

# LOG

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## Battle Gets Hotter Over Cargo Preference

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## New SIU-Contracted Boat Sewell's Point



**First  
Living Sober  
Reunion  
Held**

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## Overseas New York Will Soon Join Union-Crewed Fleet



# Tug Geary Pushes First Part of World's Largest Oil Rig

Six SIU members recently took part in an exciting and historic event on the inland waterways. On July 19 the SIU-contracted towboat *John D. Geary* began pushing the first section of the world's largest oil rig through a Louisiana bayou toward its destination in the Gulf of Mexico.

The crew of the *Geary*, operated by Orgulf Transport Co. of Cincinnati, Ohio included the following SIU members: Dorothy Cripps, cook; Ike O'Donoghue, mate; Frank Smith, watchman, and Deckhands Joe Bishop, Hollice Davidson and Robert Mehlbauer.

The oil rig, built by McDermott Fabricators of Morgan City, La. for the Shell Oil Co., measures 175 ft. high, 380 ft. wide, and 400 ft. long. The rig weighed only 14,000 tons, quite a bit lighter than the 40,000-ton barge tows that the *Geary* is accustomed to pushing. But the size and shape of the rig made its transport particularly tricky.

On the first part of the journey the *Geary* had to navigate through a narrow, winding, shallow waterway called Bayou Chene, La. Periodically the barge on which the rig rested touched bottom or its cargo overlapped the banks. But the 6,600 hp. *Geary* was able to push through. Since the maze of piping severely hampered the pilots' vision, a man stationed at the head of the barge radioed directions to the pilot-house of the *Geary*.



As one crewmember reported, the view from the deck of the boat was most unusual. "It was unreal. I've never seen anything like it. Sometimes you could hear trees along the bank being ripped up."

The going was a little easier once the *Geary* reached the open channel of the Atchafalaya River and Atchafalaya Bay. On the second day, the boat reached its destination—a seabuoy about 11 miles out in the Gulf of Mex-



Here's a rear view of the M/V *John D. Geary* (Orgulf) pushing the first section of the world's biggest offshore oil rig. The rig towers over the trees of Bayou Chene, La. on its way to the Gulf.

ico. The barge was then turned over to sea-going tugs which took the rig to its drilling site.

The duties of the *Geary's* crew were a little different from usual on this trip. The deck crew hooked the boat up to the barge which carried the rig. After that they turned to other duties, such as helping install splashboards in the doorways to make the river boat seaworthy for its trip into the Gulf. They also helped out in the galley and served as hosts to the extra people who were around for this special trip.

The *Geary's* cook, Dorothy Cripps, deserves special mention for the hard work and long hours she put in. At one meal she served over 100 extra people, including a large crew of men who were stationed on the rig and assorted company and Government officials. Sister Cripps reports that 7 pies, 4 gallons of strawberries, 13 loaves of bread, 75 hot rolls and 60 pounds of roast were consumed for dinner one day.

Boatwoman Cripps summed up the entire crew's attitude quite well: "It was the hardest I've ever worked, and the most thrilling experience I've ever had. I considered it an honor."

The *Geary's* crew is already hoping that they will be chosen next year to take out another section of the huge rig, which will eventually be 1,265 ft. tall. As successful as this year's operation was, their dream just may become a reality.



Paul Hall

## The PRESIDENT'S Report

### The Log Is Your Publication

Pick up any daily newspaper and thumb through it. You'll find everything from the local crime statistics to the college grid scores. But there's one thing you won't see a whole lot about, and that's maritime—the industry we live by.

Papers do, of course, carry news about the maritime industry. Some more than others. But these articles are often missing important facts. And all too often they are written from our opponent's viewpoint, for example, some of the current articles on cargo preference legislation.

As little as daily newspapers have about maritime, television and radio have less.

My point is this. The U.S. maritime industry is an extremely complex one, faced with many complex problems. And we as maritime people must have a clear and accurate picture of what's going on in the industry if we are to cope with and solve these problems.

That's where our newspaper, the *Log*, comes in. The *Log*, itself, is probably the most comprehensive maritime newspaper in the country. And the important thing is that the *Log* is written and published specifically for the SIU membership.

Each month, the *Log* reports on virtually every issue involving the U.S. maritime industry and its workers that has transpired over the previous month. This ranges from legislation to ship and boat launchings.

However, the *Log* goes one very important step further than simply reporting the facts about these issues. The *Log* interprets the facts, and then outlines in detail how a particular issue will affect the job and job security of SIU members.

Another very important job the *Log* performs is reporting on the news within the Union itself. The *Log* carries detailed information on the Lunde-

berg School, the Welfare and Pension Plans, new contracts, shipping reports, digests of ships' meetings and many other special features.

Overall, I think the *Log* does a good job of reporting on the things that affect all our lives. I'm not the only one that thinks so, either. For three years running now, the International Labor Press Association has named the *Log* one of the best labor publications in the nation. (See story on page 10.) This is an important distinction, and the editors of the *Log* are proud of it.

Another thing I believe that should be mentioned about the *Log* is the amount of work and planning that goes into its publication.

Once each month, I and several other SIU officials from various segments of the Union meet with the *Log's* editors. The purpose of these meetings, of course, is to continually make the *Log* a better publication.

We discuss the previous issue in detail. Special emphasis is placed on how a certain article has either succeeded or fallen short of telling the complete story.

We also discuss the upcoming issue thoroughly. We talk about the articles that will appear. But most importantly, we talk about how these articles can be presented and illustrated to tell the story just like it is—plain and simple. Nothing slick or fancy.

There is one other aspect that I believe adds something special to the *Log*. That is the input to the paper by SIU members themselves.

The *Log* regularly receives photos, human interest items, and other stories from the membership. This provides the *Log* with a nice balance. But most important, it proves that the SIU membership, which is the bulk of the *Log's* readership, wants to have a good newspaper. SIU members who do contribute to the *Log* should be congratulated.

From the front page to the back page, I believe that the *Log* is a lot more to the SIU membership than just a newspaper.

First of all, it is the only real means Union Headquarters has to effectively communicate with a membership that is spread throughout the nation, and for that matter, throughout the world.

The *Log* is also an important educational tool for us. It can and should be used at Union meetings on ships and tugs to spur discussions about the issues that profoundly affect our lives.

One other point. The *Log* provides us with a chronological history of the SIU. Right now, you can look at back issues of the *Log* and see how the SIU has progressed and evolved. You can also look at the present issue of the *Log* and see where we stand today, as well as what the future has in store for us and our industry.

The *Log* is a good publication. It's your publication. My only advice is, read it and use it to its fullest extent.



# Oil Bigs All Out to Stop Cargo Preference

The U.S. oil companies have launched an all out lobbying effort to stop Congressional passage of 9.5 percent oil cargo preference for American-flag ships.

The oil companies are supplementing their efforts in Congress with a heavy nationwide ad campaign in scores of daily newspapers.

Not surprisingly, the newspapers accepting oil company ads have almost all come out strongly against



the cargo preference bill in conspicuously similar editorials.

The oil companies are fighting hard against the 9.5 percent bill because they stand to lose profits if the bill is passed. The oil people own and operate huge fleets of flag-of-convenience tankers. These ships carry the majority of America's oil imports. At the same time, these ships avoid

American taxes, U.S. environmental standards, and of course, the use of American labor in operating the vessels.

## House Vote Due

The cargo bill, itself, would require that 9.5 percent of all U.S. oil imports be carried in U.S. ships by 1982. American ships would immediately be guaranteed a 4.5 percent share of all oil imports. This share would increase one percent a year for five years until the 9.5 percent mark is reached. U.S. ships now carry only 3.5 percent of the country's oil imports.

**The bill has the support of the Carter Administration. The AFL-CIO has pledged its all out support for the bill. In addition, a coalition of maritime labor (including the SIU), U.S. shipping companies, and U.S. shipbuilders is campaigning for the bill's enactment. This coalition has formed an action committee known simply as the U.S. Maritime Committee.**

The 9.5 percent bill is expected to come up for a vote on the House floor in early October. Over a month ago, the bill was voted favorably out

of committee by a bipartisan margin of 31 to 4.

This impressive vote indicates there is strong support for the bill in the House, and it will probably pass.

However, the Senate may be a different story. Ranking Republicans have set up opposition to the measure along party lines. They hope to bring conservative Democrats into their camp to defeat the bill.

One way or the other, the bill will probably not come up for a vote in the Senate this year. The Senate has scheduled additional hearings for the bill, delaying a floor vote. In addition, Senate Majority Leader Robert Byrd has indicated that the Senate would not consider the bill until next year.

There was even a late move in the House to send the bill back to committee for additional hearings. But the House Rules Committee voted 10-3 to send the bill to the House floor for action.

## Maritime Campaigning, Too

To offset the oil companies' massive lobbying effort against the bill, the U.S. Maritime Committee is waging its own fight for the bill's passage.

*Continued on Page 29*

## Schulman Is Elected Bar Assn. Unit Head

Howard Schulman, SIU general counsel, has been elected chairman of the American Bar Association's Labor Relations Law Section for the 1977-78 term.

Schulman will be in charge of directing the affairs of the 10,000-member Section. This Section consists of labor and management lawyers and academics throughout the United States specializing in the field of labor law. Numbered among its members are the foremost authorities in the field.

Schulman was elected by the Section membership at the American Bar Association's Chicago Convention held in August.

SIU General Counsel Schulman is senior partner in the New York law firm of Schulman, Abarbanel & Schlesinger. He also serves as a commissioner of the Port Authority of New York and New Jersey. He was appointed to this post by New York Gov. Hugh Carey and confirmed by the New York State Senate earlier this year.

# SIU Reps Speak at MARAD Firefighting Hearings

Beginning with tankermen and seafarers aboard LNG equipment, seamen and boatmen with ratings will be required to have firefighting training in the future. To prepare for the increased number of people who will be taking the Maritime Administration's practical

firefighting course, MARAD is planning to build training facilities in the Great Lakes and New Orleans areas.

During the past month, hearings were held by MARAD on the proposed sites for the firefighting schools. SIU representatives at the hearings expressed sup-

port for the new facilities. However, the Union believes that the Maritime Administration's main concern should be making the MARAD facility in Earle, N.J. a model firefighting school.

As Lindsay Williams, SIU Gulf Coast vice president put it at the New Orleans meeting Sept. 9: "We feel that since many of our members will receive some training through the Lundberg School, the firefighting they attend should be the finest that can be found in any part of the country."

All SIU trainees and upgraders get classroom work in firefighting at the Lundberg School in Pincey Point, Md., and then go to Earle for the practical part. This averages out to over 600 Seafarers and Boatmen each year.

Brother Williams also asked MARAD to build the Gulf area firefighting facility close to New Orleans. That way, he said, members from the inland waterways or deep sea vessels could take the course while waiting for a job at the Union hall. High transportation expenses might prevent SIU members from attending the firefighting

school if it were too far from New Orleans.

## Great Lakes Meeting

Jack Bluit, SIU Detroit port agent, attended the meeting in Toledo, Ohio on Aug. 30 and expressed support for the Toledo site that was chosen.

He reported to the Log that the Maritime Administration has set a goal for opening the Toledo facility in May 1978. He also noted that MARAD representatives agreed that improving the facilities in New Jersey should get top priority.

Representatives of other maritime unions, port officials, and the shipping industry also attended the hearings.

For many years the SIU has been active in promoting and encouraging firefighting training to improve safety on board its contracted vessels. Together with other maritime training schools, the SIU helped to work out the course of study for the MARAD firefighting school. This was done through the Maritime Training Advisory Board.

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## In Emergency Notify USPHS by Telegram

**Any Seafarer or Boatman who is taken to a hospital other than a USPHS facility for emergency treatment, must notify the nearest USPHS hospital of his situation within 48 hours, and it is suggested that the notification be made by telegram.**

In the past, many of our members have made it a practice to notify USPHS by phone. Unfortunately, when it comes time to pay the bill, there have been cases

when USPHS has refused to pick up the tab claiming they have no record of the telephone call. However, by using telegrams you will have permanent proof that you actually notified USPHS within the prescribed period and at the same time you will eliminate any confusion dealing with phone calls.

If you have no recourse, though, but to use the phone, you should make it a point to get the name, title and department of the person who handled your call.



# SIU Ships Take Active Role in Alaska Oil Run

Beer was flowing in the bars of Valdez, Alaska. Sirens wailed, and firecrackers were lit like the fourth of July. All this because the river of "black gold" finally poured out of the Alaska oil pipeline on July 29.

Some SIU-contracted tankers were already in the area waiting for their cargo. Others were heading up for the Gulf of Alaska.

Approximately 25 SIU vessels will be used in the Alaska trade, to bring oil to the Continental United States.

But surprisingly, the first SIU-contracted ship to get oil was the *S.S. Galveston* (Sea-Land)—a containership. The first 30 gallons of oil to arrive in Valdez were poured into a souvenir drum which was transported over-the-road to Sea-Land's port terminal in Anchorage, Alaska. There the *Galveston* picked it up for delivery to Seattle.

SIU-contracted tankers have many

destinations after they leave Valdez. For example, the *Overseas Alaska* (Maritime Overseas) discharged her first cargo in Nikiski, Alaska. The

*Overseas Alice* took oil to San Francisco. The *Overseas Chicago* unloaded oil in Los Angeles and the *Overseas Natalie* in the Panama Canal. Other

Maritime Overseas ships on the Alaska run include the *Overseas Ohio* and *Overseas Joyce*.

Oil that is slated for delivery to the East and Gulf Coast sometimes switches ships several times. For example, the SIU-contracted supertanker *SS New York* (Interocean Management) left Valdez with oil on Aug. 13. By the end of August she arrived at the Parita Gulf, 65 miles west of the Panama Canal.

Too large to pass through the Canal, the *New York* transferred her shipment to a large tanker which is serving as a temporary storage depot. Some of that oil was then transferred to a tanker small enough to go through the locks and on to the Gulf Coast.

The SIU-contracted *Overseas Valdez* was the first ship to bring Alaska oil to the East Coast. She will be on the Panama-East Coast/Gulf Coast run.



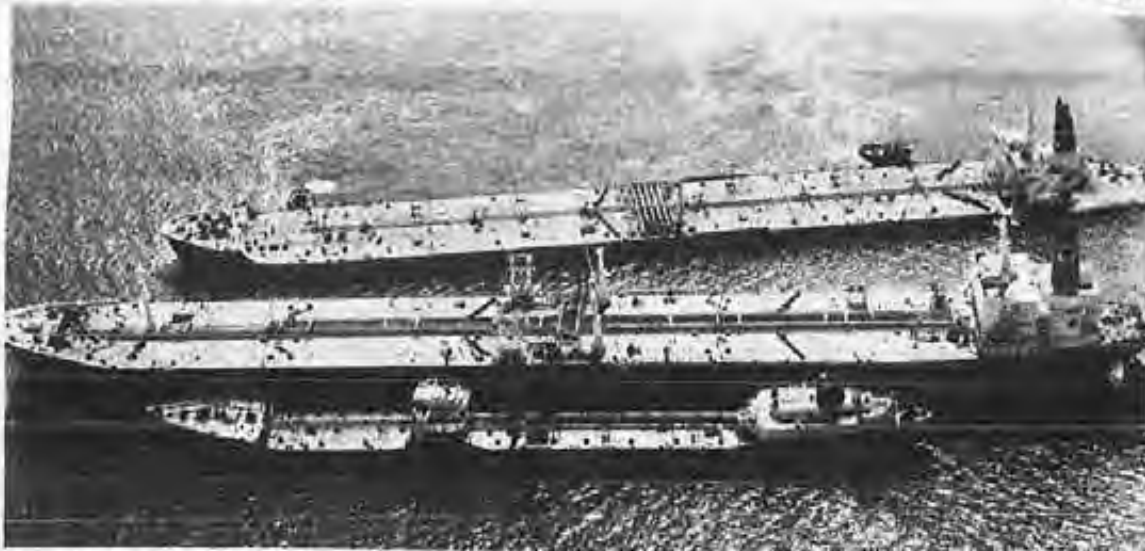
Arriving with the first load of Alaskan crude to reach the East Coast, the *Overseas Valdez* (Maritime Overseas) docked in Marcus Hook, Pa. on Sept. 18. The SIU-contracted tanker picked up her cargo on the western side of the Panama Canal in August.



The SIU-contracted supertanker *SS New York* (Interocean Management) was the first to arrive with Alaskan oil in the Gulf of Parita, 65 miles from the Panama Canal. (This photo was taken by SIU Brother John Aversa.)



The first "barrel" of crude off the Alaska pipeline arrived at Sea-Land's container terminal in Seattle, Wash. aboard the SIU-contracted *SS Galveston*. The petroleum will be divided into souvenir memorial samples.



Just down from Valdez, Alaska, the SIU-contracted *SS New York* (top of photo) pumped about 1.8 million barrels of crude oil into the storage tanker *MV British Resolution* (center). Part was reloaded into the smaller *Washington Trader* (bottom) to go through the Panama Canal. The transfer occurred in the Gulf of Parita 65 miles from the Panama Canal, Aug. 28.



The *Overseas Alice* (Maritime Overseas) is one of the SIU-contracted ships bringing Alaskan crude oil to the U.S. mainland.

## A MESSAGE FROM YOUR UNION



**BE ADVISED!!!!**  
**IF YOU GET**  
**BUSTED**  
**FOR TAKING**  
**--OR--**  
**POSSESSING**  
**DRUGS YOU**  
**CAN KISS YOUR**  
**SEAMAN'S**  
**PAPERS**  
**GOOD-BYE**



# Coast Guard's Record of Non-Cooperation Intact

The U.S. Coast Guard is keeping its record intact of not cooperating with maritime labor on issues of manning and shipboard safety.

In fact, the Coast Guard's latest action concerning blue ticket AB's appears to be in retaliation to the SIU's recent criticisms of the Coast Guard's failures on safety matters.

Consider the following sequence of events:

- Early last Spring, it became apparent that there was a shortage of green ticket able-seamen (AB unlimited any waters). The Coast Guard took the proper action. They agreed to allow blue ticket able-seamen (AB 12 months any waters) to fill a maximum of 50 percent of a vessel's AB requirements. This instead of a maximum of 25 percent. The SIU supported this action.

- On June 23, 1977, SIU Executive Vice President Frank Drozak testified before the House Merchant Marine Subcommittee on Coast Guard. Drozak heavily criticized the Coast Guard's ac-

tions in setting low manning scales on new U.S.-flag ships. He said the low manning scales "have caused excessive overtime and severe health and safety risks for merchant marine crews."

- On July 14, SIU Detroit Port Agent Jack Bluit testified before the same House subcommittee. He criticized the Coast Guard for cutting manning scales and eliminating deck watches on new Great Lakes vessels. Bluit said the cuts were causing excessive overtime. And, he said it has brought about labor jurisdictional disputes between officers and unlicensed crewmembers.

- On Sept. 7, 1977, the Coast Guard reversed its SIU-supported position on the blue ticket AB situation.

As a result of the Coast Guard's action, maritime unions will have trouble supplying a full complement of green ticket AB's on some ships. Consequently, some ships will sail short, creating an unnecessary burden on the rest of the crew.

SIU Executive Vice President Drozak, in a letter to Rear Adm. W. M. Benkert, chief of the Office of Merchant Marine Safety, has asked the Coast Guard to reconsider its position on blue ticket AB's.

Drozak pointed out that the shortages of green ticket AB's was "due in large measure to the depressed state of the U.S.-flag merchant marine. Many vessels in the U.S. fleet have been laid-up for lack of available cargo, and this in turn caused many green ticket able-seamen to retire."

He added, "equally significant, the lack of sufficient merchant vessel activity prevented the large complement of blue ticket able seamen from gaining the requisite seetime so as to qualify for upgrading."

Drozak said, however, that this situation is changing. He said that "with the advent of the trans-Alaska pipeline and the carriage of oil under the Strategic Petroleum Reserve, many previously laid-up American vessels now have

work. Consequently, there is now the opportunity for blue ticket able seamen to go to sea and to fulfill the statutory requirements for endorsements as able-seamen, unlimited, any waters."

## Biting Their Nose

There appears no good reason why the Coast Guard reversed its decision on the AB issue.

The rule itself, limiting blue ticket AB's to 25 percent of the deck complement, is outdated. Merchant marine training facilities today, such as the Lundeberg School, are turning out highly qualified blue ticket AB's. It is the position of the SIU that nothing in the interest of job efficiency would be lost if half the AB's on a vessel were blue ticket holders.

However, if the Coast Guard remains stubborn over the issue, it could create serious shipboard safety hazards because ships will sail short.

Right now, though, it appears the Coast Guard is biting off its nose to spite its face.

# Carter OKs Canada—Not Alaska—Gas Pipeline

A trans-Canadian pipeline route to carry natural gas from Alaska to U.S. markets won President Carter's approval this month. The Canadian project was accepted over an all-American proposal that would have carried the gas through a combination Alaskan pipeline and LNG tanker system.

The SIU had strongly supported the all-American plan because it would have relied totally on American labor. That project had been proposed by the El Paso Alaska Gas Co. The El Paso project promised thousands of jobs, not only for maritime workers, but for an enormous range of Americans involved in its construction and operation.

The \$10 billion, 2,700 mile Canadian pipeline is expected to be finished by 1981. Pending final Congressional approval, the pipeline will be built by

a group of three companies. Two of the companies are Canadian and one is American.

President Carter called the pipeline the "largest project in the history of the world". He said he chose it because it has economic and environmental advantages over its competing proposals. A second Canadian project was also under consideration along with El Paso's.

El Paso had contested, however, that its proposed pipeline would be cheaper to build and would provide quicker delivery of gas than the Canadian plans. El Paso's shorter route would have paralleled the 800-mile Alaskan Oil Pipeline. It could have saved time and money by being built in an area where major construction had already taken place.

Secretary of Energy James R. Schlesinger has estimated that cost overruns might raise the price of the approved Canadian pipeline to \$13 or \$14 billion. It will go from Prudhoe Bay fields in Alaska, southward along the Alaska Highway, then through Canada's southern Yukon and Alberta Provinces.

A spur may be added later to take gas from the Mackenzie River Delta and the Beaufort Sea in Arctic Canada. This will be done if this northern Canadian reserve is considered rich enough to justify the expense.

Meanwhile, the proposed southern part of the line will supply the American Middle West from the Prudhoe Bay fields. A western leg of the Canadian pipeline is also being considered to bring the gas down to the U.S. West Coast.

The El Paso Pipeline would have brought the Alaskan gas down from Prudhoe Bay to a liquefaction plant near Valdez, Alaska. From there it would have been transported by LNG tankers to the U.S. West Coast.

A regasification plant in California and use of existing gas pipelines eastward to other U.S. markets were also discussed in conjunction with the El Paso plan.

President Carter and Canadian Prime Minister Pierre Trudeau announced their agreement on the Canadian route on Sept. 20, ending months of deliberation. A formal agreement between the two countries was signed on Sept. 20. The U.S. Congress will consider the project later this month. However, no major Congressional opposition to it is expected.

# SIU Acts to Block Foreign Flags on Alaska Oil Run

The Liberian-flag tanker *Hercules* pulled into the port of Valdez, Alaska and took on a load of Alaskan North Slope crude early in September.

The vessel then headed for Cape Horn. She is due to deliver the oil to the Amerada Hess refinery in the Virgin Islands in mid-October. After the oil is refined, it will be delivered by foreign-flag ship to the mainland U.S.

The SIUNA believes this is a violation of the "U.S. flag only" rule for domestic shipping and the Alaskan trade. Along with the American Maritime Association and the Shipbuilders Council of America, the SIUNA has joined a lawsuit asking the Federal

courts to block further use of foreign-flag ships on the Alaska run.

Under the law, the Federal courts can order the U.S. Treasury Department and Customs Bureau to enforce the Jones Act. The Jones Act states that U.S. bottoms must carry cargo between two U.S. ports. (See story on Page 13.) However, there is a loophole in the Jones Act that excludes the U.S. Virgin Islands.

According to the SIUNA, the Shipbuilders Council and the American Maritime Association, the *Hercules'* stopover at the Virgin Islands does not change the basic nature of the voyage. It is still a coastwise voyage from Alaska

to the East Coast—which comes under the Jones Act.

Furthermore, the law authorizing the construction of the Alaskan pipeline was passed in part to boost American shipyards and the American-flag tanker fleet. Using the Liberian-flag, *Hercules* violates both these acts and opens the door to knocking U.S. tankers out of the Alaskan trade. The lawsuit begins in Washington, D.C. Oct. 3.

Back in August, the SIUNA heard that a foreign-flag tanker was going to be used in the Alaskan trade. At that time, SIUNA Vice President Frank Drozak wrote to the U.S. secretary of the treasury asking that the Union be

informed of any applications made to use foreign ships to carry Alaskan crude (see August Log).

Instead of answering, the Treasury Department simply sent a note saying the letter was received.

In a related development, the Treasury Department is proposing new regulations which would clearly spell out when foreign ships could be used in the domestic trades. Up until the present, this was decided on a case-by-case basis making enforcement of the Jones Act haphazard. SIU lawyers are studying the proposals and plan to comment when hearings on the new regulations are held.

# Unions, Builders Push for U.S.-Made Gear in Offshore Drilling

Nine international unions and seven construction companies will put their combined muscle behind a "Build American" Program in upcoming legislation on offshore oil and gas drilling.

The unions, which include the SIUNA, and the companies formed a legislative committee at a meeting late last month in Washington, D.C. The committee will push for a "Build American" amendment to the Outer Continental Shelf Lands Act (H.R. 1614).

The amendment to this pending bill would require that all equipment used in the offshore drilling industry in American waters be made in the U.S.

It would be a major job producer for American workers in this rapidly developing industry.

