De Nardo, Charlie Perryman and James W. Badgett. In back (l. to r.) are Instructor Bill Eglington, Peter Goodzuk, Jim McCrary, A. P. Clark, J. R. Von Holden, Frank Byers, L. Shaw Jr. and W. Kosicki.

An All LNG Team



Lining up like a team they are, (l. to r.) LNG graduates Owen Herrins, Romeo Dizon, Clifford Hall, Bill Joyner and Stanley Krawczynski. In the back (l. to r.) are J. Bowman, W. Jefferson, C. Dockrey, O. Sessions and R. Robertson.

Hats Off



Seafarer Rudolph Williams sports his HLSS assistant cook diploma.

Sandra Smith Joins SIU Fleet

Crescent Towing of New Orleans has added another tug to its expanding shipdocking fleet.

The *Sandra Smith*, a rebuilt and repowered railroad tug, was recently crewed by SIU Boatmen and is now working between New Orleans and Baton Rouge, La. The boat is 102 ft. x 25 ft. and has a 12 cylinder 2,400 hp diesel engine.

She was remodeled at Main Iron Works in Houma, La. where two other Crescent tugs are currently being overhauled. The three additions to the fleet are expected to create a total of almost 40 new jobs for SIU Boatmen.



MEMBERSHIP MEETINGS SCHEDULE

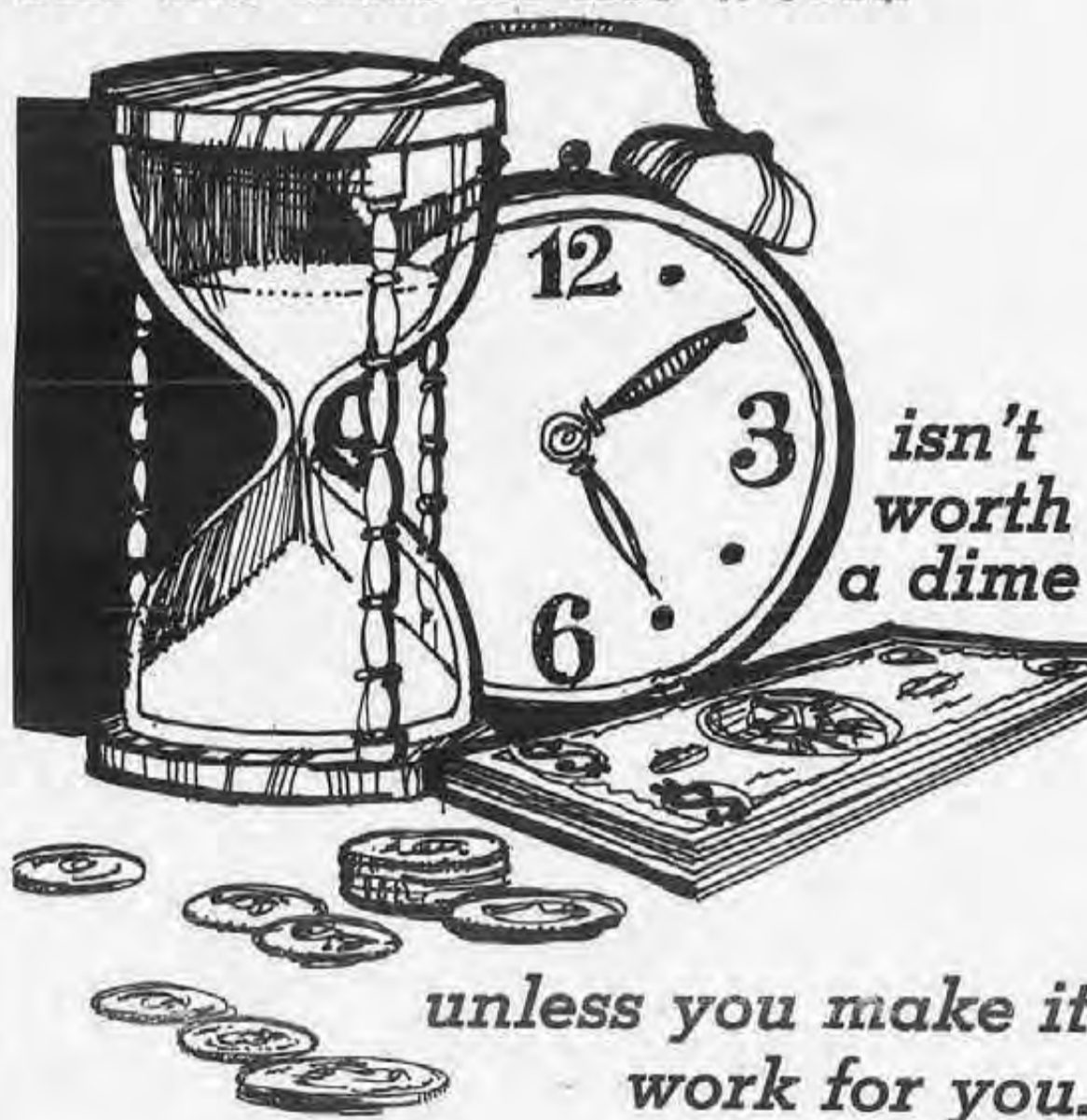
Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Dec. 4	2:30 p.m.	7:00 p.m.
Philadelphia	Dec. 5	2:30 p.m.	7:00 p.m.
Baltimore	Dec. 6	2:30 p.m.	7:00 p.m.
Norfolk	Dec. 7	9:30 a.m.	7:00 p.m.
Jacksonville	Dec. 7	2:00 p.m.	—
Algonac	Dec. 8	2:30 p.m.	—
Houston	Dec. 11	2:30 p.m.	7:00 p.m.
New Orleans	Dec. 12	2:30 p.m.	7:00 p.m.
Mobile	Dec. 13	2:30 p.m.	—
San Francisco	Dec. 14	2:30 p.m.	—
Wilmington	Dec. 18	2:30 p.m.	—
Seattle	Dec. 22	2:30 p.m.	—
Piney Point	Dec. 9	10:30 a.m.	—
San Juan	Dec. 7	2:30 p.m.	—
Columbus	Dec. 16	—	1:00 p.m.
Chicago	Dec. 12	—	—
Port Arthur	Dec. 12	2:30 p.m.	—
Buffalo	Dec. 13	—	—
St. Louis	Dec. 15	2:30 p.m.	—
Cleveland	Dec. 14	—	—

Viva Camacho, \$200 to SPAD



Seafarer Ramon Camacho, right, says he believes in the SIU's fight on the political front. But he did more than talk. He donated \$200 to SPAD earlier this month. SIU N.Y. representative John Dwyer holds up a couple o' hundred dollar bills as proof. Brother Camacho sails as QMED.

All the time in the world



**Make your time in the engineroom pay
Take the Diesel Engineer's Course
at HLS**

Course begins January 8

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

With a Diesel Engineer's License, Time Is Money



SIU Crew Says Sugar Islander Is a Real Honey

Her name is the *Sugar Islander*, but these days the name is a bit deceiving.

Originally designed for carrying sugar, in bulk, from the Hawaiian Islands, the SIU-contracted *MV Sugar Islander* has actually been hauling grain since 1976.

Her principal run doesn't even come close to the warm waters of the Pacific Isles. The *Islander* spends most of her time running between New Orleans and other Gulf ports and Israel.

When the *Islander* made a rare appearance in New York harbor earlier this month after a 10-day layup in Newport News, the *Log* made a point of going over to Brooklyn's Bush Terminal to check her out.

We soon learned from the crew that, despite the fact she's not hauling the sweetnin', she is nonetheless a real honey.

Built five years ago by the Lockheed Shipbuilding and Construction Co., in Seattle, Wash., the 641-foot *Sugar Islander* is truly a modern ship—designed for living as well as for getting the job done.

Members of the ship's steward department sang songs of praise over the *Islander* as we toured the well-equipped galley. Chief steward John Samuels, 48, told us, "I've never been in a ship comparing with this one... this is



Wiper Edmund Bernette shows off some of the souvenirs he picked up in the Med on his first trip on the *Islander*. He holds a silver-covered Bible while sitting next to a marble ash religious sculpture.

the finest ship I've been on. I fell in love with this ship." And Samuels has been on plenty of other ships to compare with the *Islander*. He's been sailing with the SIU for 24 years. It just goes to show you—the ships might change, but not the sentiments.

It isn't just that the *Sugar Islander* is considered to be a good feeder—which she is—or that crew members have

private, air-conditioned quarters. Or that crew members are treated to regular full-length movies on their voyages. Far from it. The ship has other things that set her apart from most other ships, such as an excellent library containing more than 1,600 volumes, and an "exercise room" equipped with rowing and peddling machines, and a treadmill for those inclined to do some jogging.