The unions and the companies have been meeting since last year. They have already signed a contract known as the General Presidents' Offshore Agreement. This agreement insures jobs for building and maritime union workers on oil and gas rigs on the West Coast outer continental shelf.

At meetings last month, plans were made to expand the West Coast contract to include all phases of offshore drilling construction. Plans were also made to secure jobs for union workers in the

East Coast offshore work, which is likely to begin soon in several areas.

SIUNA Vice President Frank Drozak is chairman of the unions' work group. A policy group is headquartered in Washington and East and West Coast offices will soon be set up to coordinate ongoing work for the entire group.

The nine international unions are: International Brotherhood of Electrical Workers; Seafarers International Union of North America; United Brotherhood of Carpenters and Joiners of America; International Union of Operating Engineers; International Brotherhood of

Painters and Allied Trades; United Association of Journeymen and Apprentices of the Plumbing and Pipe Fitting Industry of the U.S. and Canada; International Association of Bridge, Structural and Ornamental Iron Workers; International Brotherhood of Boiler-makers, Iron Shipbuilders, Blacksmiths, Forgers and Helpers, and the International Association of Heat and Frost Insulators and Asbestos Workers.

The companies are: Donovan Construction; Kaiser Steel; J. Ray McDermott; Hudson Engineering; Tokola Offshore; Comstock, and Offshore Welding and Fabrication.





### Great Lakes

The SIU-contracted Luedtke Engineering Company has begun work on a harbor deepening project in Arcadia, Mich. This is the first in a package of five small projects awarded to the company by the Army Corps of Engineers.

It is part of the Army Corps' "testing the market program" which was begun to gauge the effect of granting more Federal dredging projects to private industry. The development is the subject of a bill now before the House of Representatives and has strong support from the SIU.

\* \* \* \* \*

The continuing U.S. Steelworkers strike at 12 iron ore mining and processing plants in Minnesota and Northern Michigan is affecting tugboats in the Great Lakes area. The strike, the first major walkout in the steel industry in 18 years, has laid up about 40 ore-carrying steamships. As a result, many shipdocking tugs are also idle.

### Paducah, Ky.

Shipping has picked up in this coal transportation port with the recent settlement of the coal miners' strike in Kentucky and West Virginia.

### Houston

Five SIU Boatmen here have just crewed the new 3,000 hp. tug *Juno*. She is a brand new addition to the fleet of G & H Towing out of Todd Shipyards. She will do harbor work between Houston and Galveston.

### Jacksonville

The new deep sea tug *Explorer* of SIU-contracted Caribe Tugboat just arrived in this port. She will join five other boats in Caribe's Miami-Jacksonville-Puerto Rico run.

### Puerto Rico

Caribe's expanding operation may take effect in a big way here. Nothing is definite yet, but Caribe is talking about a new freight run, possibly involving four boats, from this island to Central and South America.



The newest SIU member with Crescent Towing is 18-year old deckhand Joe Hughes. Brother Hughes is shown here on the *Shannon Smith* in his first week on the job last month.



A recent trip to SIU-contracted Crescent Towing in New Orleans provided a chance to meet Monroe Jackson, shown here in the engine room on the tug *Shannon Smith*. Brother Jackson, an oiler, has been with Crescent since 1945 and holds more seniority than anyone else in the entire company.

## August Jobless Rate Up to 7.1%; Blacks' Matches Postwar's 14.5%

WASHINGTON, D.C. — The U.S. jobless rate for August rose to 7.1 percent from July's 6.9 percent. This puts the nation's unemployed at 6.9 million persons.

Bearing the lion's share of the high unemployment rate were black workers. Their jobless rate of 14.5 percent is up from July's 13.2 percent. It matches a post-World War II high. This high was also reached in Sept. 1975.

Also bearing the brunt of unemployment are the 100,000 black youths—aged 16 to 21—whose jobless rate last month hit a record summertime high of 34.8 percent. White youths' jobless rate in August was 12.6 percent.

Overall, 15.1 million U.S. youths were jobless this July.

Hearing about the jump in unemployment figures, AFL-CIO President George Meany observed that they

lacked any bright spots. He repeated his proposal for a new program of direct job creation by the Federal Government.

Meany warned that "the situation will not improve until America really begins to face up to the fact that there must be a full scale Government program to achieve full employment. And that drive still has not started."

Meany further declared that the country's stagnant jobless rate does not show the real story of unemployment in America.

"When those too discouraged to look for jobs are counted and when the 3.1 million who are forced to work parttime because fulltime jobs are not available are factored in, the true unemployment rate is 9.8 percent!"

He noted that the economy is "quite sluggish and nothing is being done to give it a boost."

A bright spot in the unemployment

picture was that seven U.S. cities had their jobless rate drop below 6 percent. They are Stamford, Conn.; Michigan's Grand Rapids, Kalamazoo, Portage and Saginaw; Lorain-Elyria, Ohio, and Racine, Wis.

In August, 86 U.S. cities were on the list of cities whose jobless rate was above 6 percent.

### Photos for Log

The crew of the SIU-contracted *USNS Columbia* (Mount Shipping) suggested that we print a notice about whether or not the *Log* can use color photos.

Black and white photos, especially if they are sharp and focused well, are much preferred. They reproduce better than color photos in the news-

paper. However, we can use color shots if they are very clear and sharp.

Any deep sea, Lakes Seafarer and any SIU Boatman who wishes to send in photos, can address them to:

Editor, *Log*  
675 Fourth Ave.  
Brooklyn, N.Y. 11232

## Jacksonville's Agent 'Red' Morris Retires

SIU Jacksonville Port Agent William J. "Red" Morris, 57, has retired from the Union after 38 years.

Brother Morris joined the SIU in 1939 in the port of Jacksonville sailing as a bosun. He also sailed from the port of Mobile. In 1947, he first sailed from that port for the Moran Towing and Transportation Co.

Seafarer Morris was Mobile joint patrolman from 1969 to 1975. Altogether, he worked 13 years there.

During World War II, Brother Morris made a trip of five months on the *Murmansk* run in 1942. He also rode a run to England in the War and was on a convoy that was sunk on its way to Casablanca, Morocco.

Brother Morris says he was on the picketline in all the major SIU beefs. He added that he helped to organize Cities Service, Isthmian Steamship Co. and the Atlantic Steamship Co.

In September 1944, Morris worked at SIU Headquarters. The next year he was working for the Union in Jacksonville with a few months spent back at Headquarters.

Later on he had Union assignments in the ports of Norfolk, Va.; Charleston, S.C. and Savannah, Ga.

Born in Florida, Morris is a resident of Jacksonville with his wife, Yvonne. He intends to catch up on his fishing during his retirement.

Brother Leo Bonser is replacing Seafarer Morris as Jacksonville port agent.



William "Red" Morris

## Sewell's Point Is New SIU-Contracted Tugboat

The *Sewell's Point*, a 2,360 hp. tugboat, is the newest addition to the SIU-contracted fleet of Curtis Bay Towing in Philadelphia, Pa.

She came out of Jakobson's Shipyard in Oyster Bay, N.Y. and entered service in May. She carries a crew of six SIU Boatmen who enjoy air conditioned crew quarters and galley.

Her vital statistics are: length: 99 ft., 10 in.; breadth: 29 ft.; draft: 14 ft.; gross tons: 237. She is classified A-1-Ocean Towing, but will do mostly harbor work in the Philadelphia area.

The *Sewell's Point* brings Curtis Bay's total Philadelphia fleet up to eight boats. The company also has offices in Baltimore, Md. and Norfolk, Va.





# Headquarters Notes

by SIU Executive Vice President  
Frank Drozak

Too many people often confuse the leadership of a union for the union itself. There is no doubt that strong leadership makes for a strong union. But no group of officials, no matter how well-organized or hardworking, can do that job alone.

The real definition of a strong union is the membership itself, working hand-in-hand with its leadership to insure the full rights of every member.

This is no easy task, especially for a union like the SIU. About 80 per cent of our membership is always at sea. Yet we still believe that the Union is where the membership is.

The great majority of our membership, constantly moving and physically cut off from one another, is nevertheless the guts of the SIU.

The SIU, like all democratic trade unions, works from the membership up. For the past two issues of the *Log*, I have devoted my column to where this important process largely begins for us—in the Ship's Committee. In the July issue, I discussed the importance of the Ship's Chairman. In August I outlined the responsibilities of the secretary-reporter and educational director on board each ship.

This month I want to focus on the remaining Ship's Committee members. They are the Ship's delegates and they can make or break the working of the entire Committee.

Three brothers serve as elected delegates on deep sea vessels, one each from the Deck, Engine and Steward Departments. Their major responsibility is to work together with the Ship's Chairman to enforce the Union contract at sea.

The Ship's Chairman, the Bosun, is the main spokesman for the unlicensed

crew. But he cannot always be in close touch with all brothers in all departments. In fact, minimum vessel manning levels today often mean minimum personal contact among the crew.

The Chairman, therefore, must depend on the delegates to report to him at shipboard meetings or on their own if problems develop in their departments. They can prevent a ship from sailing short by quickly notifying the Chairman of missing crewmembers. And throughout the voyage, they are on the job in all departments to see firsthand if the rights of any member are not carried out.

The delegate's job is even more important in the inland division. Only one delegate is necessary to represent the small crews on tugboats and towing vessels. But he must exercise the duties of the entire Ship's Committee himself.

The inland delegate presides at Union meetings aboard his boat. He distributes educational material to keep the crew up-to-date on current maritime and Union issues. And, of course, he communicates the needs of the crew to Union Headquarters.

Because inland crews are small, many Boatmen underestimate the importance of the delegate. They may feel that formal Union meetings are not necessary since the handful of members onboard can talk to each other easily and express their needs when an SIU patrolman services the boat.

But the basic democratic structure of our Union should not be taken lightly. Your right to speak out at Union meetings at sea or on the rivers when you can't attend regular membership meetings in port and to have a brother speak for you to Headquarters is guaranteed by the delegate's role.

Don't ignore or dismiss his job. If you do, you are selling your own rights short.

I strongly urge you not only to respect and cooperate with the delegate on your ship or boat, but to run for that position yourself. It is an opportunity to learn more about your Union and to make it a stronger organization for all of your SIU brothers.

Without delegates, the Union cannot function at the most crucial part of its structure—its rank and file. Delegates open up the vital line of communication between the membership and the Union leadership. They insure your contractual rights on the job and convey your needs to the Union officials on the beach so that they can represent you in Washington or at that next contract negotiation.

You have both a right and an obligation to take an active part in the affairs of the SIU. Exercise it through your Union delegate.

## 21 Seafarers Preparing for Future Thru LNG Program at HLSS

Twenty-one Seafarers are preparing for the future right now at the Lundeberg School. They are participating in the School's four-week long Liquefied Natural Gas (LNG) Upgrading Program.

This course must be taken before a Seafarer can get a job on an SIU-contracted LNG carrier. Since the SIU will have at least seven LNG ships under contract by 1979, there is no better time than right now to plan on taking this important course.

Presently, SIU members are manning the only U.S.-flag LNG ship, the *Aquarius*, in America's merchant fleet. The *Aquarius* has a long-term charter to carry liquefied natural gas from Indonesia to Japan.

There is one more LNG class scheduled to begin at the Lundeberg School this year on Nov. 28, 1977. In addition, there are three LNG classes scheduled for next year. Their starting dates include Feb. 6, May 15 and Aug. 21, 1978.

Each class is limited in size to 25 SIU members. So if you are interested, it is

suggested that you get your applications in as soon as possible. This will insure



The 21 SIU members participating in the Lundeberg School's LNG Program are, kneeling from the left: Pete Zukier, Richard Duncan, Edward Savickas, Wendell Burton, David Long, Vinnie Carrao and Ramon Echevarria. Standing from the left are: Charles Boyle, Guy Debaere, John McLaughlin, Gregory Perez, Tim Doherty, Thomas J. Thomas, Charlie Clausen, Robert Adams, Scottie Byrne, Howard Weber, Pete Dolan, Edward Tinsley, John Reed and Alfred Haskins.

you a seat in the class of your choice.

To be eligible for the course, engine department members must hold a QMED-any rating. Deck and steward department members must simply hold a rating in their departments.

As part of the course, Seafarers will participate in classes dealing with the properties and handling of liquefied natural gas. They will study the LNG ship's automated engine and cargo control rooms, and the vessel's dual fuel systems. Firefighting is also an important part of the LNG Program.

In addition to work at the Lundeberg School, course participants will take a field trip to the LNG Terminal in Cove Point, Md. This will provide a firsthand look at the kinds of shoreside equipment used for unloading LNG ships and storing liquid natural gas.

The entire thrust of the course is aimed at safety. That is, the safe operation of an LNG ship, as well as the safety of the crew.

## Galveston USPHS Hospital May Move to New Home in October

The job of transferring the deteriorating Galveston USPHS Hospital to its new home in Nassau Bay, Tex. may begin early next month.

The move, itself, will take at least six months. So at the earliest, the new USPHS facility will begin full operation in March 1978.

The U.S. Department of Health, Education and Welfare (HEW) actually okayed the move six months ago after giving into pressure from the SIU. But the move has been delayed since then for a couple of reasons.

It was first delayed for four months while the U.S. House of Representatives and Senate worked out differences over an Appropriations Bill for HEW. A House-Senate Conference Committee finally agreed on the bill July 26.

The move might have begun then.

However, all new HEW appropriations are frozen over the hotly debated abortion issue. In brief, this controversy involves whether or not Medicaid funds should cover legal abortions for eligible Medicaid recipients.

### \$185 Million for USPHS

When the abortion issue is settled and HEW's funds are unfrozen, the USPHS system will be allocated \$185 million for fiscal year 1978.

These funds include \$170 million for operation and maintenance, and \$15 million for improvements and modernization.

The move of the Galveston Hospital to Nassau Bay will cost about \$5.4 million. It would have cost the Government nearly \$35 million to refurbish the old Galveston facility.

The new site in Nassau Bay is a virtually brand new facility, the Space Center Memorial Hospital. It is a four-year-old, 130-bed facility.

It has been empty for a year-and-a-half. Even though it is not in use, it is costing the Government approximately \$80,000 per month in mortgage and maintenance payments.

In contrast to the Galveston site, the new Nassau Bay facility is more centrally located to the main patient loads.

This includes the Houston, Beaumont and Port Arthur port areas. It is also more accessible to USPHS beneficiaries working at the Manned Spaceflight Center and Ellington Air Force Base.

Alcoholism is a  
disease.



It can be treated.







# The Lakes Picture

## Detroit

Construction on the new Union Hall in Algonac, Mich. will be finished as of the end of September.

The tug-barge combination *M/V Presque Isle* (Litton Great Lakes) laid up for repairs first in Erie, Pa. on Aug. 1 and then the tug was moved to the dry-docks at St. Ontario, Canada.

As the United Steelworkers Union strike in iron mining and processing plants continues into the second month, more SIU-contracted ore-carriers are laying up. The strike is affecting plants in Minnesota and Northern Michigan. Ships in lay-up since last month's report include: American Steamship's *Joseph Young*, *Consumers Power*, *McKee Sons*, and *John T. Hutchinson*, and Kinsman's *George Gobel*. Several of these ships are getting needed repairs during the slack time.

The 1000-ft. ore and coal carrier *M/V Belle River* (American Steamship) finally got her maiden voyage after a delay for repairs. Her SIU crew is glad to be back on board.

Horace Brown, a trustee of the Maritime Trades Department Port Council for Detroit, was recently elected vice president of the Retail Clerks International Union. Brown is president and chief executive officer of Detroit's Retail Clerks Local 876. He is also a member of the executive board and executive committee of the Michigan AFL-CIO. He has always been extremely

active in MTD Port Council affairs, fighting for the interests of workers in maritime and related industries.

## Buffalo

The Maritime Trades Department held its annual Political Activity Committee Dinner Dance and Cocktail Party Sept. 16. The funds go for political endorsements and to support the new MTD truck. The truck, which was bought last spring, has a stove, table and latrine. It has already proved useful on picket lines, especially in cold weather.

## St. Lawrence Seaway

A recent United States-Canada proposal to raise tolls on the St. Lawrence Seaway, and impose tolls instead of locking charges on the Welland Canal, has aroused a storm of protest from Lakes shipping interests and maritime unions. SIU President Paul Hall sent a letter to the U.S. Secretary of Transportation William T. Coleman Jr. explaining the Union's objections.

An increase in cost of Great Lakes transportation would damage the shipping industry there just as it is beginning to develop and attract deep-sea vessels, Hall explained. "For too long, the nation's Fourth Seacoast has had to fight policies and attitudes which discriminate against the Great Lakes and its ports," President Hall said. "After many years, the Great Lakes have demonstrated that they have the wherewithal necessary to provide this nation with oceangoing service, deep in the country's agricultural and industrial heartland."

"Even slight fluctuations in costs may divert Lakes cargo to other modes and other regions," he continued. Lakes shipping competes with rail and other modes which carry cargo to ports on the East and Gulf Coasts. The increase in cost of shipping through the Welland Canal which connects Lake Erie and Lake Ontario would hurt the domestic Lakes shipping industry.

At present, all SIU-Lakes shipping is domestic. International Lakes commerce involves mostly foreign-flag ships. But each year, more American flag ships are passing through the Seaway to pick up cargo at Lakes ports.

The new tariffs would not be in effect until they are considered by the U.S. Seaway Corporation's Advisory Board and discussed at public hearings in the U.S. If approved they would take effect with the opening of the 1978 Seaway navigation season.

# Dispatchers Report for Great Lakes

AUG. 1-31, 1977

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Alpena	7	0	0	6	18	0	6	0	1
Buffalo	9	1	1	8	2	0	3	0	2
Cleveland	13	0	1	12	5	1	8	3	2
Detroit	30	4	0	41	15	3	9	1	2
Duluth	10	3	0	17	8	0	4	2	4
Frankfort	4	0	0	7	3	0	2	0	0
Chicago	9	0	1	17	2	2	3	0	1
Totals	82	8	3	108	53	6	35	6	12
<b>ENGINE DEPARTMENT</b>									
Alpena	6	1	0	7	9	0	3	1	2
Buffalo	3	0	0	6	0	0	2	0	1
Cleveland	5	3	0	9	8	0	2	2	0
Detroit	19	3	0	14	5	0	13	0	0
Duluth	5	2	0	9	2	0	3	1	5
Frankfort	5	0	0	5	0	0	0	0	0
Chicago	3	0	0	3	1	0	2	0	1
Totals	46	9	0	53	25	0	25	4	9
<b>STEWARD DEPARTMENT</b>									
Alpena	3	1	0	7	9	0	0	0	0
Buffalo	0	0	0	0	0	0	0	0	0
Cleveland	1	0	0	1	1	0	1	0	0
Detroit	3	1	0	11	4	0	2	0	0
Duluth	1	1	1	2	1	0	0	0	2
Frankfort	0	2	0	3	2	0	0	0	0
Chicago	1	0	0	3	3	0	1	0	2
Totals	9	5	1	27	20	0	4	0	2
<b>ENTRY DEPARTMENT</b>									
Alpena	4	17	12				3	13	25
Buffalo	8	0	3				4	0	6
Cleveland	7	10	3				8	10	9
Detroit	36	17	11				28	13	20
Duluth	3	5	3				4	2	29
Frankfort	6	4	0				3	0	4
Chicago	6	6	1				1	2	0
Totals	70	59	33				51	40	93
Totals All Departments	207	81	37	188	98	6	115	50	116

\*\*\*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.





# The SIA in Washington

Seafarers International Union of North America, AFL-CIO

SEPTEMBER 1977

Legislative, Administrative and Regulatory Happenings

## Waterways Bill On Fuel Tax Is Moving In Congress

A bill which would tax fuel used by tugs and towboats on the inland waterways is moving in the House of Representatives. The Bill is now in the House Rules Committee.

In the meantime, the American Waterways Operators group has decided to support the Bill. They apparently feel that there is no use in fighting it any longer. They also believe that if the Fuel Tax Bill is passed, they will automatically get the go-ahead for replacing Locks & Dam #26.

The fact is that the fight against the Fuel Tax is far from over — and there is no guarantee that Locks & Dam #26 will be replaced even if the fuel tax is passed. The "environmental groups" have already said they are going to continue to fight against replacing the locks and dam.



## Deep Sea Upgraders in Capital

Twelve more SIU deep sea Seniority Upgraders came to Washington this month for a briefing on the Union's Washington activities. They met the officials and staff at the AFL-CIO Maritime Trades Department and the Transportation Institute. With them on their trip were Mike Sacco, SIU Headquarters representative, and Dave Wierschem, SIU representative. Seen here are Thomas Conway, Jose Delrio, John Hasson, Robert Jones, James McCrary, Joseph Montoya, Alan Nelson, John Persson, Steven Williams, Thomas Zien, Joe Recile, and Worcester Johnson. Not in the photo is Upgrader Robert Rush.

## Cargo Equity Bill Faces Tough Fight In Congress

The Cargo Equity Bill is coming up for a vote in the House of Representatives very soon. In the Senate, the Bill is now scheduled for another day of hearings on Oct. 4.

House Merchant Marine and Fisheries Committee Chairman John Murphy is all set to push ahead for passage of the Bill. President Carter has already said that he supports it.

But, the oil companies are putting up a stiff fight—and they have most of the big newspapers and TV stations in their corner.

As we come down to the wire, the SIU and the Maritime Trades Department in Washington are getting support from the AFL-CIO and other national unions. SIU and MTD representatives are contacting Congressmen. Our Port Maritime Councils on the East Coast, the Gulf, in Texas and on the West Coast are also busy getting support for this bill.

**COMPLETE DETAILS ON PAGE 3.**

## SIU Fights Virgin Islands Oil Loophole

A loophole in the Jones Act is being used by Amerada Hess to carry oil on foreign-flag ships from Alaska to the Virgin Islands, refine it, and then ship it again on foreign-flag vessels to the U.S. East Coast.

But, this month the SIU went to the Federal Court in Washington to try to stop it. At an SIU Staff & Planning meeting in Washington this month, SIU General Counsel Howard Schulman said he hoped for a favorable decision.

Schulman said the loophole could cost the jobs of hundreds of American seamen. He said that Congress clearly intended that American ships should be used to transport Alaska oil.

**COMPLETE DETAILS ON PAGE 5.**

**USE  
U.S. SHIPS**



## Inland Boatmen in Washington

SIU Boatmen get a first-hand look at Washington. They learn what the SIU is doing to protect their jobs and promote the towing industry. They see the Transportation Institute, the Maritime Trades Department, and they see Congress in session. Posing here on the steps of the Capitol are Vessel Operators Tony Thompson and Joseph Robertson, First-Class Towboat Operators Bill Lupton and Vincent D'Errico, and SIU Representatives George Costango and Dave Wierschem.

## Here's What's Happening in Congress

... ALASKA GAS PIPELINE. Both the House and the Senate are holding hearings on the route of the Alaska natural gas pipeline. The SIU is backing the "All-America" route which would run the pipeline across Alaska where it would be liquefied and shipped to the U.S. West Coast on American-flag LNG tankers. President Carter has selected a pipeline route that would run through Canada. Congress will make the final decision.

... OCEAN MINING. Both the House and Senate are moving ahead on legislation which will encourage American companies to go ahead with plans to mine minerals on deep seabeds. Because the recent International Law of the Sea Conference did not provide any guarantees to protect the very heavy financial investments of U.S. industries, it is now expected that President Carter will support this legislation. Under the proposed law, only U.S.-flag ships will be used for the mining, processing and transportation of the deep sea minerals. This will open up many new job opportunities for American maritime workers.

... CARGO CONTAINER SAFETY. The House Subcommittee on Coast Guard and Merchant

Marine are holding hearings on setting safety requirements on the design and use of cargo containers.

... TANKER OIL POLLUTION. The House Government Operations Committee is looking into a report on "Coast Guard Efforts to Prevent Oil Pollution Caused by Tanker Accidents."

*In the Federal Agencies . . .*  
... SAFETY OF LIFE AT SEA.

Meetings were held earlier this month at the Department of Transportation on a number of points dealing with "Safety at Sea." Among the items taken up at the meetings were: safety aboard nuclear-powered merchant ships, and ballast and load-line requirements for off-shore drilling rigs. Also on the list for discussion were emergency radio and beacon positioning equipment aboard ship, and portable radio equipment for survival boats and rafts.

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**



# Fishermen, Cannery Workers Nix Sale of Catch to Foreigners

The SIUNA's-affiliated fishermen and cannery workers unions have come out strongly against a proposal that would allow U.S. fishing boats to sell their catches to foreign seagoing processing "factories."

Presently, U.S. boats must sell their catches to U.S. canners. The SIUNA wants to keep it that way.

The unions took their position in opposition to the proposal at the SIUNA's Fish and Cannery Workers Conference held in San Diego, Calif. last month. The SIUNA's affiliated fish and cannery unions include: the Fishermen's Union of America, Pacific and Caribbean; the United Cannery & Industrial Workers Union; the Atlantic Fishermen's Union; the New Bedford Fishermen's Union; the Alaska Fish Cannery Workers Union, and the Alaska Fishermen's Union.

In addition to the SIUNA, many Regional Fish Management Councils have come out against the proposal. These councils are responsible for enforcing America's 200-mile zone fishing limit.

This latest controversy surrounding America's fishing industry began several months back. At that time, a num-

ber of owners filed applications with the Commerce Department to sell their catches to foreign vessels.

The Commerce Department has not yet made a ruling on the issue. And one is not expected for several months.

If the applications are okayed, the end result would be a wholesale loss of

jobs for U.S. cannery workers.

It would also result in foreign boats getting more fish than originally outlined in the 200-mile fishing law.

Presently, though, it is felt that the Commerce Department will rule against the applications.

In the meantime, the SIUNA is con-



Officials of the SIUNA's affiliated fish and cannery workers unions met in San Diego last month. The Fish and Cannery Workers Conference came out against a proposal that would allow U.S. boats to sell their catches to foreign seagoing fish processing "factories."

tinuing its work to block this export of U.S. cannery jobs.

## Porpoise Kill Reduced

Environmental groups hailed America's tuna fishermen for their efforts in reducing the number of accidental porpoise kills while fishing for tuna.

National Marine and Fisheries Service observers have reported that the number of accidental porpoise kills have dropped 500 percent.

At this rate, U.S. tunamen will easily stay under the annual quota of 63,000 porpoise that can be taken incidental to tuna fishing. The quota is set and enforced by the Fisheries Service.

Presently, one Fisheries Service observer is assigned to each U.S. tuna boat to see that the boat does not exceed its limit.

A spokesman for the environmentalists said "the industry has done better than its wildest dreams."

## LOG Wins First Prize for Editorials and Hall Columns

Three SIU newspapers won awards this year in the 1977 International Labor Press Association's Journalistic Awards Contest. The prizes given to the *Seafarers Log*, the *SIU Inland Boatman*, and the *Skipjack* were for editions printed during the 1976 calendar year.

Competing with all labor publications that entered the contest, the *Seafarers Log* won the First Award for best editorial or column. This prize was given for the following: September 1976 editorial entitled "Automation:

Human Being Must Be Considered"; October 1976 editorial on the oil industry's secret and dangerous proposals for safety on offshore oil rigs and for several of SIU President Paul Hall's columns.

Explaining their choice, the judges said, "unlike many of the editorials read by the judges that simply decried the plight of their members, the editors of the *Seafarers Log* offered solutions."

The *Seafarers Log* also won an Award of Merit (second place award) for gen-

eral excellence for newspapers in its category, which is international union publications of newspaper format with less than 100,000 circulation. Awards for general excellence are given for overall content.

In its category of regional publications with 20,000 or less circulation, the *SIU Inland Boatman* won an Award of Merit (second place) for general excellence for "good graphics, many photographs, and excellent use of cartoons for illustration." The judges praised its "helpful information such as the explanation of the new Federal pension law." (The *SIU Inland Boatman* was combined with the *Log* when the SIU and the IBU merged in October of 1976.)

The *Skipjack*, the newspaper of the Harry Lundeberg School in St. Mary's County, Piney Point, Md. won an Award of Honor for the best use of graphics. The bicentennial July 1976 issue was singled out for its replica of an Independence Day, 1776, St. Mary's County paper. Kathleen Kneeland is editor of the *Skipjack*.

Log Staff

The editor-in-chief of the *Log* is Marietta Homayonpour and James Gannon is the managing editor. Assist-

ant Editors are Ray Bourdus, Marcia Reiss and Ruth Shereff. Frank Cianciotti is chief photographer and associate photographer is Dennis Lundy. Production and design is directed by George Vana and Marie Kosciusko is the administrative assistant.

During 1976, James Mele and Anthony Napoli were on staff as assistant editors and William Luddy as chief photographer. James Gannon served as editor of the *Inland Boatman*.

## Enroll in Medicare If You Are Eligible

All SIU members, pensioners and their dependents, covered by the Seafarers Welfare Plan, are reminded that if they are eligible for the Medicare Program they must enroll in both Part A and Part B. Part A is Hospital Insurance and Part B is Supplemental Medical Insurance.

Part A is free of cost. However, there is a monthly charge associated with enrollment in Part B. The Welfare Plan pays this charge at the standard premium rate for all eligible employees, pensioners and their dependents.

The Plan coordinates its benefits with Medicare. Upon enrollment in Medicare, you must present all bills to Medicare for payment first. Then they must be submitted to the Welfare Plan office along with the corresponding Medicare Statements. Upon receipt of this information the Plan will determine if any of the excess charges not covered by Medicare, can be picked up under the Seafarers Welfare Plan.

To find out if you are eligible for Medicare and how to enroll in the Program, contact your nearest Social Security Office.

For any questions on the Seafarers Welfare Plan write to: Claims Department, Seafarers Welfare Plan, 275 20th St., Brooklyn, N.Y. 11215.

## Overseas New York Due For Alaska Run

The *SS Overseas New York*, one of four new 89,700 dwt tankers built by Maritime Overseas Corp., will soon join her sisterships in the Alaskan oil trade.

She is expected to be ready for service in November. She will follow the *SS Overseas Ohio* which is coming out in October.

The first of the four SIU-contracted vessels, the *SS Over-*

*seas Chicago*, was put into service in June as a pilot training ship in the Valdez area. The fourth new tanker, the *SS Overseas Washington* is expected in February, 1978.

The *New York*, like all her sisterships, was built at the National Steel Shipyards in San Diego, Calif. She is 894 feet long and her beam is 106 feet. When fully loaded, she will have a 49-foot draft.

## Sacco, Troy Named Hdqs. Reps.; 7 Port Agents Picked

A number of new appointments in the SIU leadership went into effect recently. These changes were made in order to fill the places of several retiring officials and to better service the membership.

Brothers Steve Troy and Mike Sacco have been appointed Headquarters representatives. Troy, formerly San Francisco port agent, will continue on the West Coast in his new position in order to handle the increase in shipping there. This includes the growing Alaska oil trade.

Sacco's Union experience has been that of SIU patrolman in New York, organizer in all ports, and most recently director of Union education and vice president of the Harry Lundeberg School. He will remain in his position

### Agents Picked

at the HLSS along with his new appointment.

#### Seven New Agents

New port agents have also been appointed in seven SIU ports. Houston's new port agent is former San Francisco Patrolman Joe Sacco.

In Jacksonville, replacing recently retired William "Red" Morris, is Leo Bonser. Bonser was formerly a West Coast SIU patrolman working in Alaska.

Recently, he was an SIU patrolman at Headquarters.

Edd Morris has filled Steve Troy's position as San Francisco port agent.

Morris, who was recently a patrolman in New York, had previously served the Union as patrolman in San Francisco and the Far East.

Also on the West Coast, Luigi Iovino, another New York patrolman, has replaced Mike Worley as Wilmington, Calif. port agent.

Brother Worley is now port agent in St. Louis, following Scottie Aubusson's retirement from that post.

Gerry Brown, formerly port agent at the Lundeberg School in Piney Point, now holds the job of port agent in Mobile, following Louis "Blackie" Niera's retirement. Before working at the Lundeberg School, Brother Brown had been port agent in Wilmington, Calif.

The new port agent in Piney Point, Md. is George Costango.



# Safety Suggestions Given After Miss. R. Collision

Safety recommendations based on the collision between the Norwegian bulk carrier *SS Baune* and the U. S. tankership *SS Keytrader* on the heavily traveled lower Mississippi River were recently issued by the National Transportation Safety Board. During the accident on Jan. 18, 1974, six people were killed, three were injured and 10 were reported missing.

The bow of the *Baune* cut 20 feet into the two forward cargo tanks on the starboard side of the *Keytrader*. Gasoline spilled from the tanks onto the main decks of both vessels and onto the surrounding waters and ignited. It took 53 hours to put out the blaze.

The report concluded that pilots on the two vessels did not notice the other

approaching until it was too late. The pilot of the outbound *Keytrader* mistakenly thought the *Baune* was pulling out of an anchorage when she was really moving up river.

The radar on both ships, which operated with manual plotting, was partly to blame, according to this report. With two-way traffic and restricted visibility, manual plotting does not leave enough time to work out a passing agreement.

Collision Avoidance Systems (CAS) and Marine Radar Interrogation Transponders (MRIT) might have avoided the accident, the Safety Board concluded. Its recommendations to the Maritime Administration suggested that MRIT and CAS be put into use as soon as possible.

In its report to the Coast Guard, the National Transportation Safety Board pointed out that in putting out the blaze, Coast Guard firefighters did not have adequate foam or protective clothing. This was because the Coast Guard has only enough firefighting capability to protect its own facilities plus extra where it has an agreement to help local firefighting forces.

The Board recommended that the Coast Guard be ready to fight major marine fires on remote waterways where local governments are unable to do so on their own.

The Coast Guard was also told that it should establish guidelines to determine the maximum safe speeds for ves-

sels navigating with radar in limited visibility.

For better fire prevention, the Coast Guard should prohibit the use of metals with low melting points and fire-consumable gaskets. These should be prohibited in both tank covers and deck piping systems on tankerships, the report said.

The failure to hear whistle signals is common in marine casualties, the report added. This is because environmental conditions can distort sound propagation and make whistle signals unreliable. It was suggested that the Coast Guard inform seamen of this problem.

## House Approves \$2.65 an Hour Minimum Wage Bill

The House of Representatives approved this month an increase in the minimum wage that falls below the proposed increase sought by the AFL-CIO and Carter Administration.

The House-passed bill will raise the wage floor from the present \$2.30 an hour to \$2.65 in January and, in two years to \$3.05.

However, if the House had accepted the bill proposed by the AFL-CIO and President Carter the minimum wage would have increased to \$2.65 in January and then to \$3.15 by 1980.

The AFL-CIO-Carter bill also suggested a proposal for a fixed indexing mechanism. This system would have brought the pay floor up to 53 percent

of the average factory hourly wage. It would have kept it at that ratio through automatic adjustments each year.

If this had been accepted there would not have been any further need for Congressional action to raise the minimum wage in the years to come.

But the House defeated this by a vote of 223 to 193. Many of the House members justified their vote against indexing by claiming that this "escalator provision could be inflationary."

### A False Fear

"This is a false fear," said George Meany, president of the AFL-CIO. "But the idle plants and machinery and the idle men and women in America are clearly inflationary. The additional spending power generated by increasing the minimum wage to \$2.65 in January will put some of the idle machines and people back to work and thus counter inflation."

The proposed subminimum wage for youths which was opposed by the AFL-CIO also failed in the House by a vote of 210 to 211. Opponents of the youth differential amendments said the provision would discriminate against young workers. They claimed that employers would be tempted to dismiss older workers and hire people at the lower rate if the subminimum wage was adopted.

The House-passed bill has somewhat

set back the AFL-CIO's many years of hard work to improve the minimum wage level. However, Meany said in a statement, "We in the AFL-CIO, do not intend to stop fighting until all workers are above the poverty level."

He added that the House bill would not put many working poor above the poverty level.

### Lower Than Original

When the Carter Administration and the AFL-CIO had finally reached a compromise last month on their proposed increase, the amount wasn't as high as the AFL-CIO had originally sought.

It was, however, a closer attempt at fulfilling the Fair Labor Standards Act than the bill the House had just passed.

The Senate Human Resources Committee has accepted and passed all the proposals in the AFL-CIO-Carter bill. Labor and its allies in the minimum wage coalition are hopeful that the full Senate will restore the key escalator provision to the final bill.

## Waterman - MARAD Huddle on Subsidies For Far East Runs

SIU-contracted Waterman Steamship Corp. is holding ongoing discussions with the U.S. Maritime Administration in an effort to regain Federal subsidies for its U.S.-Far East service.

Loss of the subsidies last May presented financial problems for Waterman and threatened to end the carrier's service on its Far East Trade Routes 12 and 22. However, at present none of Waterman's eight Mariner class vessels used in the Far East trade are laid up. Most are now carrying Government cargo on other trade routes.

Waterman will have to commit itself to some new ship construction, since that is a requirement for receiving subsidy. The company originally forfeited its subsidies when it failed to begin a previously planned program of placing new tonnage in its Far East operations.

Waterman is also negotiating with shipyards for a new vessel on Trade Route 18. It must commit itself to at least one new vessel on this Middle East route by mid November in order to keep its subsidies for this service.

However, that date may be extended if Waterman finalizes its plans for new construction in its Far East service.

## 5 Upgrade to Assistant Cook



These five Seafarers have just completed the Lundeberg School's Assistant Cook Program. They are, from the left: Philip Dunn, Stephen Boyd, Alton Pollock, Glenn Bamman, and Michael Peck.

## Dropped Out of School in 8th Grade, He Gets His H. S. Diploma at HLSS

Seafarer Mike Mefferd of Gretna, La. recently completed the high school equivalency program at the Lundeberg School. He dropped out of school in the eighth grade.

In 1971, Brother Mefferd, 24, attended the basic vocational program at HLS. Since that time, he has also participated in the FOWT and the Able Seaman courses. Seafarer Mefferd said that, "the school is the best thing that could have happened to me." He has been an SIU member for six years and believes that travelling educated him.

Brother Mefferd said that he entered the GED program on the advice of Mrs. Margaret Nalen, director of academic education at the school. He knew that it was going to be a long hard struggle for him but he kept with it. Brother Mefferd tried three times before he successfully completed the program. But he never

lost the motivation to succeed. "I really had the determination. After testing for the first time, I knew what to expect."

Seafarer Mefferd is proud of the edu-



Mike Mefferd

cation he received at HLS. "Everyone has helped me so much. My reading level has increased tremendously. That alone is very helpful."

Brother Mefferd also said, "the people at HLS really care, which is not like most places. The students receive a lot of individualized instruction and sometimes personal counseling if you want and need it. I don't think people realize the good opportunities at HLS."

Brother Mefferd plans to return to HLS for his QMED endorsement. His future goals include getting a marine engineer's license.

For anyone considering a career as a seafarer, Brother Mefferd noted, "HLS is a good place to start. I have come such a long way since my first visit to HLS. I know that anyone can do what I have done. The results are unbelievable."





Studying for their First Class Pilot's license for the Louisiana area are SIU Boatmen, seated from the left: Donald Downey, Christopher Cusimano and Marvin Bowman. Standing are Joseph Constance, left, and Curtis Ledet.



Boatman Melvin Charnock points out area on chart around Maryland he will be working as a First Class Pilot.



Boatman Thomas Doherty is hoping to get his pilot's license for the port of Philadelphia.



Virginia water may have four new First Class Pilots before long. They are, from the left, Diana Bandeleon, James Voliva, Vincent D'errico and William Lupton.

## 11 Boatmen Studying for First Class Pilot's Licenses

One of the most important courses the SIU has to offer its inland members is presently under way at the Lundeberg School.

It is the First Class Pilot's Course, and it leads to a Coast Guard license in that rating. Participating in this six-week program are 11 SIU Boatmen who hope to achieve this important license.

They are Donald Downey, Chris Cusimano, Marvin Bowman, Joseph Constance and Curtis Ledet of Lou-

isiana; Melvin Charnock of Maryland; Diana Bandeleon, James Voliva, Vincent Dierrico and William Supton from the Virginia area, and Thomas Doherty out of Philadelphia.

The First Class Pilot's Program, itself, is a very comprehensive one. It covers complete instruction in inland rules of the road, chart navigation and aids to navigation.

It includes specialized instruction in pilot rules for the participant's particular geographic area, as well as the

study of local winds, weather, tides and currents.

The program also includes detailed instruction in ship handling.

The First Class Pilot's Course is only one of the inland programs offered at the Lundeberg School leading to a marine license.

Other such programs include: Original Towboat Operator (for Western Rivers, Inland or Oceans not more than 200 miles offshore); Master, Mate and Diesel Engineer.

These licensing programs are performing two very important tasks. They provide SIU Boatmen with the unique opportunity to achieve a marine license, which means a better job and higher pay. In addition, the courses help the Union to fulfill its licensed manpower commitments to its inland contracted operators.

For complete details on these courses, contact your local SIU representative, or write directly to the Lundeberg School.



## The Jones Act

# Most Important Maritime Law on Books

This is the 15th in a series of articles which the Log is publishing to explain how certain organizations, programs and laws affect the jobs and job security of SIU members. This particular article, however, is the first of three which will deal with the Jones Act, the most important piece of maritime legislation on the books today. The articles will deal with the particulars of the law itself, as well as the history and prospective future of this vital law.

It's often said that you can be sure of nothing in politics. Well, that may be so. But here's two items concerning politics you can bet your paycheck on.

First—if there were no Jones Act, there would be virtually no modern-day American merchant marine.

Second—unless the SIU and other U.S. maritime interests continue to fight to keep the Jones Act on the books, it won't be long before American-flag vessels are a part of the past.

As far as the U.S. merchant marine is concerned, the Jones Act is the most important maritime law on the books today.

Essentially, the Jones Act requires that only American-built, American manned, and American registered vessels can be used in the nation's domestic waterborne trades.

The domestic waterborne trades refer to all cargoes shipped by water from one U.S. port to another U.S. port. This includes deep sea coastwise cargoes, as well as cargoes transported on the nation's inland waterways.

The Jones Act also applies to fishing vessels and dredges involved in work in American waters.

In addition to ports within the United States, the Jones Act requires U.S. vessels to be used in transporting cargoes between the U.S. and Guam and the U.S. and Puerto Rico. However, American Samoa and the U.S. Virgin Islands are exempt from the law.

From the point of view of the individual maritime worker, the Jones Act means job security. The law protects the jobs of American seamen, boatmen, dredgemen, and fishermen.

The law also has a profound effect on the job security of U.S. shipyard workers. In fact, more than half of all vessels built in U.S. yards during the 1960's were built for the U.S. domestic trades. In other words, if it were not for the Jones Act,



The Jones Act requires that all U.S. domestic cargoes be carried in U.S. flag ships. Above photo shows SIU-manned containership Tampa on a coastwise run.

more than half of all U.S. shipyard workers would have been out of those jobs during this period of time.

### Historical Background

The Jones Act was originally passed 57 years ago as an amendment to the Merchant Marine Act of 1920.

The author of this vital measure was Senator Wesley Jones, then chairman of the Senate Commerce Committee.

At that time, Senator Jones said he was in favor of the measure because when World War I broke out the U.S. merchant fleet was inadequate to cope with the situation.

He said, "everyone was in favor of an adequate merchant marine . . . but when the World War began, less than 10 percent of our trade was being carried in American ships."

The original Jones Act read, in part:

"No merchandise shall be transported by water or by land and water on penalty of forfeiture thereof between points in the United States, including districts, territories and the possessions thereof embraced within the coastwise laws, either directly or via a foreign port, in any other vessel than a vessel

built in and documented under the laws of the United States and owned by citizens of the United States. . ."

### Comprehensive Cabotage Law

The Jones Act, itself, was and remains the most comprehensive cabotage law ever passed in the U.S. A cabotage law is simply a measure dealing with domestic trade.

The original Jones Act did not sail through Congress, either. There was strong opposition to the law from the State Department. It seems that the State Department has always been a foe of a strong U.S. merchant marine.

Cabotage laws in this country are not restricted to maritime. A parallel to the Jones Act in another U.S. industry can be found in the airline industry. Presently, only U.S. airlines can carry passengers and cargo between U.S. cities.

There has always been a great deal of controversy about the Jones Act. Throughout the history of the SIU, protection of the Jones Act has been one of the Union's top legislative priorities. And in many cases, it has been the actions of the SIU that has kept the Jones Act a strong, meaningful law.

[Next month: A history of some of the SIU's toughest fights in keeping the Jones Act intact.]

## Jones Act at a Glance

The Jones Act requires that all cargo carried between U.S. ports must be carried in U.S.-flag ships or boats. Following are the requirements a vessel must meet in order to carry these domestic cargoes:

- The vessel must be owned, either through an individual or corporation, by an American.
- The vessel must be manned by U.S. officers and crews.
- The vessel must be built and registered in the United States.
- A vessel of more than 500 tons, which is rebuilt abroad, cannot engage in the U.S. trades.

The Jones Act applies to all vessels engaged in the U.S. domestic trades. This includes tugs, barges, fishing vessels, deep-sea ships, dredges, and related vessels.



The Jones Act also protects the U.S. towing industry from infiltration by foreign flag operators. Above photo shows SIU-manned tow boat Frank Rater with tow on the Mississippi.



## Legal Aid

In the event that any SIU members have legal problems in the various ports, a list of attorneys whom they can consult is being published. The member need not choose the recommended attorneys and this list is intended only for informational purposes:

The following is a list of recommended attorneys throughout the United States:

**NEW YORK, N.Y.**—Schulman, Abarbanel & Schlesinger  
350 Fifth Avenue  
New York, N.Y. 10001  
Tele. #(212) 279-9200

**BALTIMORE, MD.**—Kaplan, Heyman, Greenberg, Engelman & Belgrad  
Sun Life Building  
Charles & Redwood Streets  
Baltimore, Maryland 21201  
Tele. #(301) 539-6967

**HOUSTON, TEX.**—Combs, Archer & Peterson  
Americana Building  
811 Dallas Street  
Houston, Texas 77002  
Tele. #(713) 659-4455

**TAMPA, FLA.**—Hamilton, Douglas & Bennett  
101 East Kennedy Boulevard  
Tampa, Florida 33602  
Tele. #(813) 223-3991

**SAN FRANCISCO, CALIF.**—Jennings, Gartland & Tilly  
Crocker Plaza  
1 Post Street, Suite 2600  
San Francisco, Calif. 94104  
Tele. #(415) 781-1854

**ST. LOUIS, MO.**—Gruenberg & Sounders  
721 Olive Street  
St. Louis, Missouri 63101  
Tele. #(314) 231-7440

**NEW ORLEANS, LA.**—Dodd, Barker, Boudreaux, Lamy & Gardner  
1400 Richards Building  
837 Gravier Street  
New Orleans, Louisiana 70112  
Tele. #(504) 586-9395

**LOS ANGELES, CALIF.**—Bodfe, Fogel, Julber, Reinhardt & Rothschild  
5900 Wilshire Boulevard  
Los Angeles, Calif. 90036  
Tele. #(213) 937-6250

**MOBILE, ALA.**—Simon & Wood  
1010 Van Antwerp Building  
Mobile, Alabama 36602  
Tele. #(205) 433-4904

**DETROIT, MICH.**—Victor G. Hanson  
19268 Grand River Avenue  
Detroit, Michigan 48822  
Tele. #(313) 532-1220

**FALL RIVER, MASS.**—Patriek H. Harrington  
56 N. Main Street, Bennett Bldg.  
Fall River, Mass. 02720  
Tele. #(617) 676-8206

**SEATTLE, WASH.**—Vance, Davies, Roberts, Reid & Anderson  
100 West Harrison Plaza  
Seattle, Washington 98119  
Tele. #(206) 285-3610

**CHICAGO, ILL.**—Katz & Friedman  
7 South Dearborn Street  
Chicago, Ill. 60603  
Tele. #(312) 263-6330

## Former Scholarship Winner Will Soon Be a Doctor

It won't be long before former SIU scholarship winner Ransom Simmons gets his degrees as a medical doctor and Ph.D. in biochemistry. Then he hopes to start tracking down a cure for cancer and similar diseases.

With his background, it's natural that he should join the ranks of medical investigators. As a doctor, he will understand the human side of the problem. And as a Ph.D. he will be qualified to do the academic research.

"What I like about being a doctor is that a person will come in with a problem and I will be able to do something about it," Simmons explained. "You try to find out what is wrong and see what kind of treatment will help."

His main interest is the study of enzymes and hormones. They are chemicals in the body that control everything that goes on, from digesting food to making people grow. When these chemicals are missing or slightly off, things go wrong. You get diabetes without the hormone insulin, or gout if a particular enzyme is missing.

Simmons then explained with great interest, that in a cancer tumor, enzymes which make body cells grow and multiply simply do not stop working when their normal job is done, so the cancer takes over the body. If a way could be found to control these enzymes, cancer could be cured.

He loves science, as he discovered in high school chemistry class back in El-



Ransom Simmons

lisville, Miss. His teacher encouraged him and soon he was reading every science book he could find. "Something clicked," he said, "and I knew it was what I was meant to do."

While he was in his first year of college in the University of Mississippi at Oxford he won the 1970 SIU four year scholarship. This enabled him to finish school, studying full time, and to go through his first year of the six year medical program at the University of Mississippi Medical Center in Jackson. He will graduate in 1979. Already he has helped write several scientific papers.

"The scholarship came at a time when I needed some help," he declared. "Now I feel that if the Union needs anything from me all they have to do is ask."

Ransom Simmons now lives with his wife, Leila and mother in Ridgeland,

Miss. outside of Jackson. His wife will be going to nursing school in the fall.

William Simmons, Ransom's father, was on his way to Egypt on the SS *Mohawk* at the time the *Log* called, "Dad is still going strong. He is sailing regularly and shows no sign of stopping," Ransom said. "He is as spry as a seaman half his age." Able Seaman William Simmons is 62.

## 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

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.

## Personals

David W. Ketchbaw

Please contact the Log office at your earliest convenience. You can call collect (212) 499-6600 ext. 242, 243.



## Shipping Report for Inland Waters

FOR THE MONTH OF AUGUST 1977

	TOTAL JOBS SHIPPED						TOTAL MEN REGISTERED ON BEACH	
	Permanent Jobs			Relief Jobs			Class A	Class B
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B
BALTIMORE	0	0	0	1	1	0	8	2
BOSTON	0	0	0	0	0	0	0	0
HOUSTON	8	2	12	0	0	0	13	3
JACKSONVILLE	1	0	1	0	0	0	0	0
NEW YORK	0	0	0	0	0	0	0	0
MOBILE	0	0	0	107	0	0	0	0
NORFOLK	0	0	0	18	0	0	55	0
NEW ORLEANS	2	1	13	0	0	0	4	3
PADUCAH	10	1	18	1	0	45	2	1
PHILADELPHIA	0	0	0	79	72	0	95	90
PINEY POINT	0	0	0	0	0	0	0	0
PORT ARTHUR	3	3	24	0	0	0	10	4
PUERTO RICO	0	0	8	0	0	0	0	0
RIVER ROUGE	26	0	0	0	0	0	5	0
ST. LOUIS	13	23	21	0	0	0	15	18
TAMPA	0	0	0	0	0	0	0	0
<b>TOTAL ALL PORTS</b>	<b>63</b>	<b>30</b>	<b>97</b>	<b>206</b>	<b>73</b>	<b>45</b>	<b>207</b>	<b>121</b>





# Annual Physical Could Save Your Life

Americans are always being told by educators, newspapers and TV stations that they should get a yearly physical examination. But for most people, this is just another problem to add to their list. Where do you get a medical check-up? And how much will it cost, especially when you consider that most insurance programs pay only when you are sick. They give nothing to keep you healthy.