Several crew members have found it difficult to leave the *Sugar Islander*, and it's no wonder. Cook and baker Travis Mainers, 57, has been on the ship for a year. She's a far cry from his first ship—a rusty old tanker he rode to Cuba in 1945.

Since Mainers has been on the *Islander*, he and other crew members have had a chance to see the sights in Israel. Recalling one excursion to Jerusalem, he said, "We saw a lot of wrecked vehicles alongside the road... they leave them there as a war memorial and put flowers on them every year."

Israel, in general, left an impression on Mainers. As he put it, "The way the Israelis built it up out of the desert is really remarkable." He also enjoyed visiting several of the holy places while in Jerusalem.

From New York City the *Sugar Islander* made her way up the Hudson River to Albany, where she took on another load of grain. From there it was out through The Narrows, and past Ambrose Light for another transAtlantic run.

As all seamen know, going to sea is a seven-day-a-week occupation. So having a ship that you feel right about working and living on is really the important thing. The crew of the *Sugar Islander* have got just such a ship.



Members of the *Islander's* steward department, proud of the good food they serve from the ship's modern galley, include, l. to r., Travis Mainers, cook and baker; Chief Steward John Samuels; James Buggs, steward utility; and Utility Messman Robert Hendrix.



Adding to the already good atmosphere on the *Islander*, AB Patrick "Pat" Wright (HLS graduate, 1975) makes his own music when off watch.

Final Departures



Alfred J. Lord, 52, died in July in New Brunswick, Canada. Brother Lord joined the SIU in 1944 in the port of Boston sailing as a bosun. He sailed 17 years. Seafarer Lord was a veteran of the U.S. Navy in World War II. Born in Palmer, Mass., he was a resident of Westfield, Mass. Surviving are his widow, Mildred; three sons, Allen of Agawam, Mass., Richard of Springfield, Mass. and Nelson of Westfield.



Pensioner Clifton H. Jackson, 66, died on Oct. 8. Brother Jackson joined the SIU in the port of Baltimore in 1955 sailing as a fireman-watertender and deck engineer. He sailed 31 years. Seafarer Jackson helped to organize the Cities Service fleet and walked the picketline in the Isthmian Line beef. He also attended the 1970 Piney Point Crew Conference No. 3. Born in Deltaville, Va., he was a resident there. Surviving are his widow, Thelma; his mother, Lydia of Deltaville; three sons, Arthur of Deltaville, Gary and Clifton and four daughters, Cheryl, Marie, Margaret and Shirley Ann.



Pensioner James A. McConathy, 51, died on Sept. 18. Brother McConathy joined the SIU in 1945 in the port of Mobile sailing as a fireman-watertender. He sailed 16 years. Seafarer McConathy was on the picketline in the 1962 Robin Line beef. He was a veteran of the U.S. Coast Guard after World War II. Born in Mobile, he was a resident of Chattanooga, Tenn. Surviving are his widow, Barbara; his parents, the Rev. James H. and Mrs. Laura Bell McConathy of Chattanooga; a brother, William; a sister, Mrs. Gladys A. Lamb of Chattanooga; a stepson, Edward L. Johns and a stepdaughter, Vickie D. Johns.



Pensioner Carlos Casanova Morales, 74, died in Hospital Pavia, Bayamon, P.R. on Aug. 1. Brother Morales joined the SIU in 1939 in the port of New York sailing as a bosun and deck maintenance. He sailed 45 years. Seafarer Morales was on the picketline in the 1961 N.Y. Harbor beef and the 1962 Robin Line strike. He was born in Humacao, P.R. and was a resident of Bayamon. Burial was in Puerto Rico. Surviving is a daughter, Mrs. Miriam C. Velarde of Walkersville, Md.

John White, 76, passed away in St. John's Hospital, Detroit on July 22. Brother White sailed as a cook for 40 years. Interment was in Detroit. Surviving are his widow, Gertrude and a daughter of Grosse Point Farms, Mich.



Albert D. Nash, 55, died on the *SS Long Beach* (Sea-Land) in Leghorn, Italy on Aug. 17. Brother Nash joined the SIU in the port of New York in 1959 sailing as a chief cook. He sailed 33 years. Seafarer Nash walked the picketlines in the Baltimore garment workers strike and the 1955 Longshoremen's beef. He was on the *SS Samuel Tilden* when she was bombed in the harbor of Bari, Italy during World War II. Born in New Haven, Conn., he was a resident of Barnesville, Pa. Cremation took place in Reading, Pa. Surviving is a sister, Mrs. Faye Gierlach of Columbia Station, Mo.



William Ivan Theodore, 49 died of a heart attack in the San Pedro, Calif. Hospital on Sept. 16. Brother Theodore joined the SIU in the port of Wilmington, Calif. in 1970 sailing as a chief cook. He sailed 10 years. Seafarer Theodore was a former member of the SUP and the Teamsters Union. He upgraded to cook and baker at Piney Point in 1976. Also, he was a veteran of the post-World War II U.S. Navy. A native of Flint, Mich., he was a resident of Bakersfield, Calif. Interment was in Hillcrest Memorial Park Cemetery, Bakersfield. Surviving are his widow, Alice; two sons, John and Robert; a daughter, Patricia and a niece, Terry Waters.



Pensioner Modesto Velez, 68, died of heart failure on Sept. 18. Brother Velez joined the SIU in 1942 in the port of Mobile sailing as a chief cook. He sailed 46 years and on the Bull Line and the Robin Line. Seafarer Velez was on the picketline in the District Council 37 beef. Born in St. German, P.R., he was a resident of Ponce, P.R. Surviving are a son, Jose of Ponce; a daughter, C.J. Velez and three brothers, Jose, Epanio of Ponce and Carlos of the Bronx, N.Y.



Bernard J. Zawacki, 55, died on Oct. 16. Brother Zawacki joined the SIU in the port of Baltimore in 1952 sailing in the steward department. He was a veteran of the U.S. Army in World War II. Seafarer Zawacki was born in Baltimore and was a resident there. Surviving are three sons, Bernard, John and Joseph; his mother, Mary of Baltimore and a sister.

Pensioner John H. Knighton, 73, died of heart-lung failure in the Church Home Hospital, Baltimore City, Md. on Sept. 2. Brother Knighton joined the Union in the port of Baltimore in 1956 sailing as a watchman and fireman-watertender. He was born in Virginia and was a resident of Baltimore. Interment was in Tuscarora Cemetery, Berkeley, W. Va. Surviving is his widow, Catherine.

Rufus D. Pridgen, 59, died on Sept. 4. Brother Pridgen joined the Union in the port of Norfolk in 1977 sailing for the NBC Line from 1977 to 1978. He was a resident of Kaneohe, Hawaii. Surviving is his widow, Olive.



Pensioner Robert M. Douglas, Sr., 55, died of natural causes in the Staten Island USPHS Hospital on July 4. Brother Douglas joined the Union in the port of Philadelphia in 1962 sailing as a cook for McAllister Brothers from 1963 to 1978. Brother Douglas was also a relief cook for the Independent Pier Co., Philadelphia from 1962 to 1963. He also sailed deep sea with the SIU from 1946 to 1961. Boatman Douglas was born in Linwood, Pa. and was a resident of Pennsauken, N.J. Burial was in Arlington Cemetery, Pennsauken. Surviving is his widow, Diane; a son, Robert Jr. and a daughter, Catherine of Newfield, Nova Scotia, Canada.



Pensioner Charles F. Browne Jr., 58, died on Oct. 10. Brother Browne joined the Union in the port of Philadelphia in 1960 sailing as a deckhand, mate, captain and pilot for the Curtis Bay Towing Co. from 1951 to 1976, for Taylor and Anderson and for the U.S. Army Corps of Engineers from 1936 to 1942. He sailed 36 years. Boatman Browne was a veteran of the U.S. Navy in World War II serving as a seaman 1st class in the South Pacific Solomon Is. campaign. Born in Claymount, Del., he was a resident of Chesapeake City, Md. Surviving are his widow, Elizabeth; his mother, Kathryn of Selbyville, Del.; eight sons, Charles III, James, David, Lawrence, John, Kevin, Donald and Ronald and three daughters, Virginia, Barbara and Elizabeth.



Pensioner Thomas K. Holland, 70, passed away on Oct. 15. Brother Holland joined the Union in the port of New York in 1960 sailing as a deckhand for the Penn Central Railroad at the Greenville Piers from 1929 to 1973. He was also a member of the Masters, Mates and Pilots Union. Boatman Holland was a veteran of the U.S. Navy in World War II. A native of Rahway, N.J., he was a resident there. Surviving is his widow, Alice.



Pensioner John J. Miller, 78, died of natural causes in the Community Hospital of Brooklyn, N.Y. on Sept. 3. Brother Miller joined the Union in the port of New York in 1960 sailing as a deckhand on *Tug 18* for the N.Y. Central Railroad from 1943 to 1965. He sailed 48 years. Boatman Miller was born in New York City and was a resident of Brooklyn. Burial was in Long Island National Cemetery, Suffolk County, N.Y. Surviving is his widow, Eleanor.