For SIU Boatmen, deep sea and Lakes sailors, pensioners and their dependents, getting a yearly check-up is a snap. You are entitled to this exam under the SIU Welfare Plan. The doctors—including gynecologists for the wives and pediatricians for the children—are waiting at your nearest SIU clinic. To get the exam, go to your port agent who will give you a clinic slip.

Many hidden diseases have been discovered in the nick of time during these



The SIU clinic in Brooklyn, N.Y. is located right next to the Union hall. Family day is held on Thursdays.

exams. Overweight, obesity and diabetes are the most common cases, according to Dr. Joseph Logue, SIU medical director. But cancer, heart disease, ulcers, lung tumors and high blood pressure are also on the list. People with these ailments have been saved by taking the SIU yearly medical check-up.

During the last fiscal year ending July 1977, a total of 27,772 Union members received medical exams; 1,812 wives took advantage of the program and 1,346 children. These numbers include exams done at the Chicago SIU clinic for members of the SIUNA-affiliated taxi drivers union there as well as exams on other eligible affiliated union members.

The clinics are diagnostic, which means they basically find out what is wrong. If any problem is found, the Boatman or Seafarer is referred for



Careful lab work in the Brooklyn clinic catches diseases early.



Inside the Brooklyn clinic, two Union members wait their turn to see the doctor.

treatment to the Public Health Service Hospital. Dependents are given letters explaining the problem to take to their own doctor or hospital.

The SIU clinic system was started in the 1950's to help Seafarers who were given worthless exams by company doctors before shipping out. Many seamen thought they were O.K. after passing these exams. In fact, their problems were simply not noticed.

Now, Seafarers present a yearly clinic card to the port agent before they ship out. If they have a problem that needs follow-up attention, it will be noted on the card that they should return to the clinic in say, three months or six months.

#### Greater Boatmen Use

More and more Boatmen are using the clinics also. For those on harbor



In New Orleans, Boatmen and deep sea sailors can rely on well trained, efficient technicians.



In Baltimore, as in all the clinics, medical records are kept in neat, organized files.

tugs, clinics in SIU deep sea ports are the most convenient. On the Mississippi River, clinics are located in St. Louis and New Orleans. Lakers on deep draft vessels, tugs and dredges have a wide choice of clinics in Great Lakes ports.

The clinics in New York, Baltimore, New Orleans and Chicago are operated by the Seafarers Welfare Plan. In San Francisco, San Pedro, Portland, Seattle and Honolulu, clinics are operated by the SIU-Pacific District—Pacific Maritime Association—Seafarers Medical Center. These clinics are also affiliated with the West Coast seamen's unions. At the SIU and the Pacific Maritime clinics, Seafarers can get their inoculations before shipping out. All the other clinics are "contracted" and the Seafarers Welfare Plan pays back the clinic for each medical exam.

Connected to the clinic system is the SIU Blood Bank—located in New

*Continued on next page*



The Seattle clinic has been a Seafarer's port-of-call for many years.



Medical technologists take blood samples in New Orleans as part of the yearly check-up.



This three-year old looks doubtful as he gets a check-up at the Brooklyn clinic. The verdict: salt water in his veins.



## Blood Bank Available

*Continued from preceding page*

York, Baltimore and Mobile. Seafarers and Boatmen can volunteer to donate blood at these clinics. The Blood Bank then makes unlimited amounts of blood available to eligible members and their dependents when they need it—even if the member didn't donate blood himself. If a hospital will not accept blood from the program, the Seafarers Welfare Plan pays for the blood that the member and his dependents need.

**The SIU clinic system and Blood Bank are just two of the unusual services that the Seafarers Welfare Plan offers eligible members to help them make it in a complicated and expensive world.**

Other services include the Alcoholic Rehabilitation Center at Valley Lee, Md. Here Boatmen and Seafarers go to kick the drinking habit and start new

lives as sober, productive members of society. All they pay is transportation costs.

The Scholarship Program also comes under the SIU Welfare Plan. The four-year college scholarships available to Union members and their dependents and the two-year scholarships for active Union members have put many people on the road to rewarding professional careers.

The maximum death benefit, the optical benefit and the benefit for accidental dismemberment are other aspects of the Plan.

In addition to these benefits, the SIU Welfare Plan, like most medical insurance plans, pays much of the cost of doctor, surgery and hospital bills when eligible members and their dependents are ill.



An SIU Boatman in St. Louis gets ready for his yearly medical exam.



X-rays are just one of the services available in the Chicago clinic.



## Here's Where Your Clinics Are From Santurce to Honolulu

### ALPENA

James M. Greenwood, M.D.  
115 N. First Ave.  
Alpena, Mich. 49707  
Phone: 313-354-8444

### BALTIMORE

Seafarers Welfare Plan  
Medical Department  
1216 E. Baltimore St.  
Baltimore, Md. 21202  
Phone: 301-EA-7-4600

### BOSTON

East Boston Medical Associates  
79 Meridian St.  
E. Boston, Mass. 02148  
Phone: 617-LO7-2755

### CHICAGO

Seafarers Welfare Plan  
Medical Department  
1306 S. Michigan Ave.  
Chicago, Ill. 60605  
Phone: 312-939-2337

### CLEVELAND

Drs. Ramsay, Ramos & Assoc.  
129-30 Terminal Tower Arcade  
Cleveland, Ohio 44113  
Phone: 216-621-2600

### DULUTH

Giesen Clinic  
1515 Ogden Ave.  
Superior, Wisc. 54880  
Phone: 715-394-5557

### FRANKFORT

Gordon Willoughby, M.D.  
104 Fifth St.  
Frankfort, Mich. 49635  
Phone: 616-357-3521

### HONOLULU

Seamens Medical Center  
1133 Punchbowl St.  
Honolulu, Hawaii 96813

### HOUSTON

Jack B. Mazow, M.D.  
1503 Medical Towers  
Houston, Tex. 77025  
Phone: 713-790-0571

### JACKSONVILLE

Edward H. Williams Jr., M.D.  
2237 Riverside Ave.  
Jacksonville, Fla. 32204  
Phone: 904-389-8818

### MELVINDALE

Melvindale Medical Clinic  
2429 Oakwood  
Melvindale, Mich. 97222  
Phone: 313-928-4700

### MOBILE

Arthur A. Amendola, M.D.  
263 St. Francis St.  
Mobile, Ala. 36602  
Phone: 205-433-4578

### NEW ORLEANS

Seafarers Welfare Plan  
Medical Department  
630 Jackson Ave.  
New Orleans, La. 70130  
Phone: 504-529-7341

### NEW YORK

Seafarers Welfare Plan  
Medical Department  
675 Fourth Ave.  
Brooklyn, N.Y. 11232  
Phone: 212-965-2440

### NORFOLK

Rudolf Schuster, M.D.  
327 W. Bute St.  
Norfolk, Va. 23510  
Phone: 804-MA7-7283

### PHILADELPHIA

Union Health Center  
925 N. Broad St.  
Philadelphia, Pa. 19123  
Phone: 215-PO-5-7300

### PORTLAND

Seamens Medical Center  
2220 S.W. First Ave.  
Portland, Ore.  
Phone: 503-226-6966

### SAN FRANCISCO

Seafarers Medical Center  
40 Lansing St.  
San Francisco, Calif. 94105  
Phone: 415-EX2-3611

### SANTURCE, PUERTO RICO

Servicios Medico  
Hospitalarios, Inc.  
Ponce De Leon, Esq. Riera  
Parada 26  
Santurce, P.R. 00909

Phone: 809-725-6900

### SAN PEDRO

Seamens Medical Center  
Los Angeles Area  
539 West Sixth St.  
San Pedro, Calif. 90731

Phone: 213-TE2-1126

### SAULT STE. MARIE

Sault Polyclinic  
300-306 Court St.  
Sault Ste. Marie, Mich. 49783  
Phone: 906-ME-2-2251

### SEATTLE

Seattle Medical Surg. Clinic  
700 Broadway  
Seattle, Wash. 98122  
Phone: 206-EA-9-0200

### ST. LOUIS

Kosciusko Medical Clinic  
1705 S. Third St.  
St. Louis, Mo. 63104  
Phone: 314-436-5100

### STURGEON BAY

Door County Medical Center  
345 S. 18th Ave.  
Sturgeon Bay, Wisc. 53714  
Phone: 414-743-7261

### TAMPA

Westcoast Cardiology Clinic  
2912 Swann #400  
Tampa, Fla. 33609  
Phone: 813-877-9483



At the Puerto Rico clinic, pediatricians give careful attention to each child.



At the St. Louis clinic, this Boatman prepares for his chest X-ray. It's a good idea for catching lung diseases in time.



A Union member checks-in at the Brooklyn clinic.



Skilled nurses help the doctors with the medicals. This photo was taken in the Baltimore clinic.



# William Camacho Went From Factory Worker to Chief Engineer

William Camacho came to the States at the age of 15 from his homeland of Puerto Rico. He carried with him a seventh grade education.

For four years, Camacho supported himself by working in factories, picking tomatoes and doing whatever other jobs he could find to make some money.

But William Camacho is a gutsy guy. He wanted something better, and he set out to get it. You have to admire his degree of success, too, because today, he sails chief engineer on steam powered vessels.

Camacho got his break in 1959 when he joined the SIU in the port of Philadelphia. He was 19 years old.

Brother Camacho, who now sails with MEBA District 2, recalls, "I knew right away on my first trip that I was going to make a career of going to sea. So I figured as long as I was going to stick with it, I might as well try to get as far as possible in the engine department."

Camacho entered the MEBA District 2 School of Marine Engineering and Navigation in Brooklyn, N.Y. in 1967. He got his original third assistant engineer's license the following year. He moved up steadily from there, and in 1974 he reached the top by passing

his Coast Guard exam for chief engineer on steam powered vessels.

Just this month, Camacho took his exam for a chief's license covering diesel engines. He says, "I'm waiting for the results, but I feel very confident that I passed the test."

Camacho is just one of many SIU members who have upgraded to the licensed ranks aboard deep-sea vessels.

## Got H.S. Diploma

Despite his successes in the engine department, Camacho always had one other educational goal—a high school diploma.

He took correspondence courses to increase his knowledge of the basic academic courses. But the courses did not lead to a high school diploma.

Then in 1975, Camacho, who keeps up his SIU book, went to Piney Point specifically for the Lundeberg School's GED program. He had his high school diploma a few weeks later.

Camacho now says, "I only wish I had the time to earn a college degree."

## Encourages Others

Camacho feels that his educational achievements encourage some of his shipmates to upgrade themselves.



William Camacho

He says, "I know a guy who sailed oiler for 20 years. He came on a ship on which I was chief engineer. He remem-

bered me from my old days of sailing oiler. He started kidding me and said 'for chrissakes, if you can do it anybody can.' The last time I saw this particular guy he was sailing electrician."

Camacho says, "I also encourage the young guys just coming in as wipers to upgrade themselves as soon as they can. I tell them there is great opportunity for advancement in today's maritime industry, and that they are foolish not to take advantage of it."

Brother Camacho has not given up on his correspondence courses, either. He is now taking one in income tax and real estate "so I know how to spend my money."

After living for 14 years in the States, Camacho moved back to Puerto Rico. He now resides in Carolina, P.R. with his wife, Cloty, and three children, Billy, 19, Marilyn, 18, and Ivette, 9.

His two eldest children are enrolled at the University of Puerto Rico. They hope to become pediatricians. He says, "I am very proud of my kids. I always emphasized the necessity of education with them, and they listened to me."

Of his own achievements in the maritime industry, Camacho says proudly, "I like to think I'm one of the best engineers in the business."



## ST Overseas Chicago

Seafarers of the new tanker *Overseas Chicago* (Maritime Overseas) picked up four survivors from a sunken commercial fishing boat 65 miles south of Cordova near the port of Valdez in the Gulf of Alaska at 3 a.m. on July 15.

The lifeboat rescue of the fishermen "went very well" according to Recertified Bosun James R. Colson.

Deck Delegate Marion R. Files said the "captain blew abandon ship and all hands responded well."

Three extra Seafarers were put on board to support in-training exercises for masters and mates for the run in and out of Valdez.

## MV Sugar Islander

Burial at sea funeral services were conducted for the late Seafarer Barney C. Burnette on the *MV Sugar Islander* on June 22.

The ship's master, Capt. William P. McAuliffe, read from the Gospel and led all hands in the Lord's Prayer at the services followed by one minute of silence for the departed brother. He was then laid to rest at Latitude 32-39 North, Longitude 29-28 West.

Taking part in the services were Chief Mate B. McCarthy, Recertified Bosun William E. Joyner and AB Bob Callahan.

## Washington, D.C.

The U.S. Coast Guard has given the green light to two exposure suits for survival in cold water.

The suits completely cover the body and keep the wearer afloat, warm and dry.

Tests in freezing water show that the suits could protect against the effects of hypothermia. Hypothermia is the loss of body heat caused by exposure to cold temperatures.

Without the suits a person could survive only a few minutes in cold water.

## Boston, Mass.

Sea-Land Service last month delivered containerloads of plastic underpadding blocks for the football home field of the New England Patriots Schaefer Stadium in nearby Foxboro.

To finish the field's facelift, the French-manufactured blocks, good for 10 years, were covered with artificial turf.

## SS Delta Norte

The *SS Delta Norte* called at three Brazilian ports in one day, Rio de Janeiro, Septeiba and Santos. She unloaded 21 barges and 71 containers and onloaded four barges and four containers.

## Staten Island, N.Y.

Former Seafarer Jimmy Lupo Jr. (1940 to 1960) writes that "My son, Airman James T. Lupo III, who graduated from the Harry Lundeberg School at Piney Point, Md. and sailed with your Union for a while, retired his book to join the U.S. Air Force . . ."

Lupo completed basic training at Lackland (Tex.) Air Force Base. He was awarded the honor graduate ribbon for academic and military excellence. He also earned credits toward a degree in applied science through the Air Force's Community College.

The airman's brother, Steven Lupo, is also a Piney Point grad and an active Seafarer.

## MEMBERSHIP MEETINGS



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



# 1st Annual Living Sober Reunion Hears of Recoveries

The Seafarers Alcoholic Rehabilitation Center (ARC) recently welcomed many former residents and their families for the first annual Living Sober Reunion. The reunion activities were held at the ARC in Valley Lee, Md. and also at the Harry Lundeberg School in Piney Point, Md.

In welcoming these Brothers, Bill Hibbert, director of the ARC, said that the philosophy of the Lundeberg School—"developing the whole man"—is also the philosophy that motivates the work at the Center. "Treatment and recovery for the whole person is our goal," he noted. "Just staying dry is not enough. It's the starting point for building a good life that's alcohol-free."

The fulfillment that those who are recovering alcoholics find in an alcohol-free life was evident throughout the reunion. Many Seafarers, in conversations with their friends and families, told of the new lives they have made since beginning their recoveries. "I can live without guilt now," said one brother. "I'm coping now," said another Seafarer. "Before I completed the program, I really used to fear responsibilities."

Friends and families who accompanied the Seafarers also had high praise for the ARC and its program. They spoke of welcoming back a father or brother who had been lost to the family for years because of alcoholism. They talked about increased security because the Seafarer now could hold a job and work steadily. They recounted stories of family vacations—the first such vacations since a loved one became an alcoholic years ago.

In listening to the comments of their families and friends, many of the Seafarers expressed surprise that their recoveries made so many other people happy. Said one brother, "For years and years I had taken my drinking problems out on my mother. And I always felt guilty about it and wanted to make up



The pleasant surroundings of the Alcoholic Rehabilitation Center in Valley Lee, Md. provided an attractive setting for one of the open AA meetings of the Living Sober Reunion.

for it. Then I decided to get sober and stay sober just for myself alone. When I did, I realized that nothing could have made her any happier."

During the reunion, the Seafarers were joined in many of their activities by residents of St. Mary's County who are Alcoholics Anonymous (AA) members. These people were old friends to many of the Brothers who had shared their recovery experiences with them in AA meetings.

Two open AA meetings were among the many activities the Seafarers and Boatmen enjoyed during the reunion weekend. Other activities included a

banquet, a boat ride on the St. Mary's River, and a cookout.

The Brothers, members of the community and their families and friends, were welcomed at the banquet by HLS President Hazel Brown.

The guest speaker was Harvey Mesford, Seattle SIU port agent. A recovering alcoholic, he told his listeners, "I was asked to be a speaker tonight, but I don't consider this speaking—I consider it sharing."

The highlight of the banquet was when the Seafarers who are recovering alcoholics stood and were applauded by all those in attendance.

Another featured speaker during the reunion was merchant sailor Bryan Mynes, who shared his experiences with alcoholism and his recovery through AA. He noted that a turning point in his recovery occurred when his sister told him, "Bryan, it's manly to accept help." He also discussed the AA concept of a "Higher Power". He told his audience that, to him, God was simply "Good, Orderly Direction" in his life.

The Living Sober Reunion is the first such event to be held at the ARC. In future years, as more and more Seafarers and Boatmen take advantage of the help available at the Center, the reunion will become even more of a celebration of sobriety and Union Brotherhood.



The main building of the Alcoholic Rehabilitation Center is a homelike, remodeled farmhouse. Shown here on the spacious front lawn is the Center's permanent resident, "Minnesota," a purebred collie.

## 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. ....

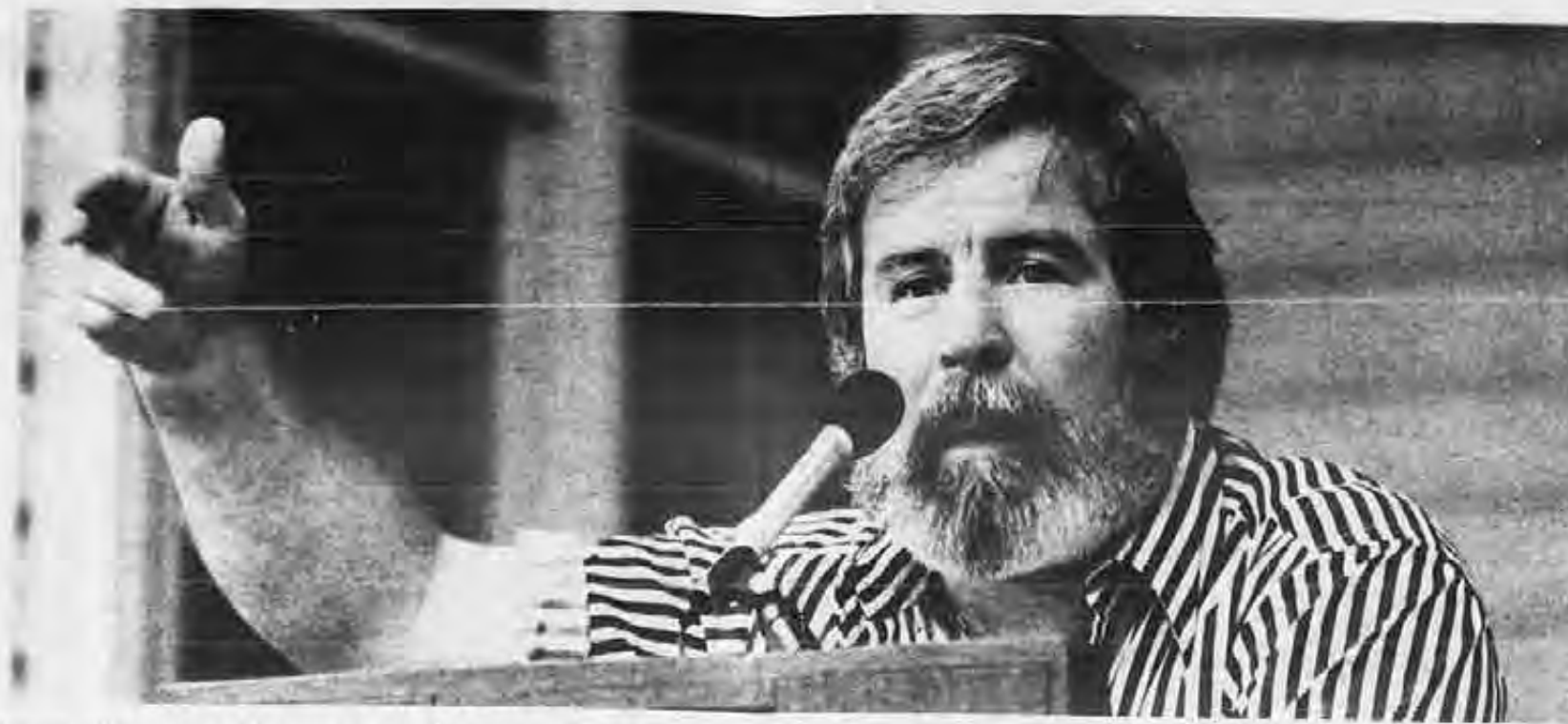
Mail to: **THE CENTER**  
Star Route Box 153-A  
Valley Lee, Md. 20692

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





A cake big enough to serve the many guests who attended the first open AA meeting of the Reunion was prepared for the occasion by the Harry Lundeberg School bakery staff. Sheila Eglington, ARC office manager, has it well in hand.



Brian "Chubby" Mynes, a MEBA member and recovered alcoholic, shared his experiences at the Reunion with other merchant seamen who have waged the same uphill fight against the disease that plagues their lives.

## First "Living Sober" Reunion




Bill Hibbert, on the steps of the ARC farmhouse residence, greets a graduate of the program, retired Seafarer Larry Haun. With Haun at the Reunion are, from the left: his sister, Mary Hodges; SIU Seattle Port Agent Harvey Mesford, and Haun's brother-in-law, Ed Hodges.

"Fighting alcoholism is something you've got to do yourself," SIU Seattle Port Agent Harvey Mesford told the banquet guests. The ARC program provides support, but living sober is a personal victory for every recovered alcoholic, he said.



The ARC program is an outgrowth of the Harry Lundeberg School philosophy of developing the whole man, HLS President Hazel Brown explained.


**Brotherhood in Action**  
 ...for SIU members with Alcohol problem



ARC Cook Lee "Buck" Buchan, right, took charge of the weekend cookout. Extra helping hands were provided by, from the left, James Womack, an ARC grad from Tampa, Fla. and Ronald Windham from New Orleans, currently in residence in the program.

## Seafarers Renew Their Pledge



HLS Vice President Mike Sacco, standing right, talks with two of the ARC residents who joined in the Reunion. From the left, on the center porch, are Brothers Ronald Wood from Chicago and Charles Demers from Houston.



Bill Hibbert, left, explains the program to an HLS upgrader, Mike Mefford, who visited the Center during the Reunion Open House. At right is ARC Counselor Frank Conway.



# Oxygen on Ships Could Save Lives

In April of this year a young SIU member died at sea of an apparent heart attack. Ward Anderson, an OS on the *SS Flor*, was found unconscious and breathing rapidly in his bed. The bosun on board, Albert Schwartz, had completed a first aid course in the Bosun Recertification Program and tried everything he had learned to revive the young Seafarer.

Artificial respiration, mouth-to-mouth resuscitation, chest thumps and heart massage restored Anderson's heart beat for a short time. But with no other medical resources available to sustain him, he died.

Last month the victim's father, Fred Anderson, wrote a letter to the *Log* and made a simple suggestion that could prevent this kind of tragedy.

"It is in the interest of all Seafarers that a couple of tanks of oxygen be mandatory on all ships," he wrote. "Oxygen on the *SS Flor* might have helped save my son."

We couldn't agree more. A tank of oxygen might have kept Ward Anderson alive until he reached port and got professional medical care in a nearby hospital.

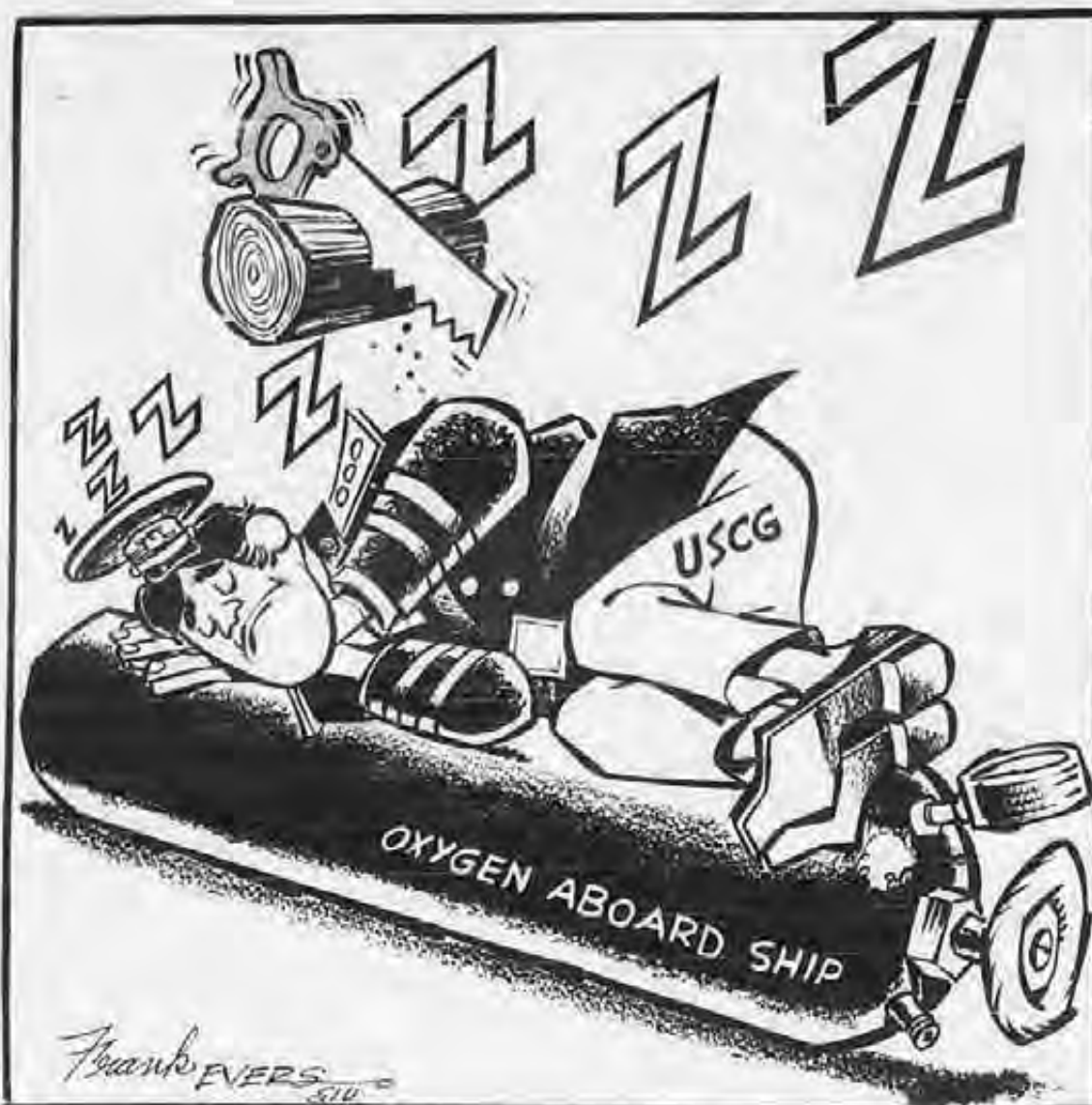
Of course, no one knows for sure if his life or the lives of other Sea-

farers who have died in similar circumstances could have been saved by a few tanks of oxygen on board ship. But it seems a small thing to ask that this simple precaution be followed if it could help in some way to prevent future deaths.

We checked with the Coast Guard's Maritime Safety Division and learned that oxygen for first aid purposes is not required on any vessels. It may seem like a simple request to change this policy. But if the Coast Guard's past performance in providing for shipboard safety and health is any indication, it won't happen without a struggle.

The SIU has carried on the struggle for enforcement of shipboard health and safety measures in recent Congressional committee hearings on the Coast Guard. Over the past few months, Union officials have presented strong testimony against the Coast Guard for failing to carry out its responsibility to insure the health and safety of American seamen.

As we see it, the lack of oxygen tanks for first aid purposes aboard ship is one more example of the Coast Guard's negligence. We only hope that this simple safety require-



## Asleep on the Job

ment can be enacted without the long delays of mere lip service and indifference that have been the Coast Guard's response to our previous requests.

**It is time to consider the men who man merchant vessels and not just vessel safety devices. We have said this in Congressional testimony and we say it again now.**

A great deal of money has been spent—and well spent—to install the expensive technical safety devices that are now required on many ships, such as collision avoidance systems. Certainly the little amount needed to provide oxygen tanks or other medical equipment necessary for human emergencies should be no problem.

Yet medical shipboard resources have always been a low priority for the Coast Guard. Researchers who visited ships to gather evidence for the SIU testimony on Coast Guard

practices found that even the medicine chests on many vessels were sorely inadequate. The medicine bottles often had only foreign labels since they were purchased outside of the United States and were useless or even dangerous for use by the English-speaking crew.

SIU crews are trained to handle medical emergencies through programs such as Bosun Recertification and the Cardiac Life Support Course, which is a requirement for all Harry Lundeberg trainees and "A" Seniority upgraders. But our members' hands are tied if they don't have adequate medical equipment.

Bosun Schwartz did the best he could to save Brother Anderson's life. But without oxygen tanks aboard, he could not go one step further. How many Seafarers lives will be lost before the Coast Guard decides to act?

## Letters to the Editor



HISTORIC PRESERVATION

## Thanks Ogden Champion Crew

I would like to express appreciation to the crew of the *SS Ogden Champion* for their thoughtfulness upon the death of my sister last July.

The donation will go towards the payment of her debts and a memorial fund set up in her name.

Fraternally,  
Steve Venus  
Slidell, La.

## New Pensioner Says So Long

I would like to take this opportunity to commend the *Log* on the nice retirement story about me carried in the New Pensioners section of the August issue.

I would also like to say so long and good sailing to all of the friends I have made in the SIU over the years.

Fraternally,  
N. J. McKeven  
Jacksonville, Fla.

## "Treated Me Like a Brother"

I would like to extend my sincere thanks and appreciation to everyone in the Seafarers Welfare Plan office, which has been so kind and courteous. I had been getting a runaround at Public Health, but the SIU people treated me like a brother and a human being. Words cannot tell how proud I am to be a member of a Union with such fine people.

Thanking you very much and wishing you fair winds and following seas, I am,

Fraternally,  
Thomas McGurn, Retired  
Malone, N.Y.



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## Stonewall Jackson Committee



On Aug. 30, the SS *Stonewall Jackson* (Waterman) paid off at Pier 7, Brooklyn, N.Y. At left SIU Patrolman Jack Caffey waits while SIU Representative Harvey Mesford (seated, rear center) checks crew list. Attending the shipboard meeting is the Ship's Committee of (l. to r.): Engine Delegate Tony Garza; Steward Delegate Joseph Roberts (standing); Educational Director Ben Cooley, and Recertified Bosun Carl Lineberry, ship's chairman.

## Transindiana Committee



Recertified Bosun Lancelot Rodrigues (right), ship's chairman of the *ST Transindiana* (Seatrain), listens to SIU Representative George Ripoll (seated) at a payoff on Aug. 5 at Weehawken, N.J. The other members of the Ship's Committee are (l. to r.): Engine Delegate Luis Rivera; Deck Delegate Enrique Vargas, and Steward Delegate R. Torrez.



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.

## Boston Committee



At a payoff of the containership *SS Boston* (Sea-Land) on Aug. 31 at Port Elizabeth, N.J., SIU Representative George Ripoll (seated right) makes out a dues receipt. Also seated is Deck Delegate Nicholas Lekkas. Other members of the Ship's Committee are (l. to r.): Engine Delegate Manuel Pidal; Recertified Bosun Leyal Joseph, ship's chairman; Steward Delegate C. Madsen, and Educational Director D. R. Pase.

## John B. Waterman Committee



Filling out an overtime report last month for Deck Delegate B. Nolan (2nd left) on the *SS John B. Waterman* is SIU Representative George Ripoll (right) at a payoff at Pier B, Hoboken, N.J. The rest of the Ship's Committee are (l. to r. clockwise): Bosun C. C. Smith, ship's chairman; Engine Delegate R. Stewart; Steward Delegate E. C. Ponson, and SIU Representative Don Tillman. The ship crewed up on Sept. 12 after a layup.

Editor,  
LOG  
675 Fourth Ave.,  
Brooklyn, N. Y. 11232

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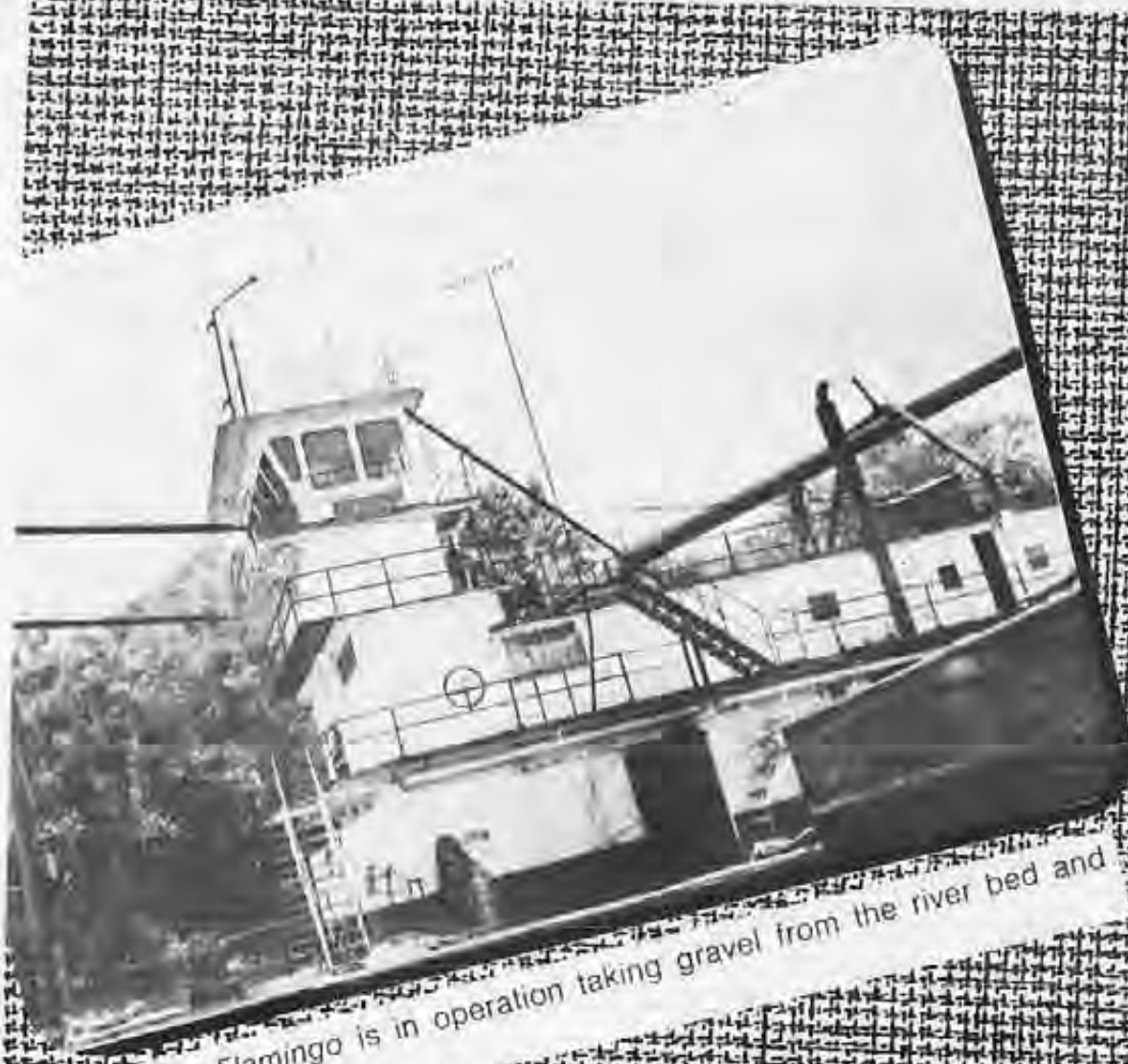




# Two SIU Boats Join Forces on Ala. R.



The SIU-manned dredge *Flamingo* and her workmate, the tug *Gobbler*, make a good team. They work together to provide the state of Alabama with raw materials for road and building construction. The *Flamingo* does her dredging in the Alabama River sucking up rock gravel from 7 to 12 feet below the riverbed. The gravel is then crushed and any sand that has been mixed in is sifted out. The finished product is loaded by conveyor belt onto awaiting barges. The *Gobbler* takes over from here, towing the barges downriver to McDuffie Island near Mobile. After the barges are unloaded, the *Gobbler* tows them back to the dredge site. Two to four barges are used in the operation daily. Both vessels are owned and operated by SIU-contracted Radcliffe Materials.



The dredge *Flamingo* is in operation taking gravel from the river bed and loading it on the barge.



Churning down the Alabama River, about 80 miles from Mobile, is the dredge *Flamingo*.



Standing together aboard the tug *Gobbler* are, from left: Clifford James, cook; James Rucker, leverman and Union delegate; Richard Burrell, deckhand, and Robert Jackson, deckhand.



With the use of a conveyor belt the dredge is quickly loading this barge with gravel.





The *Manhattan* recently docked in Mitsubishi Yard in Yokohama, Japan to be painted, cleaned and repaired.



After a fresh coat of paint and a thorough cleaning the *Manhattan* is in tip-top shape for her voyage to Valdez, Alaska.



Chief Steward H. L. Durham is standing on the deck of the *Manhattan* while she docked in Mitsubishi Yard.

## SIU-Crewed Aquarius, Manhattan Dock in Japan

The *SS Manhattan* (Hudson Waterways) docked in Mitsubishi Yard recently in Yokohama, Japan to be painted, cleaned and repaired before delivery to the Exxon Company. She had just completed a trip to Russia. The SIU-crewed oil tanker was chartered by Exxon to transport crude oil from Valdez, Alaska to the lower 48 states. Also in Japan recently was the newly built, SIU-contracted LNG *Aquarius*, the first U.S.-flag LNG ship. She has a 25-year charter to carry liquified natural gas from Indonesia to Japan. The *Aquarius*, is operated by Summit Marine Operations, a subsidiary of Energy Transportation.



The *Aquarius* is docked in the Osaka Terminal in Japan where her cargo of liquified natural gas is being unloaded.



The new 936 foot *Aquarius* has a 25-year charter to haul liquified natural gas from Indonesia to Japan.



Standing outside the deckhouse of the LNG *Aquarius* is Frank Boyne, SIU port agent in Japan.

## Carpenters' Label: Still Going Strong!

The United Brotherhood Of Carpenters and Joiners of America represent more than three-quarters of a million carpenters, cabinetmen, millwrights, and allied tradesmen in North America.

As one of the oldest of the Building Trades, the United Brotherhood learned early of the value of the union label as a consumer weapon. As far back as 1869 the Carpenter's Eight-Hour League of San Francisco issued a stamp to planing mills working an eight-hour day. This stamp helped to identify work from such mills against competing ten-hour day mills.

However, it was not until the turn of the Twentieth Century that the carpenters union officially adopted a stamp, emblem, or label which would be attached to products produced by its members. At the Carpenter's 11th General Convention, held in Scranton, Pa., in 1900, Cabinetmakers Local 309 of New York City presented a resolution, calling for the adoption of a standard union label for use throughout the Brotherhood. In the following year the union's General Executive Board adopted a design and directed the General Secretary to have it registered with the United States Patent Office in Washington. At that time, the Patent Office contended that the label could not be registered, and the Brotherhood then took action to have the label registered in each of the States and Provinces of North America. Today the label is officially recognized throughout the continent, and two years ago the Patent Office in Washington belatedly accepted the registration of the Brotherhood's label.

In early days of the labor movement, the carpenters were directed by the AFL to lead the fight for an eight-hour work day. Pursuing this goal, the carpenters would allow no shop or mill to use the label unless its work day was eight-hours or less and unless the mill met minimum standards of pay.

Today the Brotherhood issues periodically a small pocket size booklet, totaling approximately 132 pages, which is a "list of union shops and firms granted the use of the union label." This directory is updated each year.

The label can be found on furniture, in houses of worship, on desks, in the schools of America and the Halls of the Congress of



the United States; even on the very rafters of the White House, as well as on all the manufactured items of the forest products industry.

The union label of the United Brotherhood of Carpenters and Joiners of America is made available to manufacturers in four application forms. (1) a rubber stamp is used to place an impression of the label upon millwork and manufactured material, (2) a brass die is available for sinking an impression of the label in boxes, flooring, etc., (3) a transfer label is made up in colors, and is generally used for finished products such as fixtures and furniture, and also musical instruments, including pianos and other wood instruments, and (4) a special cellophane sticker label is made for metal trim, metal doors and sash.

The Carpenter's Label appears on the following products:

- |  |   |
|--|---|
| ✓ Aluminum doors, sash and windows       | ✓ Mobile homes                            |
| ✓ Awings and metal products              | ✓ Musical instruments                     |
| ✓ Boxes                                  | ✓ Metal Trim, doors, partitions, etc.     |
| ✓ Barber and beauty shop furniture, etc. | ✓ Overhead doors                          |
| ✓ Bowling alleys, pool tables, etc.      | ✓ Office Furniture                        |
| ✓ Boats                                  | ✓ Prefabricated garages                   |
| ✓ Cabinet Work and Cabinets              | ✓ Prefabricated houses                    |
| ✓ Caskets                                | ✓ Prefabricated Houses/Modules-Tri-Trades |
| ✓ Concrete forms                         | ✓ Plastics                                |
| ✓ Church furniture                       | ✓ Plywood and veneer                      |
| ✓ Cooling towers                         | ✓ Restaurant Furniture                    |
| ✓ Doors, reg., fireproof, etc.           | ✓ Refrigeration                           |
| ✓ Displays                               | ✓ Specially products                      |
| ✓ Furniture                              | ✓ Screens                                 |
| ✓ Hardwood floors and Hardwood           | ✓ School furniture, etc.                  |
| ✓ Insulation                             | ✓ Shingles                                |
| ✓ Laboratory furniture and equipment     | ✓ Stair builders products                 |
| ✓ Lumber                                 | ✓ Trusses                                 |
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## Dispatchers Report for Deep Sea

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of North America

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Naka-Ku 231-91  
201-7935

Shipping increased considerably last month at deep sea A&G ports throughout the country. A total of 1,545 deep sea SIU members found jobs on SIU-contracted vessels. That's an increase of 292 jobs shipped over the previous month. Shipping is expected to remain good at all ports for the foreseeable future.

AUG. 1-31, 1977

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Boston	9	3	0	7	1	0	11	4	0
New York	109	3	0	112	47	5	167	11	8
Philadelphia	11	2	1	15	6	1	18	2	1
Baltimore	23	1	0	29	7	1	53	2	0
Norfolk	18	4	2	13	4	4	35	9	2
Tampa	10	0	1	7	1	0	17	1	2
Mobile	21	2	0	18	4	0	53	4	0
New Orleans	71	9	2	55	17	0	139	12	3
Jacksonville	34	2	5	43	9	4	52	2	2
San Francisco	39	5	0	29	12	0	57	7	0
Wilmington	18	2	1	21	6	0	31	1	1
Seattle	45	2	0	38	11	0	71	4	0
Puerto Rico	12	1	0	8	4	0	18	3	0
Houston	63	8	5	70	10	6	139	10	6
Piney Point	0	0	0	0	12	0	0	0	0
Yokohama	1	0	0	0	0	0	1	0	0
Totals	482	52	25	465	151	21	862	72	25
<b>ENGINE DEPARTMENT</b>									
Boston	2	1	0	1	3	0	2	5	3
New York	93	31	4	81	45	1	146	26	9
Philadelphia	7	2	0	7	3	0	16	3	0
Baltimore	22	7	0	26	3	0	33	11	0
Norfolk	15	4	0	14	4	0	25	7	2
Tampa	11	4	0	5	5	0	11	3	1
Mobile	16	4	0	11	7	0	29	9	0
New Orleans	52	12	1	37	16	0	117	19	1
Jacksonville	40	13	2	33	12	0	52	15	3
San Francisco	33	13	0	26	12	0	49	12	0
Wilmington	13	6	0	8	4	0	16	5	0
Seattle	25	9	1	21	7	1	44	13	0
Puerto Rico	7	1	0	4	5	0	13	0	0
Houston	62	12	2	38	16	1	104	19	5
Piney Point	0	7	0	0	9	0	0	0	0
Yokohama	1	1	0	4	2	0	0	1	0
Totals	399	127	10	316	153	3	657	148	24
<b>STEWARD DEPARTMENT</b>									
Boston	2	0	0	2	0	0	1	0	0
New York	41	10	0	61	37	0	65	9	0
Philadelphia	3	0	0	9	4	1	9	0	0
Baltimore	11	1	0	20	9	3	21	2	0
Norfolk	17	1	0	10	3	2	28	2	0
Tampa	10	1	0	5	0	0	11	0	0
Mobile	15	0	0	11	5	2	27	1	0
New Orleans	35	8	0	35	10	0	69	13	0
Jacksonville	23	1	0	23	12	5	33	3	0
San Francisco	29	6	0	32	14	0	36	7	1
Wilmington	5	2	1	6	5	0	10	2	1
Seattle	10	4	0	15	10	2	19	4	0
Puerto Rico	5	0	0	9	7	0	6	1	0
Houston	30	6	0	29	13	2	62	4	0
Piney Point	0	4	0	0	22	0	0	0	0
Yokohama	0	0	0	1	0	0	0	0	0
Totals	236	44	1	268	151	17	397	48	2
<b>ENTRY DEPARTMENT</b>									
Boston	2	6	4				2	6	14
New York	23	99	52				40	134	142
Philadelphia	8	17	2				8	23	2
Baltimore	21	13	5				31	35	12
Norfolk	6	7	6				12	17	2
Tampa	3	3	1				3	8	2
Mobile	6	17	2				15	14	0
New Orleans	25	50	4				53	71	5
Jacksonville	14	22	8				13	14	5
San Francisco	30	23	5				32	26	12
Wilmington	1	6	0				4	8	0
Seattle	7	9	3				11	13	9
Puerto Rico	13	10	1				22	10	2
Houston	21	37	19				30	31	37
Piney Point	0	32	0				0	2	0
Yokohama	0	1	0				0	1	1
Totals	180	352	112				274	413	245
Totals All Departments	1,297	575	148	1,049	455	41	2,190	681	296

\*"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.



# Lundeberg Upgrading Schedule Thru 1978

Below is a complete list of all upgrading courses, both deep-sea and inland, offered at the Lundeberg School in Piney Point, Md. Also included is the starting dates for these courses for the remainder of 1977 and all of 1978. SIU members should be aware that certain courses may be added or dropped from the schedule as the need arises. However, the Log will publish in advance any such changes.

## Deck Department Courses

Course Name	Starting Dates
ABLE SEAMAN	October 27, 1977 Nov. 23, 1977 Jan. 19, 1978 March 2, 1978 April 17, 1978 May 25, 1978 July 6, 1978 Aug. 17, 1978
QUARTERMASTER	None Presently Scheduled
TOWBOAT OPERATOR (Western Rivers)	Feb. 20, 1978 May 29, 1978
TOWBOAT OPERATOR (Inland Waters)	Oct. 31, 1977 March 20, 1978 June 26, 1978
TOWBOAT OPERATOR (Not More than 200 Miles Offshore)	Oct. 31, 1977 March 20, 1978 June 26, 1978
MATE & MASTER	Sept. 4, 1978
FIRST CLASS PILOT	None Presently Scheduled
VESSEL OPERATOR MANAGEMENT AND SAFETY PROGRAM	Nov. 6, 1978 Dec. 4, 1978
LIFEBOATMAN	Starting Sept. 1, 1977, Lifeboatman classes will begin every two weeks right through Dec. 21, 1978.
TANKERMAN	Starting Sept. 1, 1977, Tankerman classes will begin every two weeks right through Dec. 21, 1978.

## Steward Department Courses

Course Name	Starting Dates
CHIEF STEWARD	Nov. 10, 1977 Dec. 22, 1977 Feb. 7, 1978 March 23, 1978 May 4, 1978 June 15, 1978 July 27, 1978 Sept. 7, 1978
CHIEF COOK/TOWBOAT COOK	Nov. 25, 1977 Jan. 12, 1978 Feb. 23, 1978 April 6, 1978 May 18, 1978 June 29, 1978 Aug. 10, 1978 Sept. 21, 1978
COOK & BAKER	Starting Sept. 15, 1977, Cook and Baker classes will begin every two weeks until Jan. 19, 1978. Then starting Jan. 26, 1978, the classes will begin every two weeks running right through to Oct. 5, 1978
ASSISTANT COOK	Oct. 27, 1977 Dec. 8, 1977 Jan. 26, 1978 March 9, 1978 April 20, 1978 June 1, 1978 July 13, 1978 Aug. 24, 1978

## Engine Department Courses

Course Name	Starting Dates
FIREMAN, OILER, WATERTENDER (FOWT)	Jan. 5, 1978 March 16, 1978 April 13, 1978 June 22, 1978 July 20, 1978 Oct. 2, 1978
LIQUIFIED NATURAL GAS (LNG)	Nov. 28, 1977 Feb. 6, 1978 May 15, 1978 Aug. 21, 1978
MARINE ELECTRICAL MAINTENANCE	Nov. 14, 1977 April 10, 1978
PUMPROOM OPERATION AND MAINTENANCE	Oct. 17, 1977 Aug. 28, 1978
AUTOMATION	March 6, 1978
WELDING	Nov. 28, 1977 Dec. 27, 1977 Feb. 6, 1978 March 6, 1978 April 17, 1978 May 15, 1978 June 12, 1978 July 24, 1978 Aug. 21, 1978 Sept. 18, 1978
Qualified Member of the Engine Department (QMED)	Jan. 2, 1978 May 22, 1978
DIESEL ENGINEER	Jan. 16, 1978 July 24, 1978
MAINTENANCE OF SHIPBOARD REFRIGERATION SYSTEMS	May 22, 1978

For further information regarding the courses offered at the Lundeberg School, members should contact their local SIU representative, or write to the Lundeberg School Vocational Education Department, Piney Point, Md. 20674.





# NEW PENSIONERS



**Robert H. Bennett, 70**, joined the SIU in the port of Tampa in 1956 and shipped as a deck engineer. Brother Bennett sailed 31 years. He served in the U.S. Coast Guard from 1928 to 1932 and in the U.S. Navy. He has also worked on a Pan American Airlines cables ship from 1965 to 1966. Born in Georgia, he is a resident of Milton, Fla.