Willard F. Robins Jr., 48, died on June 3. Brother Robins joined the Union in the port of Norfolk in 1975 sailing as a 2nd mate for the Assn. of Maryland Pilots from 1972 to 1978. He was a veteran of the post-World War II U.S. Navy. Boatman Robins was born in Newport News, Va. and was a resident there. Surviving are his widow, Dorothy and a daughter, Cynthia.



Pensioner Ivan Constantine Buckley, 64, died of natural causes in the Staten Is. (N.Y.) USPHS Hospital on Sept. 16. Brother Buckley joined the SIU in the port of New York in 1952 sailing as a chief steward. He sailed 38 years and on Sea-Land S-L 7 ships. Seafarer Buckley upgraded at Piney Point in 1973. He hit the bricks in the Isthmian Line beef in 1961. Born in Jamaica, B.W.I., he was a naturalized U.S. citizen and was a resident of Brooklyn, N.Y. Interment was in Greenwood Cemetery, Brooklyn. Surviving is a daughter, Mrs. Winnifred M. Baugh of Willowdale, Toronto, Canada.



William J. Burke, Jr., 31, died on Sept. 10 in Athens, Greece. Brother Burke joined the SIU after graduating from the HLS in the port of New Orleans in 1968 sailing as a wiper then. He upgraded to fireman-watertender in 1969. Seafarer Burke was a veteran of the U.S. Marine Corps during the Vietnam War. A native of Chicago, Ill., he was a resident there. Surviving are his mother, Rebecca of Chicago, and his father, John, of Mobile.



Pensioner John Cabral, 56, was dead on arrival of heart-lung failure at the Rhode Island Hospital, Providence on Sept. 9. Brother Cabral joined the SIU in 1943 in the port of New York sailing as a bosun. He sailed 37 years. Seafarer Cabral also sailed on the Bull Line and walked the picketlines in the 1961 Greater N.Y. Harbor strike and the 1962 Robin Line beef. Born in Bristol, R.I., he was a resident there. Burial was in St. Mary's Cemetery, Bristol. Surviving are his widow, Jo Anne; his parents, Mr. and Mrs. Joseph and Mary Cabral of Providence; four sons, John, James, Edward and Joseph and five daughters, Joanne, Hope, Mary, Amy and Suzanne.



Pensioner Edward K. Dooley, 54, died on Sept. 21. Brother Dooley joined the SIU in the port of Norfolk in 1955 sailing as a bosun and 2nd engineer. He sailed for 25 years and during the Vietnam War. Seafarer Dooley was on the picketline in the 1962 Robin Line strike and the Philadelphia and Chicago beefs. He was a veteran of the U.S. Marine Corps in World War II. Born in Hartford, Conn., he was a resident of Miami, Fla. Surviving is a sister, Mrs. Kathleen Compton of Miami.

Pensioner George Black, 80, succumbed to cancer in the Galveston County Memorial Hospital on June 24. Brother Black joined the Union in the port of Houston in 1957 sailing as an oiler and engineer for the G & H Towing Co. from 1947 to 1963. He was also a boilermaker for the Todd Drydock Co. from 1939 to 1946. Boatman Black was a union member since 1940. Born in Atmore, Ala., he was a resident of La Marque, Tex. Burial was in the Forest Park East Cemetery, League, Tex. Surviving are his widow, Mary and his daughter, Mary.



Leon E. Furman, 64, died in September 1977. Brother Furman joined the Union in 1947 in the port of Buffalo, N.Y. sailing as an AB and in the steward department for the Erie Sand Co. and the American Steamship Co. Laker Furman was a veteran of the U.S. Air Force in World War II. He was born in New York and was a resident of Selma, N.C. Surviving is his widow, Thora.

Pensioner **Martin L. G. Gibas**, 67, died of a heart attack in the Baltimore USPHS Hospital on July 13. Brother Gibas joined the Union in the port of Duluth in 1958 sailing as an oiler on the *SS George Steinbrenner* (American Steamship) from 1970 to 1974. He was born in Ohio and was a resident of Cleveland. Burial was in Riverside Cemetery, Cleveland. Surviving is a brother, Andrew of Cleveland.

Donald F. St. George Jr., 54, died of a heart attack in the North Carolina Memorial Hospital, Chapel Hill, N.C. on June 6. Brother St. George joined the Union in the port of Norfolk in 1970 sailing as a pilot on the Cape Fear River for Stone Towing Lines in 1970 and for the Cape Fear Towing Co. from 1973 to 1978. He was a veteran of the U.S. Coast Guard in World War II. Boatman St. George was born in Southport, N.C. and was a resident there. Burial was in Northwood Cemetery, Southport. Surviving are his widow, Catherine; a daughter, Julie and a grandson, John F. St. George.

Pensioner **James W. Miles**, 63, died of a heart attack in Riverside Hospital, Newport News, Va. on Sept. 9. Brother Miles joined the Union in the port of Norfolk in 1959 sailing as a captain for the Virginia Pilots Assn. He was born in Norfolk and was a resident of Newport News. Burial was in Dowings Cemetery, Oak Hall, Va. Surviving is his widow, Annie Laurie.

William T. "Bill" Ray, 50, died on July 5. Brother Ray joined the SIU in 1956 in the port of New York sailing as a chief cook during the Vietnam War.



He was also a member of the SUP in 1947 in the port of San Francisco and knew the late SUP President Harry Lundeberg. Seafarer Ray was a veteran of the post-World War II U.S. Army. Born in Gadsden, Ala., he was a resident of Haywood, Calif. Surviving is his father, Francis of San Francisco.

Pensioner **Antonio Treyes**, 76, passed away in Philadelphia on Aug. 15. Brother Treyes joined the Union in the port of Philadelphia in 1960 sailing as a cook for the Taylor and Anderson Towing and Lighterage Co. from 1958 to 1967. He was born in Negros, P.I. and was a resident of Philadelphia. Interment was in Northwood Cemetery, Philadelphia. Surviving are his widow, Lillian and a son, Donald.



Gary E. Nichols, 22, died on Sept. 4 from injuries sustained in a car crash on Sept. 2. Brother Nichols joined the Union in 1978 following his graduation from the Lundeberg School. He sailed as a deckhand for National Marine Service this year. Boatman Nichols was a veteran of the U.S. Navy. Born in Denison, Tex., he was a resident of Deer Park, Tex. Surviving is his mother, Mary Ann of Deer Park.



Robert S. Chitty Jr., 50, was lost off a tug and drowned near Fisherman Island, Virginia Beach on July 14. Chitty joined the Union in the port of Norfolk in 1972 sailing as an assistant engineer on the tug *Sugar Daddy* (Allied Towing). He was a veteran of the U.S. Army in World War II. Boatman Chitty was born in Norfolk and was a resident there. Burial was in Forest Lawn Cemetery, Norfolk. Surviving are his father, Robert of West Columbia, S.C. and a brother, Edward.

Pensioner **Ernest J. Crane**, 65, died of natural causes in the Staten Island (N.Y.) USPHS Hospital on Aug. 7. Brother Crane joined the Union



in the port of New York in 1963 sailing as a tug deckhand for the Erie-Lackawanna Railroad from 1941 to 1971. Boatman Crane was born in Jersey City, N.J. and was a resident there. Burial was in Hillside Cemetery, East Rutherford, N.J. Surviving are his widow, Marie; a son, Ernest and two daughters, Mrs. Judith Gangemi of Jersey City and Nancy.

Charles F. Edwards, 47, drowned at sea off a tug on Aug. 29. Brother Edwards joined the Union in the port of Baltimore in 1970 sailing as an AB and tankerman for the Marine Towing Co., Philadelphia from 1975 to 1978, Bayside Towing in 1974, and Stuart Transportation Co., Piney Point, Md. from 1969 to 1974. He was also a welder. Boatman Edwards was a veteran of the U.S. Air Force during the Korean War. Born in Madison, Va., he was a resident of Daisytown, Pa. Surviving are his widow, Anna Marie of Unionville, Va. and two sons, Charles and Robert.



Phylander W. Jones, 50, died of lung cancer in the Galveston USPHS Hospital on June 15. Brother Jones joined the Union in the port of Port Arthur in 1972 sailing as a tankerman-machinist and deckhand for the Sabine Towing and Transportation Co. from 1974 to 1978. Slade Towing from 1973 to 1974. National Marine Service and Dixie Carriers. He was a veteran of the U.S. Army during the Korean War. Boatman Jones was born in Middletown, Ohio and was a resident of Groves, Tex. Burial was in Jefferson Barracks, Mo. National Cemetery. Surviving is a sister, Mrs. Shirley M. Palmer of St. Louis.