Recertified Bosun **Vernon W. Bryant, 65**, joined the SIU in 1938 in the port of Tampa. He graduated from the December 1973 class of the Bosuns Recertification Program. Brother Bryant sailed 46 years. He was born in Florida and lives in Tampa.



**David L. Williams, 51**, joined the SIU in 1948 in the port of New York. Brother Williams sailed 30 years. He shipped as a bosun. He is a veteran of the U.S. Navy during World War II. Born in Georgia, he resides in Slidell, La.



**Mathew Gichento, 64**, joined the SIU in 1938 in the port of Mobile and sailed as a bosun. Brother Gichento sailed 42 years. Born in Ohio, he is a resident of New Orleans.



**Herbert J. Laiche, 64**, joined the SIU in the port of Seattle in 1955 sailing as a cook. Brother Laiche sailed 29 years. He served in the U.S. Army artillery during World War II. He was born in Pauline, La. and resides in Gramercy, La.



**Joseph L. Aey, 69**, joined the SIU in 1941 in the port of New Orleans and sailed in the steward department. Brother Aey sailed for 45 years. He was born in Louisiana and resides there.



**Arnold Munter, 65**, joined the SIU in the port of Wilmington in 1959 and sailed as a junior engineer. Brother Munter sailed 34 years. Born in Estonia, USSR, he now resides in Long Beach, Calif.



**Fred Z. Callanta, 65**, joined the SIU in the port of New York in 1962 and sailed as a baker. Brother Callanta sailed 35 years. Born in the Philippines, he is a resident of Seattle.



**Loyad W. White, 60**, joined the SIU in the port of Norfolk in 1960 and sailed as an AB. Brother White sailed 37 years. He served in the U.S. Army. He was born in Norfolk and is a resident there.



**Jack C. Taylor, 55**, joined the SIU in the port of Seattle in 1955. Brother Taylor sailed 29 years. He shipped as a wiper. Born in Madison, Kans., he is a resident of Garden City, Mich.



**Robert Myrick, 65**, joined the SIU in 1944 in the port of New York and sailed as an AB. Brother Myrick sailed 33 years. He served in the U.S. Army prior to World War II. Born in New York, he resides in Visalia, Calif.



**Wilbur C. Sinks, 65**, joined the SIU in 1947 in the port of New Orleans and sailed as a chief steward. Brother Sink sailed 31 years and was on the picket line in the 1962 Robin Line beef. He is a World War II veteran of the U.S. Navy. Seafarer Sink was born in Nebraska and resides in San Francisco, Calif. where he will pursue his hobby as a radio buff.



**Sze Yu Chen, 65**, joined the SIU in the port of New York in 1955 and sailed as an electrician and in the steward department. Brother Chen has sailed 29 years, and was on the picketline in the 1961 Greater N.Y. Harbor strike, as well as the 1965 District Council 37 beef. He also served in the U.S. Army during World War II. Born in China, he is a naturalized U.S. citizen. Seafarer Chen is a resident of New York.



**Julio Figueroa, 62**, joined the SIU in 1944 in the port of New York and sailed as a steward utility. Brother Figueroa sailed 35 years and served as a delegate aboard ship. He was on the picketline in the 1961 N.Y. Harbor beef and the 1962 Robin Line beef. Born in Puerto Rico, he now resides in the Bronx, N.Y.



**Paul E. Reed, 65**, joined the SIU in 1947 in the port of New Orleans and sailed as a chief steward. Brother Reed sailed 32 years. He worked for Cities Service from 1966 to 1976. Born in Quincy, Mass., he resides in Morrow, Ga.



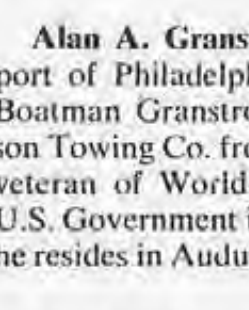
**Leo L. Crawford, 59**, joined the SIU in the port of New Orleans in 1939. Brother Crawford sailed as a chief electrician. Seafarer Crawford was on the picketline in the 1962 Robin Line strike. He was born in Pearl River, La. and resides there.



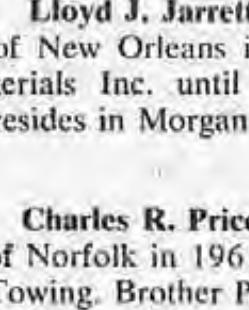
**Salvador Fertitta, 59**, has been on pension since July 1, 1977. Brother Fertitta resides in New Orleans, La.



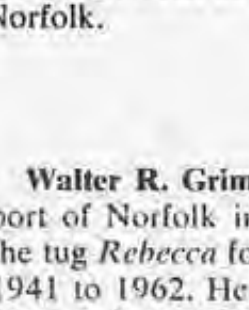
**Nathaniel V. Sharon, 63**, joined the Union in the port of Houston in 1960 sailing as a boat pilot for the Kansas City Bridge Co. from 1946 to 1948. He also sailed as a tanker man for the National Marine Service Co. from 1946 to 1962, and for the G & H Towing Co. from 1973 to 1977. Brother Sharon is a veteran of the U.S. Army in World War II. He was born in Paquemine, La. and is a resident of Pasadena, Tex.



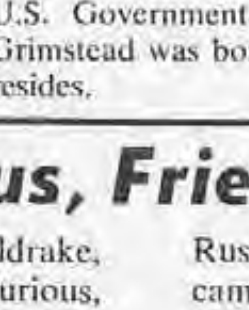
**Alan A. Granstrom, 62**, joined the Union in the port of Philadelphia in 1961 and sailed as a cook. Boatman Granstrom worked for Taylor and Anderson Towing Co. from 1953 to 1977. He is a U.S. Army veteran of World War II and also worked for the U.S. Government in 1953. Born in McMurray, Wash., he resides in Audubon Park, N.J.



**Lloyd J. Jarrett, 56**, joined the Union in the port of New Orleans in 1974 working for Radcliff Materials Inc. until his retirement. Boatman Jarrett resides in Morgan City, La.



**Charles R. Price, 62**, joined the Union in the port of Norfolk in 1961 sailing as a mate for Curtis Bay Towing. Brother Price is a World War II veteran of the Navy. Born in Catawaco, Va., he now resides in Norfolk.



**Walter R. Grimstead, 64**, joined the Union in the port of Norfolk in 1941 sailing as a tankerman on the tug *Rebecca* for M. Lee Hudgins & Son Co. from 1941 to 1962. He sailed as chief engineer for Allied Towing from 1962 to 1977. He also worked for the U.S. Government from 1938 to 1940. Boatman Grimstead was born in Mathews, Va. where he now resides.

## Manhattan's Minutes Reveal Fast, Furious, Friendly Game

The crew of the *SS Manhattan* may be the best thing that's happened to American-Soviet relations since U.S. astronauts and Russian cosmonauts shook hands in space last year.

The ingredients in the *Manhattan's* formula for spreading international good will consists of the following items: five American Seafarers; five Russian longshoremen, and one basketball.

The results? A lot of laughs and a good time for all involved.

As related in the Ship's Minutes by Pete Sheldrake, bosun and

ship's chairman of the *Manhattan*, the big tanker's crew gets up a team to play the Russian longshoremen whenever they are in the USSR.

The games take place at the Seaman's Club auditorium in Ilyichevsk, Russia.

The American team was made up of SIU members Peter Gill, Jack Kane, John Schonstien, Chick Nealis, and Zachary Taylor Brown. The team was coached by Seafarer Don Allender. Radio officer Tom Nichols did the officiating.

According to Bosun Sheldrake, "the game was fast and furious, and for awhile could have gone either way. Till the final whistle, though, the *Manhattan* 'Maniacs' gave it their all."

Unfortunately, "their all" wasn't enough. The Russians beat our boys by a score of 62 to 34.

Without making long, drawn out excuses, Bosun Sheldrake said simply, "there are no basketball courts on the *Manhattan*. The

Russians' experience and stamina came through in the end."

But in the best tradition of American sports competition, the losing squad left the auditorium echoing the words, "never say die; wait till next time."

After the game, the Russians gave the SIU cagers some presents. And the Russian coach presented them with badges and pins as mementos.

Bosun Sheldrake concluded, though, "it didn't really matter who won the game because a good time was had by all."





# Oil Bigs All Out to Stop Cargo Preference

Continued from Page 3

The SIU is actively involved in the fight.

The Committee has taken out full-page ads in several large newspapers to present the case for cargo preference.

The ads have appeared in the

Washington Post, the Washington Star and the New York Times.

In at least one instance, involving the N.Y. Times, the U.S. Maritime Committee appears to have had its rights violated under the First Amendment.

The Committee took an ad out in

the Times that was critical of an article carried by the Times concerning the preference issue.

The headline over the Maritime Committee's ad read, "Why Did the N.Y. Times Publish a Story That Was Totally Inconsistent With the Facts."

The Times would not accept the ad without editing it. The edited version read, "Here's the Truth Behind the Controversy, Contrary to Published Reports in Leading Newspapers." (See reprint of ad the Times would not accept on this page.)

Robert Smith of the Times advertising board said that in the original ad, "the headline itself was inconsistent with the facts . . . We try to be as fair as we can to everyone . . . We're allowed to be fair to ourselves."

Herb Brand, president of the Transportation Institute, and a member of the U.S. Maritime Committee, took exception to Smith's remarks.

Brand said that Smith's explanation "is far from adequate." He said that "when the Times wrote an editorial recently calling cargo preference in a headline, The Great Ship Robbery, we were not given an opportunity to express our difference in interpretation, or to suggest that the headline was about as close to libel as anyone can get."

## Carter Under Fire

President Carter has also come under heavy fire for his support of the 9.5 percent bill.

Several high ranking Republican senators have called the President's support a "blatant political payoff" to the maritime industry. The news media has also chimed in on this charge.

The fact is that President Carter, early in his campaign for office, announced his support for some type of cargo preference. He announced this support before the maritime industry contributed anything to his campaign.

## Benefits Overlooked

What the newspapers and other news media have overlooked throughout this controversy is the benefits the preference bill will produce for the nation.

For instance, the bill will create thousands of shipyard and related industrial jobs in the construction of new U.S. tankers. It will create 3,600 new jobs on these tankers for U.S. seamen by 1982. There will be a reduction in the U.S. balance of payments deficit. And there will be a reduction in the use of unsafe, unreliable foreign-flag tankers for the transportation of our oil imports.

Most importantly, though, the bill will not cost the American consumer dearly as the news media suggests.

On Sept. 20, 1977, the Department of Commerce (DOC) reiterated its position that the 9.5 percent bill would cost no more than \$130 million a year (or one tenth of one cent per gallon in added cost).

The DOC also called a recent General Accounting Office (GAO) estimate of \$610 million per year in added fuel costs "overstated." The DOC noted that it had "reviewed its own estimates (\$130 million annually) in light of the GAO report on cargo preference cost, but finds no basis for revising them."

## WHAT ARE THE FACTS BEHIND THE COST OF OIL CARGO EQUITY LEGISLATION?

Opponents of cargo equity legislation, including big oil companies, consistently have ignored the facts in their efforts to defeat this proposal.

It may be practical politics. But the American people deserve better.

Now, those opponents have gone too far—and some of the American press and national political leaders have become unwitting pawns in their game.

On August 26, *The New York Times*, and many newspapers subscribing to its news service, published a front-page story suggesting that a cost estimate of oil cargo preference by the General Accounting Office, an independent arm of Congress, had been suppressed by a proponent of the legislation. The reason, presumably, was that the G.A.O. estimated the legislation would cost \$240 million a year (about two-tenths of a cent per gallon); while earlier, the Administration, which supports the legislation, estimated it would cost between \$110 and \$180 million a year.

Opponents of the legislation have stated publicly the bill would cost at least \$800 million a year.

On August 28, *The New York Times*, and many subscribers to its news service, published a second story. In this one, the Republican National Chairman accused a proponent of the bill of "suppression" of the G.A.O. cost estimate. He suggested this action was "criminal in nature."

Apparently, neither he nor the media knew the facts.

1. On July 25, four days before the G.A.O. transmitted its cost estimate to the House Committee on Merchant Marine and Fisheries, Committee Chairman John Murphy discussed the report, then in preparation, at a public hearing on cargo preference legislation. Mr. Murphy remarked that he understood the G.A.O. report would indicate a cost of about twice the Administration's estimate—but still a fraction of the cost estimates made by the bill's opponents.

2. On July 29, the Committee conducted another public hearing on the bill. The Chairman announced that the G.A.O. report had been received and that it estimated the bill would cost \$240 million a year. A Committee member, Rep. Pete McCloskey

## WHY DID THE NEW YORK TIMES PUBLISH A STORY THAT WAS TOTALLY INCONSISTENT WITH THE FACTS?

(R-CA), an opponent of cargo preference, asked for and received unanimous consent to include the G.A.O. report in the Committee record.

3. Moments later, at the same public hearing, Rep. McCloskey and a witness for the Administration, Assistant Secretary of Commerce Robert Blackwell, engaged in a discussion on the differences between the Administration and the G.A.O. estimates.

4. In an Associated Press dispatch by Don McLeod, datelined Washington on August 1, both the G.A.O. and administration estimates were reported and compared.

5. In a letter published by *The Wall Street Journal* on August 15, Chairman Murphy referred to the G.A.O. cost estimate as being higher than the Administration's, but far lower than opponents have suggested.

6. In *The Christian Science Monitor* of August 25, Reporter John Dillin referred to the G.A.O. estimate as being 2½ times higher than the Administration estimate, but far lower than figures cited by opponents.

7. For the past month, the U.S. Maritime Committee, a private coalition of supporters of cargo preference, has cited the G.A.O. estimate in public forums, including an August 18 appearance on the Washington television program *Panorama*. The Committee challenged opponents' estimates that the bill would cost at least \$800 million a year.

Thus, for the past month the G.A.O. cost estimate of cargo preference has been part of the public record, discussed in public hearings in Congress and published widely in the media. The proponents of the legislation quoted it to show that while it is higher than Administration estimates, it would cost each American only \$1 a year in return for much-needed jobs, improved national security, and a measure of environmental protection.

Yet, this old story became a front-page story in one of America's leading newspapers and was disseminated to others. It was developed into a story suggesting "suppression" of a report that had been widely available for a month. It was then further developed into a story in which a highly-placed political leader, believing that the non-news was factual, accused a committee chairman of an act that could be "criminal in nature."

How could this happen?

It could happen only if an opponent of cargo preference foisted a "story" on an unwitting reporter at a time when most members of Congress who were privy to the facts had left Washington during the Congressional recess. Therefore, they would be difficult, if not impossible, to reach for verification.

It could happen only if the reporter, still believing the non-news to be factual, presented the material to the Republican National Chairman. Then the Chairman, in his eagerness to comment about a bill to which he had announced this opposition earlier, failed to learn the truth before denouncing the non-events.

How can the record be set right? Sadly, only through this means.

When Chairman Murphy conducted a hastily-called news conference on the matter in New York, it received relatively little attention in the media. *The New York Times* published a story of the press conference on its financial page—hardly likely to attract the same number of readers as did its earlier front-page non-news story. *The Washington Star*, which prominently displayed the denunciation of the non-events, confined the response to a three-paragraph story in its "wrap-up" column called "The Nation."

By now, dozens of editorials around the nation may have been written denouncing the non-events disclosed in a non-news story.

We cannot correct those misleading impressions, but we can hope that the media will get both sides of the cargo equity story, before going to press.

## U.S. Maritime Committee

Suite 420  
600 New Hampshire Avenue  
Washington, D.C. 20037

A coalition of shipbuilders, ship operators, marine supportive industries, and seagoing and on shore unions.



Below is a reprint of a brochure put out by the AFL-CIO to help rally nationwide labor support for the 9.5 percent oil cargo preference bill. The brochure was sent to all AFL-CIO affiliated international and local unions, as well as to every U.S. Congressman and Senator.



**AFL-CIO**  
**Special Report**  
**LABOR LAW REFORM**

**Cargo Equity**

**H.R. 1037**  
**S. 61**

**A BILL**  
**TO**  
**CREATE**

**1/JOBS**

**2/SECURITY**

**3/ENVIRONMENTAL**  
**PROTECTION**



—Cargo equity legislation—H.R. 1037 and S. 61—will create 20,000 jobs in maritime and related industries. More important!, it will prevent 200,000 American workers in these industries from losing their jobs.

—The legislation would guarantee that the United States and its government would have at all times access to sufficient seaborne oil and available tankers to meet an international crisis.

—H.R. 1037 and S. 61 would mean that more oil would enter our waters aboard a greater number of tankers which meet safer U.S. requirements and are manned by qualified American crews. Fewer unsafe ships manned by unqualified seamen would threaten our shores.

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## 3/ENVIRONMENTAL PROTECTION

Last December, the Liberian tanker *Argo Merchant*, which had been banned from the port of Philadelphia as dangerous and defective, nonetheless sailed into American waters near Nantucket.

There, the ship ran aground on a well marked shoal. While the captain and the helmsman tried vainly to communicate (they spoke different languages), the vessel broke up and spilled 7,500,000 gallons of oil into our seas. That was the worst domestic oil spill in history.

A few years before, another Liberian tanker, the *Tortee Canyon*, ran aground in the English Channel precipitating the world's worst oil spill. The captain of that vessel had worked for 366 days consecutively at the time of the accident.

More recently, a tanker blew up in the Los Angeles

harbor, killing 11 sailors because it did not have an adequate safety system, even though they are relatively inexpensive; another lost 5,000 gallons of fuel in a Connecticut river; still another caused 133,000 gallons of crude oil to be spilled in the Delaware River; another went aground in Puerto Rico.

All flew the Liberian flag. American tankers are built and operated under the most rigid safety standards in the world; American seamen are the world's most highly trained and qualified; only American tankers must undergo thorough U.S.-standard safety inspections every year.

Jacques Cousteau, the world-renowned oceanographer, said recently that in Liberia or Panama, "a shoemaker can buy a captain's license for \$150." He added: "Unfortunately the safety of oil tankers is left in the hands of the oil companies. It must be regulated."

In August, British authorities announced that 170 high-ranking officers on Liberian tankers were sailing with forged certificates of sea competency.

H.R. 1037 would be a step toward protecting our beaches, shorelines, fish and wildlife. It would mean that more oil would be arriving here in American ships. Less oil, therefore, would be arriving in unsafe vessels. The almost impossible task of inspecting foreign ships before they enter our waters would be made a little easier. And it would increase American demands for foreign tankers to meet American safety requirements.

The best time to stop an oil spill is before it happens. H.R. 1037 would help meet that goal.

*"In Liberia,  
... a shoemaker  
can buy a captain's  
license for \$150."*

—Jacques Cousteau

The major oil companies are fighting H.R. 1037 and S. 61 with a vigorous public relations and lobbying effort. This legislation, they fear, would reduce their profits by requiring them to pay their fair share of taxes and prevent them from continuing to conceal the true cost of oil transportation to the United States.

You can help create and protect U.S. jobs, strengthen our national security, and improve our environment. Tell your Congressman of your strong support for H.R. 1037 and your Senator of your strong support for S. 61.

Address your letters to:

Hon. \_\_\_\_\_ M.C.  
House Office Building  
Washington, D.C. 20515

Dear Rep. \_\_\_\_\_:  
Urge a vote FOR H.R. 1037

Hon. \_\_\_\_\_ U.S.S.  
Senate Office Building  
Washington, D.C. 20510

Dear Senator \_\_\_\_\_:  
Urge a vote FOR S. 61

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## 1/JOBS

Cargo equity legislation (H.R. 1037) will create 20,000 new jobs in the maritime industry and in those industries responsible for supplying our nation's shipyards.

More importantly, the bill would save 200,000 existing jobs now threatened in those industries. These jobs are imperiled because the major oil companies are building more ships abroad and operating them with foreign crews.



*"... most of the jobs  
are in hard-core  
unemployment areas  
where jobs are  
needed most."*

And most of the existing and new jobs are located in hard-core unemployment areas where the jobs are needed most.

Here's how it works:

H.R. 1037 would require that a fixed percentage of oil imports—43% now and a maximum of 95% five years from now—would be carried on American-flag tankers, vessels built in the United States and manned by American crews.

These vessels now carry only 3% of the 8,000,000 barrels of oil imported to this country every day. Meanwhile, 54% of American oil imports arrive in tankers flying the flags of Liberia and Panama—so-called "flags of convenience" created by the American oil companies to avoid taxes and this nation's standards of ship construction and seamanship qualifications for crews.

By requiring a reasonable amount of oil to be reserved to American tankers, shipbuilding will be encouraged and American crews will be hired to man existing and new tankers.

The Administration estimates that increased transportation costs would add one-tenth of one cent to each gallon of oil, the General Accounting Office, an independent investigative arm of Congress, says it might be as high as two-tenths of one cent per gallon.

In return, the American economy would benefit through new tax revenues and additional spending power by newly employed workers—not to mention the savings in unemployment and welfare benefits to thousands of workers who otherwise would lose their jobs. And the savings in human dignity by keeping American workers on the job are inestimable.

The maritime industry is among the nation's leaders in employing members of racial minorities and women in responsible, well-paying jobs. In shipyards, more than 30% of the work force is composed of minority-group members. More than 5% of the blue-collar jobs belong to women. On shipboard, more than 12 1/2 % of the crews are members of racial minorities. In the nation, only 11% of the work force is made up of minorities.

H.R. 1037 is a key step in this nation's goal of reducing unemployment generally—and in striking at the most stubborn of our nation's unemployment problems: the crisis of the inner city job market.

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## 2/SECURITY

While many think of national security in terms of weapons, a crucial factor is the ability to supply vital goods and services to the civilian population as well as to our Armed Forces.

No commodity is more crucial to the nation's security than oil.

At present, more than 45% of the total oil consumption of the United States depends on imports—and the figure is rising. Yet only 3% of our total oil imports are on tankers under the control of the U.S. government—and that figure is falling.

In a domestic fuel crisis, or in a movement of troops, or in a crisis involving an allied nation, it is vital that the American government have at its disposal sufficient oil to meet any emergency.

Part of the problem is being solved by the creation in this country of a strategic oil reserve. But the other part of the problem is the ability to transport that oil quickly and efficiently to any place in the world.

With the enactment of H.R. 1037, the United States would have, at any given time, 24,000,000 barrels of oil seaborne on tankers flying the American flag and manned by American crews.

In the Middle East war, in 1973, Liberia prohibited vessels flying its flag from transporting war materials to Israel, contrary to U.S. policy. Many of these vessels were owned by Americans. Only American-flag ships with American crews can be relied upon to heed American policy in a crisis. While foreign-flag vessels may be owned by American companies, they are responsible to the governments of those countries. And the crews of Liberian-flag tankers typically represent several nationalities; such crews may not support a goal of the U.S. government.

The President, a former naval officer, has said that cargo equity legislation is in our nation's interest. He said strengthening of the merchant marine is vital. As Commander-in-Chief, he wants at his disposal a guaranteed amount of seaborne oil to meet an emergency.

Some foreign nations may wish to help—and their tankers would then be available for our use.

But the United States must be in a position to rely first and foremost on its own resources. A precious commodity like oil cannot be abandoned totally to the whims and hoped-for cooperation of foreign nations.

3% U.S. FLAG



97% FOREIGN FLAG

*"Only American flagships  
with American crews  
can be relied on  
in a crisis."*

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# 9.5 Percent Oil Cargo Preference: Jobs For Americans, Safer Waters

The oil cargo preference bill (H.R. 1037) would require that 9.5 percent of all U.S. oil imports be carried in American-built, American-manned vessels by 1982.

The U.S. fleet would immediately be guaranteed a 4.5 percent share. This would increase one percent a year for five years until the 9.5 percent mark is reached. U.S. ships now carry 3.5 percent of our oil imports.

If passed, the bill would create the following benefits for the nation:

## SHIPYARD JOBS



- *Thousands of shipyard and related industrial jobs in the construction of new U.S.-flag tankers.*

- *3,600 new jobs for American seamen on these ships.*

- *A reduction in the use of unsafe, unreliable flag-of-convenience tankers for the transportation of America's oil imports.*

- *A reduction in the nation's balance of payments deficit.*

- *The gradual buildup of the U.S. tanker fleet to 3.3 million dwt for close military support for the U.S. Navy.*

What will it cost the American consumer? The Department of Commerce says one tenth of one cent per gallon of gas.



SEAMEN'S JOBS



CLEANER WATERS



# Final Departures



**John R. Scardis**, 42, died of a heart attack in Frechold (N.J.) Hospital on July 25. Brother Scardis joined the Union in the port of New York in 1961 sailing as a floatman and captain on the *Tug Steering*. He also sailed as a deckhand for the Brooklyn Eastern District Terminal from 1973 to 1977, for the A & R Marine Towing and Transportation Co. from 1969 to 1973, and for the Penn Railroad Marine Division from 1957 to 1969. Inland Boatman Scardis was a veteran of the U. S. Army in Korea in 1962. Born in Jersey City, N.J., he was a resident of Morganville, N.J. Burial was in St. Gabriel's Cemetery, Malboro Twp., N.J. Surviving are his widow, Agnes; a daughter, April; his mother, Ann of Jersey City and his father, Raphael.



**Pensioner Philip W. West**, 72, succumbed to a heart attack in Frankford Hospital, Philadelphia on Aug. 2. Brother West joined the Union in the port of Philadelphia in 1951 sailing as a deckhand and pilot. And as a captain from 1959 to 1967. And as a mate for the P. F. Martin Co. from 1956 to 1958. He was born in Millville, Del., and was a resident of Philadelphia. Interment was in St. George's Cemetery, Clarksville, Del. Surviving is his widow, Ethel.



**Pensioner John M. Dunbar**, 49, died of a heart attack in Slidell (La.) Memorial Hospital on July 6. Seafarer Dunbar joined the SIU in the port of Jacksonville in 1967 sailing as a AB. Inland Boatman Dunbar was also a first class pilot and tugboat captain for the last 10 years. He was a veteran of the U.S. Army after World War II. Born in New Orleans, he was a resident of Pearl River, La. Interment was in New Palestine Cemetery, Picayune, Miss. Surviving are his widow, Alicia; a son, David; a daughter, Jean of New Orleans and his father, James of Picayune.



**Royal S. Bendall**, 74, passed away on Aug. 14. Brother Bendall joined the Union in the port of Philadelphia in 1959. He sailed as an AB for the NBC Lines from 1976 to 1977, for the Marvin Steamship Co. from 1959 to 1963 and for the Graham Transportation Co. from 1958 to 1959. From 1974 to 1977 he worked at the Moon Shipyard, Norfolk, as a tinsmith. Boatman Bendall was also a member of the NMU from 1938 to 1943. Born in Virginia, he was a resident of Washington, D.C. Surviving are a son, Leonard and a daughter, Mrs. Connie B. Kitchen of Washington, D.C.



**Pensioner Frederick "Joe" Aysien**, 55, died of a heart attack in the New Orleans USPHS Hospital on July 26. Brother Aysien joined the Union in the port of New Orleans in 1959 sailing as a tankerman and mate for Tide Inc. from 1955 to 1958, Coyle Lines from 1958 to 1970 and as a barge captain for the Mariner Towing Co. from 1969 to 1974, IBC in 1974 and for the Interstate Oil Co. He was a veteran of the U.S. Army in World War II. A native of New Orleans, he was a resident there. Burial was in Westlawn Cemetery, Gretna, La. Surviving are his widow, Marian; a son, Joseph and three daughters, Catherine, Carol and Elizabeth and his parents Mr. and Mrs. Ellis and Kate Aysien.



**James H. Alcox**, 63, died of injuries in Wilson (N.C.) Memorial Hospital on June 23 after an auto accident nearby. Brother Alcox joined the Union in the port of Norfolk in 1969 sailing as a cook for for the N.C. Tucker Towing Co. from 1969 to 1977, IBC Co. from 1975 to 1976 and for the Interstate Oil Co. in 1977. He was born in Belhaven, N.C. and was a resident of Hobucken, N.C. Burial was in Flowers Cemetery, Hobucken. Surviving are his widow, Gertrude and a sister, Mrs. Ruby Fodrey.



**Pensioner Thomas H. Hudgins**, 76, died of a heart attack at home in Mathews, Va. on July 21. Brother Hudgins joined the Union in the port of Norfolk in 1960. He sailed 36 years on tugs for the Penn Railroad. Boatman Hudgins was born in Hallieford, Va. Burial was in Mathews Chapel Cemetery, Cobbs Creek, Va. Surviving is his widow, Edith.



**Robert B. King**, 35, died on Aug. 26 in Port Arthur, Tex. Brother King joined the Union in Port Arthur in 1970 sailing as a chief mate and captain on the *Tug Esther* (Moran Towing) and the D.M. Picton Towing Co. from 1966 to 1977. He was a veteran of the U.S. Army during the Vietnam War from 1966 to 1970. A native of Bayville, N.J., he was a resident of Fort Lauderdale, Fla. Surviving are his widow, Joan and two sons, Ian and Shawn.



**Kenneth E. Siebert**, 20, died on Aug. 28. Brother Siebert joined the Union in the port of St. Louis in 1976 sailing as a deckhand on the *Tug Enterprise* (National Marine). Boatman Siebert graduated from the Diesel Tankerman Course at the HLSS in 1976. Born in Vandalia, Ill., he was a resident of Granite City, Ill. Surviving are his parents, Mr. and Mrs. Harold and Karen Siebert; a brother, Steven of Collinsville, Ill. and a stepdaughter, Sonya Womack.



**Anthony (Tony) Skalamera**, 70, passed away on April 6. Brother Skalamera joined the Union in the port of Philadelphia in 1961. He sailed as a deckhand, fireman, and watchman for the Penn Railroad from 1943 to 1964 and for the Reading Railroad from 1923 to 1933. A native of Austria, he was a U.S. naturalized citizen. Boatman Skalamera was a resident of Philadelphia. Surviving are his widow, Anna; four sons, Edward, Anthony, James, and Joseph and three daughters, Anna, Mary and Theresa.



**Pensioner Stanley C. Poskonka** 68, died of natural causes in the USPHS Hospital, Staten Island, N.Y. on June 16. Brother Poskonka joined the Union in the port of New York in 1960 sailing as a deckhand and mate for the Baltimore & Ohio Railroad from 1937 to 1960, on the *Tug Intrepid* for the Brooklyn (N.Y.) Eastern District Terminal from 1960 to 1977 and for the Russell Towing Co. from 1928 to 1937. He was a veteran of the U.S. Army in World War II. Born in Brooklyn, he was a resident of Astoria, Queens, N.Y. Burial was in Long Island National Cemetery, Pinelawn, N.Y. Surviving are his widow, Edna; a son, William and two daughters, Rose Marie and Geraldine.



**Oreste Vola**, 50, died of a heart attack aboard the *SS Ajoundria* (Sea-Land) on July 30. Brother Vola joined the SIU in the port of New York in 1958 sailing as a chief steward and ship's delegate. He sailed 24 years and walked the picketline in the 1961 Greater N.Y. Harbor beef. Seafarer Vola was a veteran of the U.S. Army in World War II. A native of New York, he was a resident of Elizabeth, N.J. Surviving are his mother, Mary of Elizabeth and two sisters, Mrs. Marie Frustaci of Elmont, N.Y. and Mrs. Josephine Petrosino of Brooklyn, N.Y.



**Pensioner Anthony R. Brania**, 68, passed away at Sailors Snug Harbor, Sea Level, N.C. on July 14. Brother Brania joined the SIU in the port of New York in 1962 sailing as a pumpman. He sailed 30 years. Seafarer Brania was a veteran of the U.S. Army in World War II. He was born in Chicago, Ill. Surviving is a sister, Mrs. Walter Brozowski.



**Joseph W. Faircloth**, 63, died on June 21. Brother Faircloth joined the SIU in 1942 in the port of Philadelphia sailing as a chief steward and in the engine department. He sailed 41 years. Born in Georgia, he was a resident of San Francisco. Surviving are his parents of Milledge, Ga. and a brother, Hardy of Cordale, Ga.



**Monta L. Garber**, 44, died on Aug. 5. Brother Garber joined the SIU in the port of New York in 1968 sailing as an AB. He sailed 15 years and was a veteran of the U.S. Navy after World War II. A native of Olympia, Wash., he was a resident of Seattle. Cremation took place in Seattle. Surviving are his widow, Margaret; five sons, Dan, Donald, Drew, David and Daryl and three daughters, Deanna, Danette and Mrs. Debbie M. Warde.



**Theron J. Ross**, 61, died in the San Francisco USPHS Hospital on Aug. 17. Brother Ross joined the SIU in the port of Seattle in 1964 sailing as a chief cook. He sailed 33 years. A native of Lake Placid, N.Y., he was a resident of San Francisco. Surviving are two sons, Donald, and Bernard of Lewis, N.Y.; his mother, Mrs. Edna Gordon of North Grafton, Mass. and a sister, Mrs. Rosamond Foote also of North Grafton.



**Fred C. Schuler**, 55, was found dead of an apparent heart attack at his home in Bristol, Fla. on June 16. Brother Schuler joined the SIU in the port of Lake Charles, La. in 1957 sailing as an AB. He sailed 26 years. Seafarer Schuler was a veteran of the U.S. Army in World War II. He was born in Hosford, Fla. Burial was in Mitchem Cemetery, Liberty County, Fla. Surviving are his parents, Mr. and Mrs. Jacob and Nora Schuler of Bristol and a sister, Mrs. Evie S. Robertson, also of Bristol.



**Pensioner Samuel B. Setliff**, 72, succumbed to pneumonia in the Morehead Memorial Hospital, Eden, N.C. on July 2. Brother Setliff joined the SIU in 1947 in the port of New York sailing as a bosun. He sailed 26 years and was on the picketline in the 1962 Robin Line beef and the 1965 District Council 37 strike. Seafarer Setliff was a veteran of the U.S. Navy in World War I and an auto painter. Born in Newport News, Va., he was a resident of Eden. Interment was in Dan View Cemetery, Eden. Surviving are two sisters, Mrs. Margaret Fargis of Eden and Mrs. Isabelle Massey of Wilmington, N.C. and a stepdaughter, Mrs. Adele Behar of Westport, Conn.



**Samuel A. Solomon Sr.**, 58, died of cancer in Jackson Hospital, Montgomery, Ala. on May 2. Brother Solomon joined the SIU in the port of Mobile in 1952 sailing as a chief steward. He sailed 30 years and attended a Union Educational Conference at HLSS. A native of Montgomery, he was a resident there. Burial was in County Line Cemetery, Dalleville, Ala. Surviving are his widow, Annie; a son, Samuel; three daughters, Wendy, Sandra and Mrs. Judith A. Harrison; his mother, Alda and a sister, Mrs. C. E. Brophy of Montgomery.





**Pensioner Frank E. Borst**, 65, passed away on Aug. 20. Brother Borst joined the SIU in 1939 in the port of New York sailing deck maintenance and quartermaster. He also served as deck delegate on several ships. He sailed 35 years and during the Vietnam War. Seafarer Borst attended the 1971 Union Educational Conference in Piney Point. He was a veteran of the U.S. Navy before World War II. Born in New York City, he was a resident of Jamaica, Queens, N.Y. Surviving are his mother, Mrs. Isabelle Borst of South Ozone Park, Queens, N.Y.; three sisters, Mrs. Eleanor Schreiber of Belle-rose, L.I., N.Y., Mrs. Helen Blasco of Bayside, Queens, N.Y. and Mrs. Ethel Stock of Roswell, N.M.



**Charles H. Behrens**, 50, drowned off the *ST Golden Endeavor* (Westchester Marine) at Stapleton Anchorage, S.I., N.Y. on Aug. 22. Brother Behrens joined the SIU in the port of New Orleans in 1967 sailing as a QMED. He sailed 21 years, during the Vietnam War, with the Military Sealift Command and in World War II aboard the destroyer *USS Walter X. Young* and *USS Brooklyn*. He also sailed on the aircraft carrier *USS Midway* and the *SS Gen. W. J. Bradley*. Seafarer Behrens attended the 1970 Union Educational Conference at Piney Point. Born in Brooklyn, N.Y., he was a resident of Lynbrook, N.Y. Surviving are his widow, Ruth; his mother, Ethel of Lynbrook and a sister, Mrs. Marie Connor.

**William R. Finley**, 23, died on Aug. 17. Brother Finley joined the SIU in the port of Cleveland in 1977 sailing as a deckhand on the *SS McKee Sons* (Boland Steamship). He was born in California and was a resident of Cleveland. Surviving are his parents, Mr. and Mrs. J. P. Finley of St. Petersburg, Fla.

**Pensioner Oren C. Johnston**, 71, died of a stroke in the Alpena (Mich.) General Hospital on July 5. Brother Johnston joined the SIU in 1942 in the port of Detroit sailing as a wheelman and AB for the Huron Cement Co. in 1962 and 1965 and for the American Steamship Co. in 1963 and 1968. He sailed 48 years. A native of Alpena, he was a resident of Hubbard Lake, Mich. Burial was in Hubbard Lake Cemetery, Alpena. Surviving are his parents, Mr. and Mrs. William Johnston and a sister, Mrs. H. J. (Alice) M. Beauchamp of Eaton Park, Fla.

**William A. Litzner**, 63, succumbed to cancer at home in Sault Ste. Marie, Mich. on June 23. Brother Litzner joined the SIU in the port of Alpena, Mich. in 1960. He sailed as an OS for 18 years. Laker Litzner also worked for the Lake Superior State College, Brevort, Mich. He was a native of Allenville, Mich. Burial was in the Oakland Chapel Gardens Cemetery, Chippewa, Mich. Surviving is his widow, Ann Marguerite of Moran, Mich.

**Dominic A. Oliver**, 60, died on Aug. 21. Brother Oliver joined the SIU in the port of Cleveland in 1955 sailing as a cook. Laker Oliver was a veteran of the U.S. Air Forces in World War II. He was born in Johnstown, Pa. and was a resident of River Rouge, Mich. Surviving is a sister, Mrs. Julia Penna of Johnstown.



**Pensioner William "Chubby" Morris**, 70, died of natural causes in the Coney Island Hospital, Brooklyn, N.Y. on July 25. Brother Morris joined the SIU in the port of New York in 1951 sailing as a fireman-watertender for 15 years. He walked the picketline in the 1961 N.Y. Harbor strike and was on the Sea-Land Shore-gang in Port Elizabeth, N.J. from 1966 to 1970. Seafarer Morris also attended the 1968 and 1970 HLSS Pensioner Conferences. A native of New York City, he was a resident of Brooklyn, N.Y. Burial was in Mt. Zion Cemetery, Maspeth, Queens, N.Y. Surviving are his widow, Betty; three sons, Charles, Edwin and Lawrence; a brother, Frank and a sister, both of Savannah, Ga.



**Michael Mohamed N. A. "Mike" Shariff**, 41, died in the Lutheran Medical Center, Cleveland in July. Brother Shariff joined the SIU in the port of Detroit in 1967 sailing as a wiper, fireman-watertender and gateman for the Reiss Steamship Co. He was born in Yemen and was a U.S. naturalized citizen. Seafarer Shariff was a resident of Detroit. Burial was in Roselawn Park Cemetery, Berkley, Mich. Surviving are his widow, Hayla Jamileh Wassa; a brother, Abdul of Detroit; his parents, Mr. and Mrs. Ahmed S. Guban of Yemen and a sister-in-law, Rebecca of Detroit.



**Pensioner Bernard "Whitey" M. Moye**, 66, died of a stroke in the West Jefferson General Hospital, Marrero, La. on July 14. Brother Moye joined the SIU in 1947 in the port of Mobile sailing as an AB and deck maintenance. He sailed 49 years and was a ship's delegate. Born in Barrington, N.S., Canada, he was a naturalized U.S. citizen and a resident of Marrero. Burial was in Restlawn Park Cemetery, Avondale, La. Surviving are his widow, Elizabeth Jane; two sons, Joseph and Bernard; a daughter Patricia; his mother, Mrs. Marie McNeil of Wildwood, N.J. and a sister, Erma of Marrero.



**Pensioner Edward J. Myslinski**, 72, died of a heart attack on June 30. Brother Myslinski joined the Union in the port of Baltimore in 1956 sailing as a fireman-watertender and welder for the Curtis Bay Towing Co. A native of Baltimore, he was a resident there. Interment was in St. Stanislaus Cemetery, Baltimore. Surviving is his widow, Anna.

**Thomas C. Boling** died in Mobile on July 16. Brother Boling sailed in the steward department. He was a resident of Mobile.

**Michael "Mike Jaski" Jaskulski**, 68, died on July 31. Brother Jaskulski joined the Union in the port of Baltimore in 1956 sailing as a deckhand for the Curtis Bay Towing Co. He was born in Maryland and was a resident of Baltimore. Surviving is his widow, Frances.



**Pensioner Ralph R. Knowles**, 74, died of heart failure on July 3. Brother Knowles joined the SIU in 1949 in the port of New York sailing as a cook for 36 years. He was a veteran of the U.S. Army in World War I and World War II. Seafarer Knowles was born in Milo, Me. and was a resident of Indian Harbor Beach, Fla. Surviving are his widow, Alyce of Milo and a sister, Mrs. Harry (Pearl) A. Willey of Brownville, Me.



**Pensioner Theodore R. Maples**, 73, succumbed to pneumonia in the Springhill Memorial Hospital, Mobile on Aug. 9. Brother Maples joined the SIU in the port of Mobile in 1957 sailing as a fireman-watertender. He sailed 25 years. Born in Wilmer, Ala., he was a resident there. Interment was in Joyner Cemetery, Tanner Williams, Ala. Surviving are a brother, Julius of Crichton, Ala. and two sisters, Mrs. Edna Dunn and Mrs. Dorothy Dunn, both of Wilmer.



**Roland C. Livernois**, 55, died of a heart attack on June 30. Brother Livernois joined the SIU in 1943 in the port of New York sailing as an AB for 27 years. He also sailed during World War II and the Korean War. Seafarer Livernois was born in Worcester, Mass. and was a resident of Southbridge, Mass. Surviving is his widow, Ruth.



**Pensioner Marcel Mitchell**, 73, died of arteriosclerosis at home in New York City on July 21. Brother Mitchell joined the SIU in the port of New Orleans sailing as a chief cook. He sailed for 37 years. Seafarer Mitchell was born in St. Martinsville, La. Surviving is a son, Marcel of Los Angeles.



**James T. Smith**, 76, passed away on Mar. 8. Brother Smith joined the SIU in the port of Baltimore in 1957 sailing in the steward department for 35 years. He also served as a ship's delegate. A native of North Carolina, he was a resident of Baltimore. Seafarer Smith was also an auto mechanic. Surviving is a sister, Mrs. Bertha L. Todd of Baltimore.

**Pensioner William M. Hightower**, 74, succumbed to arteriosclerosis in the John Sealy Residence, San Antonio, Tex. on June 26. Brother Hightower joined the SIU in 1949 in the port of New York sailing as a fireman-watertender and in the steward department. He sailed 45 years. Born in Georgia, he was also a printing pressman. Interment was in the Grace Memorial Park Cemetery, Alta Loma, Tex. Surviving are his widow, Elizabeth; a son, Herbert Oscar; two daughters, Shirley and Mrs. Ann C. Tracy of San Antonio; his mother, Hattie of Rex, Ga.; a stepsister, Camella Notto of Galveston and a cousin, Kay Irwin, also of Galveston.



**Hizam N. Murshed**, 39, died on Aug. 15. Brother Murshed joined the SIU in the port of Detroit in 1958 sailing as a cook. He was born in Yemen and was a U.S. naturalized citizen. Seafarer Murshed was a resident of Baltimore. Surviving are a brother, M. N. Murshed of San Francisco; a brother-in-law, Mesan Negi of Dearborn, Mich. and two cousins, Mohamed A. Zobadi of San Francisco and Nagi Ali El Matrhi of Baltimore.



**Pensioner Lambert Martindale, Sr.**, 75, succumbed to arteriosclerosis in New Orleans on July 5. Brother Martindale joined the SIU in 1943 sailing as a chief steward. He sailed 23 years and during the Korean War. Born in Barbados, B.W.I., he was a resident of New Haven, Conn. Cremation took place in St. John's Crematory, New Orleans. Surviving are his widow, Doris; a son, Clayton of New Haven; a daughter, Cecile of the Bronx, N.Y. and a sister, Mrs. Lucy Burton of New Orleans.

**Gillis L. Smith** died on July 28. Brother Smith was a resident of Port Huron, Mich. Surviving are an uncle, Henry Bimeson of St. Clair, Mich. and a cousin, Nioma Heath, also of St. Clair.

**Craig A. Lopiccoco**, 21, died on Aug. 27. Brother Lopiccoco joined the SIU in the port of Cleveland in 1975 sailing as an OS aboard the *SS J. A. Kling* for the Boland Steamship Co. from 1975 to 1977, for the American Sand Co. and the Erie Sand Co. Born in Cayahoga, Ohio, he was a resident of Lakewood, Ohio. Surviving is his mother, Mrs. Donna O'Reilly of Lakewood.

**Wendell Embry**, 44, died of a heart attack in Parsner Creek (Ky.) Hospital on July 9, 1977. Brother Embry joined the Union in the port of Paducah, Ky. in 1970 sailing as a deckhand for ACBL, Inland Tugs from 1970 to 1971 and for National Marine Service from 1975 to 1976. Burial was in Goldsbury Cemetery, Sias, W. Va. Surviving are his widow Mrs. Dotty Gay Adkins of Griffithville, W. Va.; two sons, Duane and Kenneth; four daughters, Christine of Louisville, Ky., Doris, Debbie, and Robin and his parents, Mr. and Mrs. Wilkie and Dcomey Embry.

**Pensioner Oland R. Horne, Sr.**, 72, died of a stroke in the Bay Medical Center, Panama City, Fla. on July 24. Brother Horne joined the Union in Port Arthur in 1963. He sailed as a chief engineer for the Sabine Towing and Transportation Co. from 1945 to 1963. Boatman Horne was also a welder at the Wainwright Shipyard from 1940 to 1945. Born in Douglasville, Ga., he was a resident of Panama City. Interment was in Callaway Cemetery, Panama City. Surviving are his widow, Lillian; a sister, Mrs. May L. Phillips of Kirbyville, Tex. and a granddaughter, Mrs. Linda Patterson.



**SEA-LAND FINANCE** (Sea-Land Service), July 17—Chairman, Recertified Bosun James Pulliam; Secretary Benish; Deck Delegate J. Long; Steward Delegate F. Pappone. No disputed OT. The June issue of the *Log* was received and the chairman urged all crewmembers to read it and pass it along. Shipboard safety was brought up and discussed. Also the importance of donating to SPAD. Report to *Log*: "Jitney service is needed in the ports of Yokohama, Kobe, and Hong Kong from the ship to the gate." Next port, Seattle.

**BAYAMON** (Puerto Rico Marine Mgt.), July 3—Chairman, Recertified Bosun Calixto Gonzalez; Secretary Jose Ross. No disputed OT. \$27 in ship's fund. A vote of thanks to the steward department for a job well done. Report to the *Log*: "The ship's chairman held a discussion on the President's Report, Why Is a Merger so Significant?, Washington Activities, McKinney Amendment, and Prohibit Oil Export."

**OVERSEAS CHICAGO** (Maritime Overseas), July 17—Chairman, Recertified Bosun J. Colson; Secretary T. Navarre; Educational Director J. Wade. No disputed OT. Chairman reported that the *Overseas Chicago* picked up four survivors from a sunken commercial fishing boat 65 miles south of Cordova in the Gulf of Alaska 3 a.m. on Friday, July 15, 1977. The survivors were rescued with the ship's lifeboat which went very well. The captain blew abandon ship and all hands responded. Secretary reported that everything is running well.

**TRANSCOLORADO** (Hudson Waterways), July 10—Chairman, Recertified Bosun Ted Tolentino; Secretary Cesar F. Blanco; Educational Director John Kirk; Deck Delegate Melvin Keefer; Engine Delegate Luke A. Ciamboli; Steward Delegate John G. Shaw. \$4.80 in ship's fund. No disputed OT. Chairman advised that the June 16, 1977 pay increase information has been received and is being posted on the board. More information pertaining to the increase will be printed in the *Log*. Chairman urged all crewmembers to stay active in the Union and also discussed the importance of SPAD. Secretary reported that the SIU benefit applications are available for the asking. The next port is in Yokosuka, Japan for bunkering only and then back to Port Chicago, Calif.

## 4 Become Assistant Cook



In the Lundeberg School's galley, a congenial group of Seafarers hold assistant cook endorsements they achieved through the School's Steward Department Upgrading Program. They are, from the left: Francisco Ancheta, Julian Primero, Billy Wilkerson and James Wordsworth.



**SEA-LAND EXCHANGE** (Sea-Land Service), July 3—Chairman, Recertified Bosun Perry Greenwood; Secretary E. Heniken; Educational Director G. Renale. \$22.10 in ship's fund. No disputed OT. Chairman advised all crewmembers to read the *Log* to keep up on all the latest events. Also discussed the importance of SPAD. All communications received were read and posted. Observed one minute of silence in memory of our departed brothers. Next port, Yokohama.

**MOUNT EXPLORER** (Cove Shipping), July 31—Chairman, Recertified Bosun Peter Garza; Secretary A. Salem; Educational Director Fred Harris; Deck Delegate Fred Schwarz; Engine Delegate E. H. Nordstrom; Steward Delegate C. Hall. No disputed OT. Chairman held a discussion on the early normal pension and how it works. Secretary advised all crewmembers to read the *Log* so you can get all the news on what is going on in the Union. A vote of thanks to the steward department for a job well done. Observed one minute of silence for our departed brothers. Next port, Texas City.

**HUDSON** (Mount Shipping), July 17—Chairman, Recertified Bosun Dave LaFrance; Secretary Robert A. Outlaw; Deck Delegate William F. McKinnon; Steward Delegate Jessie Winfield. \$22 in ship's fund. No disputed OT. Chairman reports that there has been a noticeable change in the morale of the crew since the new captain, Captain Grotfeller has been aboard. He is interested in a happy crew. We offer a vote of confidence. A vote of thanks to the steward department for a job well done.

**OGDEN WILLAMETTE** (Ogden Marine), July 17—Chairman, Recertified Bosun E. K. Bryan; Secretary E. Kelly; Educational Director A. T. Baxter; Deck Delegate B. Anding; Engine Delegate L. Campos; Steward Delegate D. Sessions. Some disputed OT in deck department. Chairman advised all crewmembers to read the *Log* and it will answer your questions about retirement. A vote of thanks was given to all department delegates for their fine work and to the steward department for a job well done.

**CONNECTICUT** (Ogden Marine), July 3—Chairman, Recertified Bosun H. B. Rains; Secretary Sam Brown; Educational Director F. Torres. No disputed OT. Park Dampson, oiler was taken off the ship in Houston ill and had passed away before he got to the medical center. A collection was taken up from the crew and sent to his widow. Report to *Log*: "Anyone who gets the chance should make at least one trip to Russia via the Dardanelles Straits. Hopeful it will be in the daylight hours. It is a camera buff's delight taking pictures going through the straits in the daylight hours." Observed one minute of silence in memory of our departed brothers.