Pensioner **Thomas F. Langan**, 72, passed away on Aug. 15. Brother Langan joined the Union in the port of New York in 1960 sailing as a deckhand for the New York, New Haven, Hartford-Central Railroad from 1941 to 1970. He was a former member of the Masters, Mates and Pilots of America Union from 1948 to 1960. Boatman Langan was born in New York City and was a resident of Fair Lawn, N.J. Surviving is a sister, Mrs. Ann P. Casper of the Bronx, N.Y.

Warren D. Thomas Sr., 50, died of heart failure at home in Baltimore on June 6. Brother Thomas joined the Union in the port of Baltimore in 1956 sailing as a deckhand, mate, pilot and captain on the tug *H. H. Charles* from 1973 to 1976 and for the Charles H. Harper Towing Co. from 1952 to 1978. He was also a longshoreman. Boatman Thomas was born in Baltimore. Interment was in Cedar Hill Cemetery, Baltimore. Surviving are his widow, Thelma; a son, Warren and a daughter, Marcell.

Pensioner **William J. Vaught Sr.**, 64, died on Aug. 26. Brother Vaught joined the Union in the port of Norfolk in 1962 sailing as a deckhand for the Cape Fear Towing Co. from 1953 to 1973. He was born in Charlotte, N.C. and was a resident of Wilmington, N.C. Surviving are his widow, Beulah and a son, William of Wilmington.

Pensioner **Wilbur L. Everett**, 68, died on Sept. 23. Brother Everett joined the SIU in the port of Seattle in 1956 sailing as a chief steward. He sailed 28 years.

Seafarer Everett was born in Idaho and was a resident of Seattle. Surviving is a daughter, Mrs. Betty Lee Shenberger of Beaverton, Ore.

Gorman B. Marshall, 60, died on Sept. 1. Brother Marshall joined the Union in the port of Baltimore in 1963 sailing as a barge captain and tankerman for the Harbor Towing Co. from 1961 to 1978. He was a veteran of the U.S. Navy in World War II. Boatman Marshall was born on Smith Is., Taylertown, Md. and was a resident of Marion Station, Md. Surviving are his widow, Catherine; a son, Raymond and three daughters, Catherine, Jane and Edna.



Pensioner **Edmund F. Glowczak**, 73, succumbed to acute bronchopneumonia in the Millard Filmore Hospital, Buffalo, N.Y. on July 31. Brother Glowczak joined the Union in the port of Detroit in 1960 sailing in the steward department for the Pioneer Steamship Co. He was born in Buffalo and was a resident there. Burial was in the Mt. Calvary Cemetery, Cheektowaga, N.Y. Surviving are his widow, Annette and a son, Edmund, also of Buffalo.

Rodney J. Dellenbach, 25, was dead on arrival at the Alpena (Mich.) General Hospital on July 7 from head injuries sustained in a motorcycle accident at Presque Is. County, Mich. Brother Dellenbach joined the Union in the port of Detroit in 1972 sailing as an AB for the Reiss Steamship Co. in 1970 and for the American Steamship Co. He was born in Michigan and was a resident of Swartz Creek, Mich. Interment was in Entrician Cemetery, Montcalm County, Mich. Surviving are his parents, Mr. and Mrs. Gerald and Coleen Dellenbach of Swartz Creek.

Arthur A. Wigley Jr., 48, died on the way to the St. Mary's Hospital, Port Arthur on June 18. Brother Wigley joined the Union in the port of Port Arthur in 1975 sailing as a lead deckhand, captain and engineer for Moran Towing of Texas in 1975, and on the tug *Defender* (Caribe Towing) from 1976 to 1977 and for the Sabine Towing and Transportation Co. from 1977 to 1978. He was a veteran of the U.S. Armed Services during the Korean War. Boatman Wigley was born in Texas and was a resident of Sabine Pass, Tex. Burial was in Greenlawn Memorial Park Cemetery, Port Arthur. Surviving are his widow, Florence and his parents, Mr. and Mrs. Arthur B. and Lois W. Wigley of Sabine Pass.

Pensioner **Francis J. Murray**, 68, died of a heart attack in the Parma (Ohio) General Hospital on June 21. Brother Murray joined the Union in the port of Cleveland in 1961 sailing as a tug deckhand and lineman for the Great Lakes Towing Co. from 1940 to 1976. He was also a pipefitter from 1949 to 1961. Boatman Murray was born in Cleveland and was a resident of Parma. Burial was in Holy Cross Cemetery, Cleveland. Surviving are two daughters, Mrs. Kathleen Lucia of Kirtland, Ohio and Mrs. Patricia J. Di Santis of Parma Heights, Ohio.



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.

Boatmen Ratify New Pact With Moran of Texas

SIU Boatmen with Moran of Texas have ratified a new three year contract. It marks another step forward in the recent landmark collective bargaining gains achieved by the SIU for its inland membership.

The new agreement, effective October 17, covers close to 50 SIU Boatmen with the Port Arthur-based shipdocking operation. It includes substantial wage gains, increased overtime provisions

and improved working conditions.

The new pension, welfare and vacation benefits follow the pattern of major gains set earlier this year by Boatmen on the East Coast and in the Gulf. These include:

- A \$100 jump in the monthly pension benefit.
- A new program of Major Medical coverage for Boatmen's dependents. This greatly extends coverage already

provided by the basic provisions of the Seafarers Welfare Plan.

• Increases in hospital extras, emergency treatment and student coverage for dependents, along with a raise in the optical benefits for both Boatmen and their dependents.

• A tremendous increase in death benefits, reaching up to \$20,000 for

beneficiaries of active Boatmen. This is a jump from the previous maximum of \$5,000.

• Bigger and better vacation benefits through establishment of the SIU Industry-Wide Inland Vacation Plan. The benefits are based on the amount of days worked and can be collected after every 15 days of employment.



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.

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



Retires from 25-Year Career



Brother Joe LaBlanc, left, a 25-year veteran of Great Lakes seafaring, picked up his first pension check recently at the SIU hall in Algonac, Mich. Giving Brother LaBlanc his check is dispatcher Tom Bluit. Joe's last ship was the *M/V Niagara*, operated by the Erie Sand Steamship Co.

Brotherhood in Action

...for SIU members with an alcohol problem

Seafarer Bill Barrineau is currently enrolled in the Marine Electrical Maintenance Course at the Harry Lundeberg School. He has plans to acquire his QMED endorsement soon and is looking forward to attending the LNG course.

Brother Barrineau feels that "I am now able to come to the school because of the help I got from the Seafarers Alcoholic Rehabilitation Center. I could not have done this without being sober."

Last year, Seafarer Barrineau realized that he had a problem with alcohol. He had been a member of AA for two years but started drinking again. He said, "My drinking was so bad last year that I had to be hospitalized. I decided that something had to change and I thought about our Center. I called Ed Morris (SIU rep in San Francisco) and he helped me get to the Center."

Brother Barrineau was very impressed with the programs at the ARC.

"It is a very good program for seamen," he commented. "The counselors are good and they really help you learn about yourself."

He thinks that in order for the Center to help a person, "the guy has to want to get sober, learn how to cope with himself and his problem, be willing to change his attitudes about life and always try to listen with an open mind."

Since he has been sober, Seafarer Barrineau has been living each day with a new outlook on life. "When I first went to the Center, I thought I knew all about alcohol and how it affects the body, but I really did not know anything," he commented. "If I could go back in time, I know that I would go to the Center for help. I actually should have gone before I did."

Seafarer Barrineau encourages his brothers to come to the Center. He said, "If you even think that you may have a problem with alcohol, you should come to the Center. They can help."

Alcoholic Rehabilitation Center

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

Name Book No.

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

Telephone No.

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

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

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



... for his ship to come in.

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

Course Starts January 8

To enroll, see your SIU Representative or contact HLS



Walter L. House, 64, joined the Union in the port of New Orleans in 1957 sailing as a chief engineer for the Gulf Canal Lines from 1954 to 1978 on the *M/V Dixieland* in 1972 and the *David C. Bentleff* in 1962. Brother House also sailed for the Hyer Towing Co. from 1942 to 1954. He was born in Louisbourg, N.C. and is a resident of Caden, Ala.



Roy G. Howell, 59, joined the Union in the port of Norfolk in 1961 sailing as a mate for McAllister Brothers from 1952 to 1978 and on their tug *Joan McAllister*. Brother Howell is a veteran of the U.S. Army in World War II. He was born in Georgia and is a resident of Virginia Beach, Va.



Robert N. Morse Jr., 66, joined the Union in the port of Baltimore in 1960 sailing as a captain on the NBC Line's boats *Maryland* and *Carolina*. Brother Morse also sailed for the Allied Towing Co. and the Davis Transportation Co. from 1959 to 1960. He was born in Currituck County, N.C. and is a resident of Swanquarter, N.C.



Edward J. Leathem Jr., 47, joined the Union in the port of New Orleans in 1956 sailing as a deckhand, tankerman and cook for Dixie Carriers. Brother Leathem is a veteran of the U.S. Air Forces during the Korean War. He was born in New Orleans and is a resident of Avondale, La.



Recertified Bosun Ernest P. Mladonich, 52, joined the SIU in 1947 in the port of Mobile sailing for Delta Line, Waterman Steamship Co. and the Isthmian Line. Brother Mladonich graduated from the Union's Recertified Bosuns Program in February 1975. He was a member of the SIU Fishermen's District in 1947. Seafarer Mladonich is a veteran of the U.S. Navy in World War II. Born in Biloxi, Miss., he is a resident there.



Alesander Villem Tuum, 65, joined the SIU in 1946 in the port of Baltimore sailing as a bosun. Brother Tuum sailed 43 years. He is a veteran of the U.S. Armed Services. Seafarer Tuum was born in Estonia, U.S.S.R. He is a naturalized U.S. citizen and a resident of Milbourne, Upper Darby, Pa.



George M. Dacken, 72, joined the SIU in 1946 in the port of New York sailing as a chief steward. Brother Dacken last worked for the Puerto Rico Merchant Marine Shoregang from 1973 to 1978. He sailed 34 years and worked as a shipyard machinist. Seafarer Dacken was elected a delegate to the Union's 12th Biennial Convention in Washington, D.C. in 1965. He was also on the picketline in the 1962 Robin Line strike. Born in Damascus, Syria, he is a naturalized U.S. citizen and a resident of Brooklyn, N.Y.



Edward J. Misakian, 51, joined the SIU in the port of San Francisco in 1952 sailing as a bosun. Brother Misakian was born in the Bronx, N.Y. and is a resident of Chesapeake, Md.



Marion Milburn Martin, 53, joined the SIU in 1948 in the port of New York sailing as an AB. Brother Martin sailed 35 years and on the Delta Line. He is a veteran of the U.S. Army in World War II. Seafarer Martin was born in Virginia and is a resident of Slidell, La.

NEW PENSIONERS



Charles A. Centala, 65, joined the Union in the port of Detroit in 1960 sailing as a stokeman and as a fireman-watertender. Brother Centala sailed 22 years and was a commercial fisherman. He was born in Rogers City, Mich. and is a resident there.



John W. Doyle, 63, joined the Union in the port of Chicago in 1965 sailing as a deckhand and lineman from 1965 to 1978. Brother Doyle was also a commercial fisherman and a former member of the NMU. He is a veteran of the U.S. Navy in World War II. Laker Doyle was born in Grand Marais, Mich. and is a resident of Zion, Ill.



Edward H. Going, 63 joined the SIU in 1938 in the port of Baltimore sailing as a fireman-watertender and electrician. Brother Going sailed 41 years. He hit the bricks in the 1961 N.Y. Harbor strike, 1962 Robin Line beef and the 1965 District Council 37 strike. Seafarer Going is also a steamfitter. Born in New Hampshire, he is a resident of Brooklyn, N.Y.



Terence Allan McNee, 58, joined the SIU in 1948 in the port of Baltimore sailing as QMED, 2nd electrician and bosun. Brother McNee sailed 37 years. He was the Baltimore delegate to the Union Pension Committee in 1969 and 1970. Seafarer McNee was born in England and is a resident of Baltimore.



Randall E. Lawson, 65, joined the SIU in the port of New Orleans in 1961 sailing as a chief electrician. Brother Lawson sailed for 19 years for Delta Line and the Isthmian Line. He is a veteran of the U.S. Navy in World War II. Seafarer Lawson was born in San Francisco and is a resident of New Orleans.



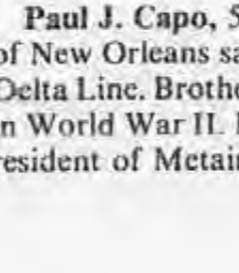
Robbie Dell Hayeslip, 72, joined the Union in the port of New Orleans in 1969 sailing as a cook for the Orgulf Transportation Co. from 1967 to 1978. Sister Hayeslip also sailed with the Wisconsin Barge Line in 1967 and for the Brooks Liquid Co. from 1965 to 1966. Born in Fitzhugh, Miss., she is a resident of Memphis, Tenn.



William F. Buckley, 58, joined the Union in the port of Detroit in 1959 sailing as a conveyorman for 28 years. Brother Buckley was born in Emmett, Mich. and is a resident of West Palm Beach, Fla.



James V. McClantoc, 56, joined the SIU in the port of Mobile in 1951 sailing as an AB for Falcon Carriers and Cities Service. Brother McClantoc sailed 32 years. He is a veteran of the U.S. Navy in World War II. Seafarer McClantoc was born in Magnolia Springs, Ala. and is a resident of Foley, Ala.



Paul J. Capo, 55, joined the SIU in 1947 in the port of New Orleans sailing as an assistant steward for the Delta Line. Brother Capo is a veteran of the U.S. Army in World War II. He was born in New Orleans and is a resident of Metairie, La.



Wilson McAvoy, 60, joined the SIU in the port of New York in 1955 sailing as a chief cook. Brother McAvoy sailed 30 years. He hit the bricks in the 1962 Robin Line beef and was a 1960 Union Personal Safety Award winner for sailing aboard an accident-free ship the *SS Antinous*. Seafarer McAvoy is a veteran of the U.S. Army in World War II. Born in Ireland, he is a resident of Westbury, L.I., N.Y.



Eaden E. King, 65, joined the SIU in 1946 in the port of New Orleans sailing as an AB. Brother King sailed 37 years. He was born in St. Vincent, B.W.I. and is a resident of Chalmette, La.



John Unitus, 66, joined the Union in the port of Frankfort, Mich. in 1953 sailing as an AB and watchman for the Huron Cement Co. He also worked for the Ann Arbor Railroad Car Ferries from 1959 to 1964. Brother Unitus sailed 32 years. He is a veteran of the U.S. Army in World War II. Born in Canada, he is a naturalized U.S. citizen. Laker Unitus is a resident of Benzonia, Mich.



Curtis P. Primeaux, 49, joined the SIU in the port of New York in 1953 sailing as an AB. Brother Primeaux is a veteran of the post-World War II U.S. Navy. He was born in Abbeville-Leroy, Venm Parish, La. and is a resident of Kaplan, La.



John J. Winn, 65, joined the SIU in the port of New York in 1950 sailing as a bosun. Brother Winn sailed 31 years. He was also a ship construction planner and estimator. Seafarer Winn was born in New Jersey and is a resident of West New York, N.J.



Stanley C. Fautleroy, 57, joined the SIU in the port of New York in 1955 sailing as a cook. Brother Fautleroy sailed for 31 years. He was born in Baltimore and is a resident there.



Harold O. Keith, 62, joined the SIU in the port of Mobile in 1955 sailing as a chief pumpman and fireman-watertender. He sailed for 27 years. Brother Keith is a veteran of the U.S. Navy in World War II. Seafarer Keith was born in Mobile and is a resident of Fight Mile, Ala.

Calling It a Day



Veteran Seafarer Jack Wynn picked up his first pension check at the New York membership meeting earlier this month. Brother Wynn is shown here giving a few words of farewell to the New York membership.

2,500th Check Signals Swift Growth for Inland Vacation Plan

When Gary Lavender graduated from the Harry Lundeberg School in 1976, the SIU had just taken the first step in establishing an Industry-Wide Vacation Plan for SIU Boatmen.

But now, only two years later, Boatman Lavender who received his vacation check this month, said "there's no doubt that the Industry Wide Plan is living up to its name."

Lavender's check is the 2,500th issued since the Plan started. In two short years, it has been extended to an increasing number of contracted companies and a significant portion of the SIU's inland membership.

Vacation checks like this one are reaching more and more Boatmen, bringing first-time vacation benefits to some and greatly improved benefits to others. As Lavender said when he received his check in the Baltimore Hall this month, "it's a better deal all around."

This is what the Plan has achieved for SIU Boatmen so far.

Lavender was fortunate enough to start working for a company which already had the SIU Plan in effect. In fact, Steuart Transport of Piney Point, Md., where he now works as assistant engineer, was the first company to accept the Plan.

Before that time, many Boatmen, like those from some companies on the Rivers and the Gulf, had no vacation benefit at all. Those who did receive some form of company benefit, usually had to take a lot of drawbacks along with it.

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

The SIU Plan has turned these drawbacks into major advances. First of all, the money is there when you need it. Instead of waiting a year, Boatmen covered by the Plan can collect their

benefits after every 125 days of employment. This means a lot to Lavender right now since he plans to use his check to pay for Christmas presents.

The Plan also offers built in benefit protection through its industry-wide feature. If a Boatman leaves one SIU-contracted company and goes to work for another that has the Plan, he is still assured of its benefits. The growing number of SIU-contracted inland companies that have the Plan is extending that important protection.

But the advantages of early collection and industry-wide protection are only part of the better deal, which really boils down to more money all around. This is possible because of the way the Plan is set up.

It is based on a trust fund and the companies pay a certain amount into it for each day that each Boatman works.

The amount of the vacation benefit is determined by the Boatman's rating and increases each year that the plan is in effect under the contract.

In other words, the more you work, the more vacation benefits you get. And that's not all. Boatmen who were eligible for a company benefit before the Plan started, get even more money. They get both benefits in order to make sure that no one loses any benefits previously in effect. The company benefit stays the same, but the trust fund benefit grows in each year of the Plan.

The Plan has proved itself 2500 times over providing bigger and better benefits like these. But it won't stop there. The SIU's goal is to make the Industry Wide Inland Vacation Plan truly worthy of its name by extending its benefits to the entire inland membership.



SIU Boatman Gary Lavender, left, gets his Vacation check from Baltimore Agent George Costango. It was the 2,500th check issued to SIU Boatmen since establishment of the SIU Industry Wide Inland Vacation Plan in 1976.

Carter Signs Bill Boosting Great Lakes Shipbuilding

President Carter threw a lifeline to the declining U.S. Great Lakes fleet when he signed H.R. 11658, known as the Great Lakes Vessel Financing Bill, last month.

By amending the 1936 Merchant Marine Act's Title XI funding program, the bill makes Great Lakes and inland vessel operators eligible for construction rebates and mortgage guarantees on the same basis as deep sea operators.

Rep. John Murphy (D-N.Y.), chairman of the House Merchant Marine and Fisheries Committee and a sponsor of the measure, joined labor and industry spokesmen in hailing the President's action on the bill. "I commend the President for his timely signature putting this program into immediate action," Murphy said.

Under Title XI, the government issues loans and mortgage guarantees for up to 87½ percent of construction costs on a new vessel, if the ship has a sustained speed of 14 knots.

That speed specification kept most Great Lakes ship operators from receiving the maximum subsidies. Lakers have neither the opportunity nor the power to travel that fast.

Reducing the Title XI speed requirement from 14 to 10 knots is a realistic move, reflecting the actual speeds at which Lakers travel. The 14 knot specification, based on World War II convoy speeds, bore no relationship, said Lakes Carriers Association President Paul E. Trimble, "to wartime or peacetime Great Lakes operations."

Narrow channels and rivers on the Great Lakes waterways are one reason why high speeds are impractical for Lakes vessels. But studies have found that maintaining speeds as high as 14 knots on the Lakes also causes wasteful, inefficient use of fuel.

Rep. Murphy pointed out that "a Great Lakes vessel moving at the economical speed of 12.8 knots can transport one long ton of cargo 607 miles for every gallon of fuel burned. At the 14 knot requirement," Murphy continued, "it would transport the same ton only 503 miles."

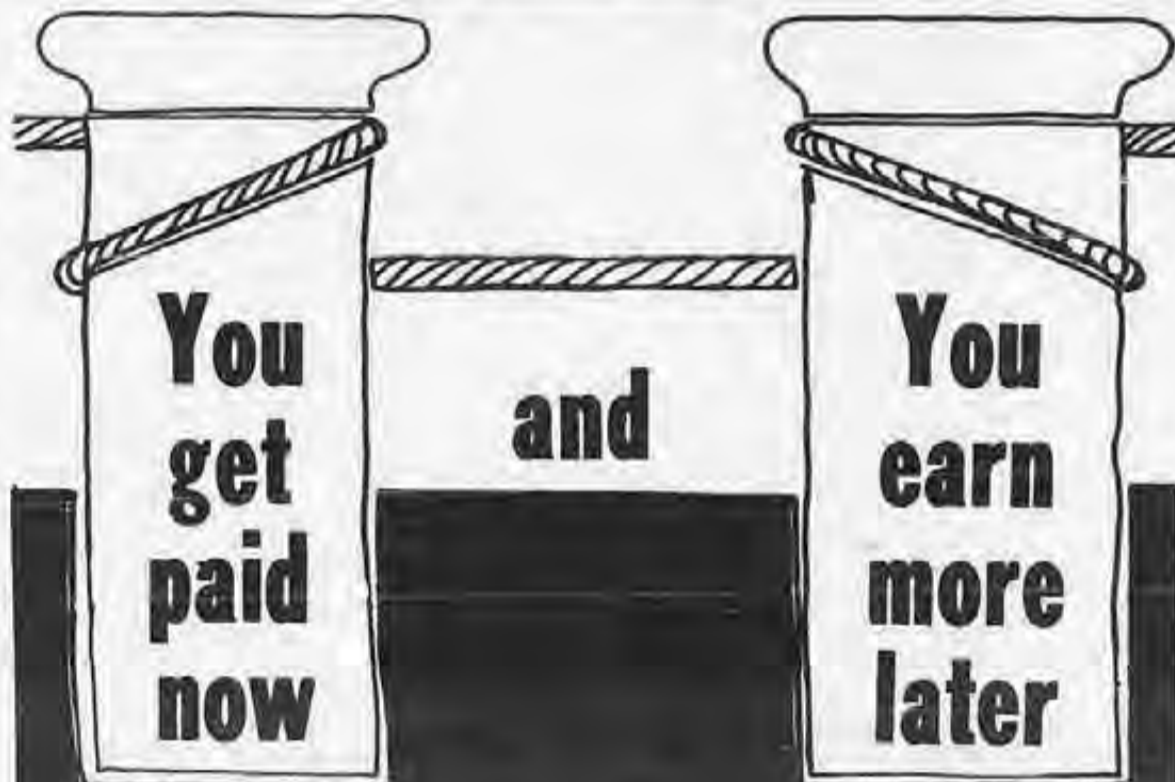
The Great Lakes funding measure is expected to give a boost to the troubled U.S. shipbuilding industry, spurring as much as \$35 million in new vessel construction, according to some estimates.

Raising the ceiling on subsidies for Great Lakes operators will also allow the U.S. flag Lakes fleet to compete more effectively with Canadian and

Russian carriers that now dominate the Lakes trade.

"Because third flag countries routinely subsidize their fleets, it's been tough for Great Lakes operators to compete without government aid," commented Algonac Port Agent Jack Bluitt.

"The Lakes financing bill is a step towards evening out the imbalance," Bluitt added, "and the President acted in the interest of U.S. maritime when he signed it."



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

APPLY TODAY

SEE YOUR SIU REPRESENTATIVE

Applications must be received

by December 17.



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."



Mark Freeman



Seafarer Mark Freeman, 27, graduated from the H L S S Trainee Program in 1976. He upgraded there to fireman-water-tender in 1977. Brother Freeman holds firefighting, lifeboat and cardio-pulmonary resuscitation tickets. He spent four-and-a-half years in the U.S. Navy attending submarine school and serving as a 2nd class machinist mate aboard the Pensacola. Born in Tucson, Ariz., he resides in Panama City, Fla. and ships out of the Gulf and East Coast.

Robert Johnstone



Seafarer Robert Johnstone, 24, graduated from the HLS Entry Program in 1977. He sails as an A B. Brother Johnstone has firefighting, lifeboat and cardio-pulmonary tickets. A native of Ft. Lauderdale, Fla., he lives and ships out of the port of Seattle.

Glen Hutton



Seafarer Glen Hutton, 21, graduated from Piney Point in 1976. He upgraded to fireman-water-tender there in 1977. Brother Hutton has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in New York City, he is a resident of the Philippines and ships out of the port of New York.

Joe Hancock



Seafarer Joe Hancock, 23, graduated from the Harry Lundeborg School in 1974. Brother Hancock upgraded to 3rd cook there the same year. He holds firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in Minneapolis, Minn., he lives in Seattle and ships out of that port.

John Williamson



Seafarer John Williamson, 24, joined the SIU in 1971 when he graduated from the Piney Point Entry Trainee Program. Brother Williamson upgraded to AB there in 1977. He holds his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. Born in Boston, Mass., he lives there and ships out of that port and the port of New York.

Josefino Casugay



Seafarer Josefino Casugay, 32, graduated from the Harry Lundeborg School in 1968. He upgraded to AB in 1977 at Piney Point, Md. Brother Casugay has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. A native of the Phillipine Islands, he lives and ships out of the port of San Francisco.

Rick Gautier



Seafarer Rick Gautier, 22, graduated from the HLS in 1975. Brother Gautier upgraded to FOWT there in 1978. He has his firefighting, lifeboat and cardio-pulmonary resuscitation tickets. A native of Sacramento, Calif., he resides there and ships out of the port of San Francisco.

Deposit in the SIU Blood Bank—

It's Your Life



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.

570 Have Donated \$100 or More To SPAD Since Beginning of 1978

The following SIU members and other concerned individuals, 570 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.) Twenty-one who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, eight 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

Abrams, R.	Barry, J.	Byrd, J.	Craig, J.	Dudley, K.	Gavin, J.	Hernandez, J.
Acevedo, M.	Batchelor, A.	Cafefato, W.	Cross, M.	Duffy, J.	Gentile, C.	Higgins, J.
Adams, E.	Bartlett, J.	Caffey, J.	Cruz, A.	Dupuis, M.	George, J.	Horn, F.
Adams, P.	Bauer, C.	Cahill, C.	Curtis, T.	Durden, W.	Gilliam, R.	Horne, H.
Adams, P.	Baum, N.	Cahill, J.	Czerwinski, J.	Dwyer, J.	Gimbert, R.	Houlihan, M.
Adams, W.	Beeching, M.	Cain, R.	Dallas, C.	Dyer, A.	Givens, J.	Houston, H.
Adamson, R.	Beeman, D.	Calogeros, D.	Dalman, G.	Eckert, B.	Glenn, J.	Hunter, W.
Adcock, J.	Bellinger, W.	Campbell, A.	Darley, B.	Edwards, W.	Glenn, J., Jr.	Hurley, M.
Agugussa, A.	Benedict, J.	Carey, W.	Davis, J.	Elzahri, A.	Glidewell, T.	Huss, P.
Aguiar, J.	Berglund, B.	Carr, J.	Davis, J.	Ervin, B.	Gobrukouich, S.	Hussain, A.
Air, R.	Bjornsson, A.	Carter, R.	Davis, J.	Eschukor, W.	Goeltz, W.	Hussain, T.
Alcarin, G.	Blackwell, J.	Castel, B.	Davis, S.	Evans, J.	Golder, J.	Hutton, G.
Aldgin, A.	Bluitt, J.	Caswell, J.	Debarrios, M.	Evans, M.	Gooding, H.	Iovino, L.
Alexakis, A.	Bluitt, T.	Carroll, J.	DeChamp, A.	Fagan, W.	Goren, J.	Ipsen, L.
Algina, J.	Bobalek, W.	Cavalcanti, R.	Deldaeh, T.	Faitz, F.	Gosse, F.	Irizarri, V.
Ali, D.	Boehm, B.	Cherup, N.	Delea, G.	Fanning, R.	Graham, E.	Jacobs, R.
Allen, E.	Bonser, L.	Chilinski, T.	Dell, R.	Fay, J.	Grant, W.	Japper, J.
Allen, J.	Bourgeois, J. L.	Cinquemano, A.	Del Moral, A.	Ferebee, R.	Greene, M.	Johnson, C.
Alvarez, P.	Bowker, A.	Cirignano, L.	Demetrios, J.	Fergus, S.	Grepo, P.	Johnson, R.
Amat, K.	Boyne, D.	Clark, J.	Dengate, H.	Filer, W.	Guevara, D.	Johnson, S.
Ammann, W.	Bradley, E.	Cline, L.	Der, D.	Flade, L.	Guillen, A.	Johnston, C.
Andersson, A.	Brady, J.	Cofone, W.	Di Domenico, J.	Fletcher, B.	Hager, B.	Johnston, R.
Anderson, D.	Braggs, W.	Colier III, J.	Diaz, R.	Flores, J.	Hall, C.	Jolley, R.
Anderson, E.	Bronnlee, R.	Colon, E.	Diercks, J.	Florous, C.	Hall, E.	Jones, C.
Anderson, R.	Brooker, A.	Comstock, P.	DiGiorgio, J.	Foley, P.	Hall, J.	Jones, R.
Antici, M.	Brown, G.	Conklin, K.	Dillings, L.	Franco, P.	Hall, L.	Jordan, A.
Antone, F.	Brown, I.	Connolly, W.	Doak, W.	Francum, C.	Hall, W.	Joseph, E.
Appleby, D.	Brown, I.	Conolly, R.	Dobbins, D.	Frank, S.	Hamblet, A.	Karlak, W.
Apuzzo, W.	Bruce, C.	Cook, H.	Dockwiller, L.	Frazier, J.	Hamilton, G.	Kastina, T.
Aquino, G.	Bryant, B.	Cooper, J.	Doherty, W.	Frey, C.	Hampton, D.	Kauffman, R.
Arapazis, T.	Bryant, N.	Corder, J.	Dolan, J.	Frounfelter, D.	Haney, L.	Kelley, E.
Arias, F.	Bucci, P.	Cortez, J.	Dolgen, D.	Fuller, E.	Hansen, H.	Kelly, W.
Aronica, A.	Bullock, R.	Costa, F.	Donnelly, M.	Fuller, G.	Hant, K.	Kenny, L.
Aruz, A.	Buffinton, O.	Costango, F.	Donovan, P.	Furukawa, H.	Harris, N.	Kerr, R.
Atkinson, D.	Burgo, C.	Costango, G.	Dornes, R.	Gallagher, L.	Harris, W.	Kilford
Aumiller, R.	Butch, R.	Costango, J.	Driggers, T.	Gallier, M.	Hauf, M.	Kirby, J.
Avery, R.	Butler, H.	Costello, A.	Ducote, C.	Gann, T.	Haykes, F.	Kirby, M.
Babkowski, T.	Butts, B.	Cousins, W.	Dudan, M.	Gard, C.	Heacox, E.	Kirk, J.
Balaga, C.					Helper, J.	Kitchens, B.
Barnes, D.					Heniken, E.	Kizzire, C.

Continued on next page

A MESSAGE FROM YOUR UNION



PLAY IT SAFE!
CHECK ALL OF YOUR GEAR !!!

Knoff, J.
Koflowich, W.
Kool, L.
Kowalski, A.
Kramer, M.
Krittiansen, J.
Lamb, J.
Lambert, H.
Lance, W.
Lanczy, W.
Lankford, J.
Lay, M.
Lee, E.
Lee, K.
Lee, W.
Legg, J.
Lelonek, L.
Leonard, W.
Lescouich, W.
Lesnansky, A.
Lewin, A.
Lewis, J.
Libby, H.
Lindsey, H.
Lively, H.
Logue, J.
Loleas, P.
Long, L.
Lorman, S.
Loveland, C.
Lunsford, J.
Lusk, J.
Macmberg, D.
Madajewski, M.
Mainers, T.
MalDonado, B.
Malesskey, G.
Mallory, A.
Manafe, D.
Mandene, S.
Mann, C.
Mann, J.
Marchaj, R.
Martin, T.
Martinez, Q.
Mason, R.
Mathil, M.
McCarthy, J.
McCarthy, L.
McCartney, G.
McCorvey, D.
McCoy, D.
McDuffie, J.
McElroy, E.
McFarland, D.
McFarland, J.
McGinnis, A.
McGregor, K.
McKay, M.
McKay, R.
McKay, R.

McNeely, J.
Meacham, H.
Meeder, H.
Meffert, R.
Mesford, H.
Miller, D.
Miller, R.
Mintz, L.
Mize, C.
Mobley, R.
Mollard, C.
Mongelli, F.
Moore, G.
Moore, J.
Morris, A.
Morris, W.
Morrison, J.
Mull, C.
Murray, C.
Murray, R.
Musciato, M.
Myers, H.
Myrex, L.
Nash, W.
Neff, J.
Nelson, D.
Nelson, J.
Newberry, H.
Nezaro, S.
Nihem, W.
Nobles, E.
Novak, A.
Nuckols, B.
O'Brien, E.
O'Hara, M.
Oldakowski, E.
Olds, T.
Olivera, W.
Olson, F.
Orn, L.
Orsini, D.
Ortiz, F.
Ortiz, F.
Paczkowski, S.
Pagano, J.
Papuchis, S.
Paradise, L.
Parnell, J.
Passapera, F.
Paulovich, J.
Payne, D.
Pecquex, F.
Pelfrey, M.
Perez, J.
Petak, P.
Phillips, R.
Pillsworth, P.
Pivik, F.
Poer, G.
Pollack, A.

Powell, B.
Powell, S.
Prentice, R.
Pretare, G.
Prevas, P.
Priess, E.
Prims, J.
Pulliam, J.
Quinter, J.
Raines, R.
Ramage, R.
Randall, L.
Randazza, L.
Ratcliffe, C.
Reck, L.
Regan, F.
Reinosa, J.
Reza, O.
Richardson, J.
Richoux, J.
Ries, J.
Rings, E.
Ripoll, G.
Rivera, L.
Roades, O.
Roberts, J.
Rodriguez, R.
Rondo, C.
Rosete, R.
Royal, F.
Rung, J.
Ruzyski, S.
Ryan, T.
Sacco, J.
Sacco, M.
Salazar, H.
Saleh, M.
Sanchez, M.
Sanders, D.
SanFillippo, J.
Sapp, C.
Sapp, G.
Schabland, J.
Schatz, G.
Scheard, H.
Schwartz, A.
Schwarz, R.
Schwabland, J.
Scott, C.
Scott, J., II
Scully, J.
Seager, T.
Seagord, E.
Selzer, R.
Selzer, S.
Serrano, A.
Shappo, M.
Sharp, W.
Shaw, L.
Shelley, S.
Shopatt, H.

Sigler, M.
Sigley, R.
Silva, M.
Sims, E.
Skala, T.
Smith, B.
Smith, J.
Smith, L.
Smith, R.
Smith, S.
Smith, W.
Snellgrove, L.
Sorenson, W.
Soresi, T.
South, R.
Spady, J.
Speller, J.
Spencer, G.
Stalgy, R.
Stankiewicz, A.
Stearns, B.
Steinberg, J.
Stephens, C.
Stevens, W.
Stockman, B.
Stover, M.
Stravers, L.
Sulentic, S.
Surrick, R.
Swain, C.
Swanson, R.
Sweeney, J.
Szupp, B.
Tanner, C.
Tanner, R.
Taylor, F.
Terpe, K.
Terry, D.
Thaxton, A.
Thayer, D., Jr.
Theiss, R.
Thomas, F.
Thomas, J.
Thomas, T.
Thorbjorsen, S.
Tiley, J.
Tillman, W.
Todd, R.
Trotman, R.
Troy, S.
Turner, B.
Ulrich, H.
Usciato, J.
Vahey, R.
Van Horn, D.
Vanvoorhees, C.
Velandra, D.
Velasquez, W.
Velez, R.
Vukmir, G.
Walker, T.

Wallace, R.
Wallace, S.
Ward, M.
Weaver, A.
Webb, J.
Weidie, J.
Whererlunce, C.
Whitmer, A.
Whitsitt, M.
Wierschem, D.
Wilhelmsen, B.
Williams, A.
Williams, L.
Williams, R.
Wilson, B.
Wilson, C.

Wingfield, P.
Wipmer, R.
Wolf, P.
Wood, C.
Worley, M.
Wright, A.
Wright, F.
Wright, N.
Wydra, R.
Yarmola, J.
Yates, J.
Yelland, B.
Young, E.
Zai, C.
Zeloy, J.
Zimmerman, J.

\$600 Honor Roll

Pomerlane, R.

\$500 Honor Roll

Antich, J.

\$400 Honor Roll

Lilledahl, H.

\$300 Honor Roll

Andersen, R.
Chartier, W.
Curtis, T.
Forshee, R.
Hall, P.
Harcrow, C.
Larkin, J.
Nasser, A.

\$200 Honor Roll

Ahmed, F.
Bernstein, A.
Brand, H.
Cookmans, R.
Crocco, G.
Drozak, F.
Dryden, J.
Ellis, P.
Firth, R.
Gilbo, T.
Grima, V.
Hagerty, C.
Kerngood, M.
Kingsley, J.
Lombardo, J.
McCullough, L.
Pow, J.
Reck, L.
Redgate, J.
Somerville, G.
Turner, E.
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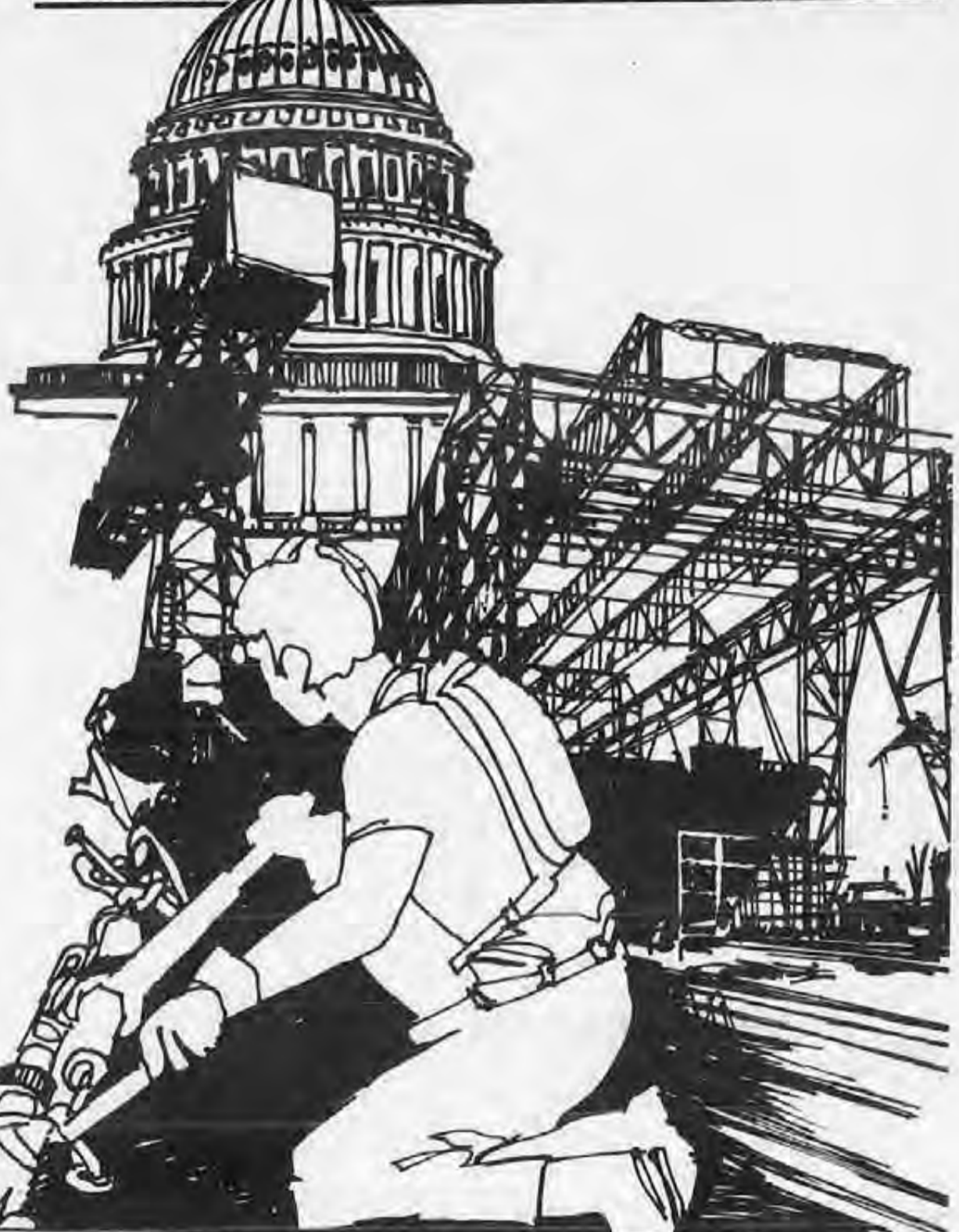
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SIU members can sign a form like the one printed below authorizing the Seafarers Vacation Plan to deduct 30 cents a day from their vacation benefits.

The 30 cents check-off will be channeled into the Union's separate political fund where it will be used, like any other voluntary SPAD contribution, to finance the Union's work on behalf of the membership in Washington.

Letting Congress know now and throughout the year that the SIU is determined to fight for the survival of the maritime industry and the security of its membership is critically important. And if every SIU member opts to donate that 30 cents a day to SPAD, the strength we have to keep fighting for those goals could double.

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TO:

DATE _____

Seafarers Vacation Plan
275 20th Street
Brooklyn, N.Y. 11215

Effective from this date, I hereby assign, direct and authorize you to deduct from payments required to be made by you to me for vacation benefits and at the time of such payments, a sum equal to thirty cents per day for which I am entitled to vacation benefit payments and to pay and transfer such amounts to SPAD, 675 Fourth Avenue, Brooklyn, N.Y. 11232. This authorization shall remain in full force and effect unless written notice by certified mail is given by me to you of revocation of this authorization, in which event the revocation shall be effective as of the date you receive it and applicable only to vacation benefits both earned and payable to me thereafter.

I acknowledge advice and understand that SPAD is a separate segregated fund established and administered by my union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions and I have the right to refuse to make any contributions, including this authorization without fear of reprisal. I may contribute directly to SPAD such amount as I may voluntarily determine in lieu of signing this authorization and that the specified amount herein provided is to minimize administrative responsibilities and costs consistent with the facilitation for the making of voluntary contributions. And this authorization for contributions, constitutes my voluntary act. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

This authorization has been executed in triplicate, the original for you, copy to SPAD and copy to me.

Member's name (Print) _____

Member's Signature _____

Social Security Number _____

Members Home Address _____

City _____

State _____

Zip _____

Book Number _____

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