**MASSACHUSETTS** (Interocean Mgt.), July 10—Chairman, Recertified Bosun Don Fleming; Secretary A. Hassan; Educational Director Don E. Leight. No disputed OT. All communications received were read and posted. Chairman explained about the safety precautions that will be taken for cleaning tanks, preparing ship for shipyard in Japan. Also the importance of SPAD. Next port, Sasabu, Japan.

**MOHAWK** (Ogden Marine), July 17—Chairman, Recertified Bosun J. W. Garner; Secretary W. G. Williams; Deck Delegate W. Simms. Chairman reports that everything is going along fine and all repairs are being taken care of. Secretary reported that the captain notified everyone concerning company and Coast Guard policy about alcoholic beverages on board ship. Also the importance of SPAD. Educational director advised all crewmembers that there is educational material in the recreation room. A vote of thanks to the steward department for a job well done. Next port, Gibraltar.

**SEA-LAND MARKET** (Sea-Land Service), July 3—Chairman, Recertified Bosun D. Rood; Secretary R. Hutchins; Deck Delegate K. Wright; Engine Delegate E. Liwag; Steward Delegate A. Mohamed. No disputed OT. The chairman held a very interesting discussion on "Turn the Tide" and brought out some good points on why every seaman should take part in the fight. He received a majority of support. Observed one minute of silence in memory of our departed brothers. Next port, Portsmouth.

**SEA-LAND ECONOMY** (Sea-Land Service), July 31—Chairman, Recertified Bosun L. V. Myrex; Educational Director L. D. Acosta; Secretary L. Nicholas; Deck Delegate B. Jarratt; Engine Delegate W. N. Sears; Steward Delegate S. Morris. \$105 in movie fund. No disputed OT. Chairman extended a vote of thanks to all delegates for their cooperation for helping to maintain a smooth operation without any major beefs. Expect to dock in New Orleans on Thursday afternoon and asked for all repairs and safety suggestions. A vote of thanks to the steward department for continuous good food and service.

**ANCHORAGE** (Sea-Land Service), July 24—Chairman, Recertified Bosun Jose Gonzalez; Secretary C. L. White; Educational Director Hubert P. Calloe. \$3 in ship's fund. No disputed OT. Chairman discussed the importance of donating to SPAD. Also urged all crewmembers to upgrade themselves in the department they like best by going to Piney Point to better their future. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

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

NEW YORK  
SEA-LAND COMMERCE  
PENN  
OVERSEAS ARCTIC  
TRANSCOLUMBIA  
MERRIMAC  
SHOSHONE  
SEA-LAND PRODUCER  
ROBERT E. LEE  
ULTRASEA  
OVERSEAS JOYCE  
BRADFORD ISLAND  
SEATTLE  
BEAVER STATE  
OAKLAND  
ACHILLES  
ROSE CITY  
SEA-LAND TRADE  
OGDEN CHALLENGER  
HUMACAO  
ALLEGIANCE  
GOLDEN MONARCH  
THOMAS NELSON  
VIRGO  
TEX  
WALTER RICE  
ZAPATA ROVER  
BOSTON  
SEA-LAND GALLOWAY  
CAROLINA  
SEA-LAND RESOURCE  
COLUMBIA  
BALTIMORE  
ULTRAMAR  
MONTICELLO VICTORY  
OVERSEAS NATALIE  
THOMAS NELSON  
FORT HOSKINS  
COUNCIL GROVE  
SEA-LAND CONSUMER  
OVERSEAS TRAVELER  
JAMES  
AQUILA  
CANTIGNY  
PORTLAND  
COVE COMMUNICATOR  
JOHN TYLER  
ARECIBO  
POTOMAC  
SEA-LAND McLEAN  
ALEX STEPHENS  
HOUSTON  
PHILADELPHIA  
GUAYAMA  
OVERSEAS ALICE  
PUERTO RICO  
TRANSINDIANA  
AGUADILLA



# 9 Black Gang Men Taking Marine Electronics Course at HLSS

The operation and repair of complex shipboard electrical systems is becoming an increasingly more important part of a black gang member's job.

These skills are especially needed in manning the new automated vessels of today's modern American merchant fleet.

It's not difficult to acquire these skills, either, because the Lundeberg School regularly offers courses covering this material.

Right now, a group of nine SIU engine department members are participating in this six week Lundeberg course, entitled Marine Electrical Maintenance. They are SIU members Bob Prentice, Dale Susbilla, Julius Johnson, Eugene Gonzalez, Jean Charles Morris, Richard Adams, Willard Smith, Steve Kues and Roy McCauley.

The course material covers electrical power systems and electrical measuring instruments. It includes instruction on

the control, operation and maintenance of rotating electrical machinery, controllers and solid state motor control.

The course also includes instruction on trouble shooting and repair of the ship's electrical systems.

To be eligible for the course, a member must hold a QMED-any rating.

Besides acquiring new and important skills, those who take the course are increasing their own job security. In addition,

by learning this material, they are helping to protect the job jurisdiction of SIU engine department personnel in general.

The Lundeberg School will hold two more Marine Electrical Maintenance Courses within the next seven months. Their starting dates are Nov. 14, 1977 and April 10, 1978.

Class size is limited to 12. So if you are interested, get your applications in as early as possible.



The nine SIU blackgang members participating in the Lundeberg School's Marine Electrical Maintenance Course are, seated from the left: Bob Prentice, Dale Susbilla, Julius Johnson and Eugene Gonzalez. Standing from the left are: Jean Charles Morris, Richard Adams, Willard Smith, Steve Kues and Roy McCauley.

## 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 shipowners. 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 shipowners, 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 ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in

## KNOW YOUR RIGHTS



the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

**EDITORIAL POLICY — SEAFARERS 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 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 Seafarers 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 Seafarer 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 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 Seafarer seamen, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen 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, American trade union concepts and Seafarer seamen.

If at any time a Seafarer 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 Hall at headquarters by certified mail, return receipt requested.



## Pages from the History of the American Seamen's Labor Movement

The old-time black gang members are the "forgotten men" of the merchant marine. The unsung toilers of the sea were the coal passers, the firemen, the water-tenders and the oilers on the tramps, the tugs, and the liners between the period of an all-sail merchant marine and the steam turbine and diesel shipping merchant fleet today.

These are the men who literally made the ships go through North Atlantic storms and the killing heat of the tropics, where only the toughest of men could stand the intense heat of the firerooms.

This portion of an article from the Seafarers Historical Research Department tells what life was like in the "black gang" on a trans-Atlantic liner more than 75 years ago. The complete article, called "The Ships Company", originally appeared in Scribner's Magazine for May, 1891.

The engine-rooms and stoke-holes of a great steamer are forbidden ground, are lands *taboo*, save to those specially asked to visit them. Here no interruptions may enter, for speed is the price of ceaseless vigilance, and horsepower spells fame and dividends. When you come to measure the region fairly, it broadens into a wonder-land; it shapes itself into a twilight island of mysteries, into a laboratory where grimy alchemists practice black magic and white. At first all seems confusion, but when the brain has co-ordinated certain factors, harmony is wooed from discord and order emerges from chaos. It is in the beginning all noise and tangled motion, and shining steel and oily smells; then succeeds a vague sense of bars moving up and down, and down and up, with pitiless regularity; or jiggery levers, keeping time rhythmically to any stray patter you may fit to their chanting; and, at last, the interdependence of rod grasping rod, of shooting straight lines seizing curved arms, of links limping backward and wriggling forward upon queer pivots, dawns upon you, and in the end you marvel at the nicety with which lever, weight, and fulcrum work, opening and closing hidden mechanisms, and functioning with an exactness that dignifies the fraction of a second into an appreciable quantity. Cranks whirl and whirl and whirl incessantly, holding in moveless grip the long shafting turning the churning screws; pumps pulsate and throb with muffled beat; gauge-arms vibrate jerkily about narrow arcs, setting their standards of performance; and everywhere, if your ear

be trained to this mechanical music, to this symphony in steam and steel, you see the officers and greasers conducting harmoniously the smoothly moving parts, as soothed with oil and caressed with waste they work without jar or friction, and despite the gales tossing the ship like a jolly-boat, on the angry ocean. It is a magic domain, and one may well wonder at the genius which, piling precedent upon precedent, chains these forces and makes them labor, even on an unstable platform, as their masters will.

In the stoke-hole, however, one leaves behind the formal and mathematical, and sees the picturesque with all its dirt unvarnished, with all its din and clangor



unsubdued. Under the splintering silver of the electric lamps cones of light illuminate great spaces garishly and leave others in unbroken masses of shadow. Through bulkhead doors the red and gold of the furnaces chequer the reeking floor, and the tremulous roar of the caged fires dominates the sibilant splutter of the steam. Figures nearly naked, gritty and black with coal, and pasty with ashes, and soaked with sweat, come and go in the blazing light and in the half gloom, and seem like nightmares from fantastic tales of demonology.

When the furnace-doors are opened, thirsty tongues of fire gush out, blue spirals of gas spin and reel over the bubbling mass of fuel, and great sheets of flame suck half-burnt carbon over the

quivering fire wall into the flues. With averted heads and smoking bodies the stokers shoot their slice-bars through the melting hillocks, and twist and turn them until they undulate like serpents. The iron tools blister their hands, the roaring furnaces sear their bodies; their chests heave like those of spent swimmers, their eyes tingle in parched sockets—but work they must, there is no escape, no holiday in this maddening limbo. Steam must be kept up, or perhaps a cruel record must be lowered. Facing the furnaces, the hollow up-scooping of the stoker's shovel echoes stridently on the iron floor, and these speedmakers pile coal on coal until the fire fairly riots, and, half blinded, they stagger backward for a cooling respite. But it is only a moment at the best, for their taskmasters watch and drive them, and the tale of furnaces must do its stint. The noise and uproar are deafening; coal-trimmers trundle their barrows unceasingly from bunker to stoke-hole, or, if the ship's motion be too great for the wheels, carry it in baskets, and during the four long hours there is no rest for those who labor here.

In the largest ships the engineer force numbers one hundred and seventy men, and in vessels with double engines these are divided into two crews with a double allowance of officers for duty. One engineer keeps a watch in each fire-room, and two are stationed on each engine-room platform. Watches depend upon the weather, but, as a rule, the force, officers and men, serves four out of every

twelve hours. Should, however, the weather be foggy or the navigation hazardous, the service may be more onerous; for then officers stand at the throttles with preemptory orders to do no other work. In relieving each other great care is taken; those going on the platforms feeling the warmth of the bearings, examining the condition of the pins and shafting, testing the valves, locating the position of the throttles, counting the revolutions, and by every technical trial satisfying themselves before resuming charge that all is right. In the stoke-hole the same precautions are taken, the sufficiency and saturation of the water, the temperature of the feed, injection, and discharge, and the steam-pressure being verified independently by both officers.

The pay of the chief engineer is said to be about £30 per month, in addition to a commission upon the saving made in a fixed allowance of coal for a given horsepower and an assumed speed. As some ships are economical, this reaches at times a handsome bonus. And it is well (his pay should be large, for many of these officers have given their best days to one employ and deserve much of it in every way. It is said that some of the old chiefs are the greatest travelers in the world, so far as miles covered may count. Here, for example, is one who has made in one line 132 round trips, or traversed 841,000 shore miles—a distance four times that between the earth and the moon; and still higher is the record of another, who completed before his retirement 154 round trips, or made in distance over one million of statute miles.

The messes of the crew are divided into three classes: First, that of the seamen, quartermaster, carpenter, etc.; secondly, that of lamp-trimmers and servants and miscellaneous people; and thirdly, that of the stokers, greasers, and trimmers. The seamen sleep and mess in the fore-castle, the stewards in the glory hole, and the engineer force in the port fore-castle, or, on board the new ships, in an apartment just forward of the stoke-hole. In all these quarters the mess-tables trice up to the under side of the upper deck, and the bunks are two or three tiers deep. As a rule the men provide their own bedding and table-gear, the company agreeing to give good food in plenty, but nothing more. This seems shabby, even if in these degenerate days we need not hope to find a ship's husband like Sir Francis Drake, who not only "procured a complete set of silver for the table, and furnished the cook-room with many vessels of the same metal, but engaged several musicians to accompany them." I am afraid the only music you will hear in these dreary quarters is the shout when the "snipes," as my lieges the stokers call the coal-trimmers, rush in at eight in the evening with the high feast known as the *black pen*. This *olia podrida* consists of the remains of the saloon dinner, and is always saved for the watch by the cooks and bakers in payment for the coal hoisted for the kitchens and galleys. It is a gruesome feast, as one may well imagine, but it is the supreme luxury in the sea life of the stoker and his pals, and is enjoyed point, blade, and hilt.

Thrown together as the people are for a run only, you find little of the messmate kinship which is so strong in longer voyages among seafaring men. Should any one of them become unfit for work through sickness (and very ill he must be when the doctor excuses him from duty), his mates, the one he should have relieved and the other who would have relieved him, each stand two hours of his watch. But as the attendant abuse is great, and the curses are loud and deep and bitterly personal, no one, save a very hard case, will leave his work as long as he can stand up to it. As for kindness and usefulness, or any other saving grace, they are unknown; are, in the grim pessimism of this iron trade, never expected. It is a hard, hard life measured by decent standards, and, *messieurs*, when you stray below, and, as tradition demands, they "chalk you"—ring you about with the mystic circle which means drink-money—be sure the ransom is not niggard, be certain that with it you lend them from your brighter world the sunshine of a cheery greeting, the tonic of a friendly smile.

For, God help them, they need it always.



**Victor De Jesus**

Seafarer Victor De Jesus, 25, sails as an AB with the SIU. He obtained that endorsement at the Lundeberg School in 1976. He first went to sea in 1969 after graduating from the School's Trainee Program. He also has his firefighting and lifeboat ticket. Brother De Jesus was born in New York City and raised in Brooklyn where he makes his home. He ships out from the port of New York.

**Darrell Camp**

Seafarer Darrell Camp, 24, started shipping with the SIU in 1974 after graduating from the Lundeberg School. He sails in the engine department. This year he got his FOWT endorsement at the School and took the basic welding course. He also has the firefighting and lifeboat endorsement and the cardio-pulmonary resuscitation card. A native and resident of Pensacola, Fla., Brother Camp ships out of all Gulf Coast ports.

**Charles Allen**

Seafarer Charles Allen, 24, shipped out as an ordinary seaman after completing the Lundeberg School Trainee Program in 1975. Now he sails as an AB. Brother Allen earned his cardio-pulmonary resuscitation card during the "A" Seniority Program and has a firefighting and lifeboat ticket. Born in Columbus, Ohio, he was raised in Florida and now lives in Baton Rouge, La. Seafarer Allen ships from the port of New Orleans.

**John Rountree**

Seafarer John Rountree, 23, graduated from the Harry Lundeberg School in 1974 and then shipped out with the SIU. A member of the deck department, he is an AB and also holds firefighting and lifeboat endorsements. During the "A" Seniority program, he earned his cardio-pulmonary resuscitation card. Brother Rountree is a native and resident of Portsmouth, Va., and ships out of the port of Norfolk.

**Jose Ferreira**

Seafarer Jose Ferreira, 37, started sailing with the SIU in 1971 as an oiler-maintenance. In 1976 he went to the Harry Lundeberg School and completed the courses for QMED, lifeboat and firefighting. During the "A" Seniority Course he got his cardio-pulmonary resuscitation card. Brother Ferreira was born in Valencia, Spain. He now lives in West New York, N.J. and ships from the port of New York.

**Jean Charles Morris**

Seafarer Jean Morris, 34, a member of the black gang, ships out as a QMED. He started his sailing career with the SIU after graduating from the Andrew Furuseth Training School in New York City in 1965. At the Lundeberg School in Piney Point, he earned his firefighting and lifeboat ticket in 1972, his QMED endorsement in 1973, and his cardio-pulmonary resuscitation card in 1977. Brother Morris was born and raised in Lincoln Park, Mich. He lives in San Francisco, and ships from that port.

**Larry M. Clement**

Seafarer Larry Clement, 19, graduated from the Lundeberg School in 1975 then went to sea with the SIU. His chosen department is the engine room. This year he returned to the School for the FOWT endorsement and then the basic welding course. While taking the welding class he helped out as an assistant instructor for FOWT students. He has his firefighting, lifeboat and cardio-pulmonary resuscitation endorsements. Brother Clement is a native and resident of New Orleans and ships out of that port.

**Rainey George Tate**

Seafarer Rainey Tate, 37, has been sailing in the steward department with the SIU since 1966 when he shipped out of San Francisco as a messman. This past year he went to the Harry Lundeberg School for some upgrading courses and came away with his firefighting, lifeboat, and chief cook endorsements. He now has a cardio-pulmonary resuscitation card as well. A native of Alabama, Brother Tate was raised in Mobile and still lives there and ships out of that port.

**Raymond Grace**

Seafarer Raymond Grace, 25, a member of the deck department, recently upgraded to AB at the Lundeberg School. He started sailing with the SIU in 1975 after completing the HLSS Trainee Program. He holds a firefighting and lifeboat endorsement. Brother Grace was born and raised in Los Angeles, and now makes his home in Glendale, Calif. with his wife Susan. He ships out of the port of Wilmington.

**Jim Gilmartin**

Seafarer Jim Gilmartin, 25, first went to sea after graduating from the HLSS Trainee Program in 1971. He went back to Piney Point earlier this year to upgrade to AB. He also has the firefighting and lifeboat tickets and the cardio-pulmonary resuscitation card. Brother Gilmartin was born in New York City and raised in Broad Channel, Queens, N.Y. where he makes his home. He ships out of the port of New York.

**Michael Fester**

Seafarer Michael Fester, 24, went to sea with the SIU in 1975 after graduating from the Lundeberg School. A member of the blackgang, he upgraded to FOWT in 1977 at Piney Point. He obtained his firefighting and lifeboat ticket at the School, and completed the cardio-pulmonary resuscitation course as well. Brother Fester was born in Kearney, Neb. and raised in White Salmon, Wash. where he now lives. He ships from the port of Seattle.

**David C. Shaw**

Seafarer David Shaw, 23, started sailing in the engine department after completing the Lundeberg School Trainee Program in 1973. In 1976 he upgraded to FOWT at the School. Brother Shaw also has a firefighting, lifeboat and cardio-pulmonary resuscitation card. Born and raised in Alabama, he now lives in Easton, Md. Seafarer Shaw ships out of the port of Houston.

## New Full Book 'A' Seniority Upgraders

**Isidore Henry**

Seafarer Isidore Henry, 26, has been shipping out with the SIU ever since completing the Trainee Program at the Harry Lundeberg School in 1969. He returned to the school in 1976 for his FOWT endorsement. During the "A" Seniority course, he received his firefighting certificate and cardio-pulmonary resuscitation card. He also has a lifeboat ticket. A native of Louisiana, Brother Henry lives in New Orleans and ships out of that port.

**Robert Sickels**

Seafarer Robert Sickels, 26, graduated from the Harry Lundeberg School in 1969. Since then, he has been sailing with the SIU in the deck department as an Ordinary Seaman. Before taking the "A" Seniority Course, he upgraded to AB at Piney Point. He also has his firefighting, lifeboat and cardio-pulmonary resuscitation cards. Brother Sickels is a native and resident of Sacramento, Calif. and sails from the port of San Francisco.

**Jeffrey Davis**

Seafarer Jeffrey Davis, 23, has been shipping with the SIU ever since he graduated from the Trainee Program at the Lundeberg School in 1975. This year, before taking the "A" Seniority Course, he upgraded at Piney Point to AB and took the basic welding class. He has his cardio-pulmonary resuscitation card, and the firefighting and lifeboat tickets. He was born in Wilkes-Barre, Pa., raised in Pennsylvania, Jersey, and Florida and now lives in Cherry Hill, N.J. He ships from the port of Philadelphia.

**Mark Given**

Seafarer Mark Given, 18, has been sailing with the SIU since 1975. A graduate of the trainee program at the Harry Lundeberg School, Brother Given also upgraded to FOWT at the School before attending the "A" Seniority Program. He holds the firefighting and lifeboat endorsements and successfully completed the cardio-pulmonary resuscitation course. Born in San Diego, Calif. Brother Given was raised and lives in New Orleans, and ships from that port.

**Rick Stewart**

Seafarer Rick Stewart, 22, is a 1973 graduate of the Harry Lundeberg School. He sails as a member of the blackgang and got his FOWT endorsement at the school in 1975. Recently, he obtained his firefighting certificate and completed the cardio-pulmonary resuscitation course. He has a lifeboat endorsement as well. Brother Stewart was born and raised in Long Beach, Calif. and lives in Redondo Beach. He ships out of Gulf Coast and West Coast ports.

**Joseph Barry**

Seafarer Joseph Barry, 21, a member of the engine department, graduated from the Lundeberg School Trainee Program in 1975. He recently went back to the school and obtained his FOWT endorsement. In addition, he has earned the firefighting and lifeboat tickets, and the cardio-pulmonary resuscitation card. Born and raised in Daytona Beach, Fla., Brother Barry lives in Jacksonville, Fla. and ships out of that port.



# DEEP SEA



# 502 Have Donated \$100 or More To SPAD Since Beginning of '77

The following Seafarers and other concerned individuals, 502 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 1977. (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.) Seventeen who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, five have contributed \$300, one has given \$400, and two \$600. For the rest of the year the LOG will be running the SPAD honor rolls because the Union feels that in the upcoming months our political role must be maintained if the livelihoods of Seafarers 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

Abadi, H.	Anderson, A.	Barry, J.	Bentz, H.	Bofana, J.	Browne, G.	Calefato, W.	Cisiecki, J.
Abobaker, F.	Anderson, A.	Bartlett, J.	Bergeria, J.	Boudreaux, C.	Bryan, E.	Callahan, J.	Clark, R.
Adams, P.	Anderson, R.	Bartlett, J.	Berglund, B.	Bourgeois, M.	Bryant, B.	Camarillo, F.	Cofone, W.
Adams, W.	Antici, M.	Bartlinski, J.	Berlin, R.	Boyle, D.	Bucci, P.	Campbell, A.	Conklin, K.
Adamson, R. R.	Aquiar, J.	Bauer, C.	Bishop, S.	Boyne, D.	Buczynski, J.	Campbell, A.	Conning, E.
Adlum, M.	Aquino, G.	Baum, A.	Bland, W.	Bradley, E.	Bullock, R.	Campbell, A.	Conway, F.
Air, R. N.	Arle, J.	Beeching, M.	Bluff, J.	Brongh, E.	Burke, T.	Campbell, W.	Cortez, E.
Algina, J.	Aspeter, H.	Bellinger, W.	Bobalek, W.	Brown, G.	Burnette, P.	Carbone, V.	Costa, F.
Ali, A.	Aumiller, R.	Bennett, J.	Boland, J.	Brown, I.	Caffey, J.	Cavanaugh, J.	Costango, G.
Allen, J.	Avery, R.	Benoit, C.	Bonser, L.	Brown, S.	Caga, L.	Celgina, J.	Cousins, W.
Alhaj, Y.	Badgett, J.					Cheshire, J.	Cowan, T.
Almuflich, A.	Bakarich, P.					Chinquemano, A.	Cresci, M.
Anders, T.	Barroga, A.						Cross, M.



### Transcolumbia Committee

The Ship's Committee and some of the crew of the *ST Transcolumbia* (Hudson Waterways) pose for a group photo recently at a payoff at the Military Ocean Terminal in Bayonne, N.J. They are (rear l. to r.): Steward Delegate P. Saquilyan; Deck Delegate Bob Garcia; Recertified Bosun James W. Cheshire, ship's chairman; Engine Delegate Ken Bowman and, Chief Steward Henry Donnally, secretary-reporter. In front are (l. to r.): crewmembers Michael J. Cresci, Rufino Galderon, Sam Solomon Jr., and Tommy Danbeck.



- |                  |                   |                 |                  |                |               |                  |               |               |
|------------------|-------------------|-----------------|------------------|----------------|---------------|------------------|---------------|---------------|
| Cruz, A.         | Goldberg, J.      | Lennon, J.      | Prevas, P.       | Theiss, R.     | Turner, B.    | Walker, T.       | Widman, J.    | Wolf, P.      |
| Cruz, F.         | Golder, J.        | Lesnansky, A.   | Price, R.        | Thompson, F.   | Turner, L.    | Washington, E.   | Wilburn, R.   | Woodhouse, A. |
| Cunningham, W.   | Gooding, H.       | Lewis, L.       | Primero, F.      | Tillman, W.    | Tuttle, M.    | Webb, J.         | Williams, L.  | Woody, J.     |
| Curry, M.        | Goodspeed, J.     | Libby, H.       | Prirette, W.     | Tobin, G.      | Underwood, G. | Weber, J.        | Williams, R.  | Worley, M.    |
| Da Silva, M.     | Gorbea, R.        | Liles, T.       | Proff, T.        | Tobio, J.      | Vasquez, J.   | West, D.         | Williams, S.  | Worster, R.   |
| Dalman, G.       | Gosse, F.         | Lindsey, H.     | Pulliam, J.      | Towsigmart, A. | Velandra, D.  | Westbrook, A. L. | Wilson, C.    | Yarmola, J.   |
| Dammeyer, C.     | Graham, E.        | Logue, J.       | Purgvee, A.      | Troy, S.       | Velez, R.     | Westerholm, G.   | Wilson, J.    | Yelland, B.   |
| Danzey, T.       | Graham, R.        | Loleas, P.      | Quinnonez, R.    | Truenski, C.   | Viles, J.     | Whitner, A.      | Winder, R.    | Young, R.     |
| Darden, J.       | Green, A.         | Lomas, A.       | Quinones, J.     | Tsminrx, L.    | Vukmir, G.    | Whitsitt, M.     | Wingfield, P. | Zeagler, S.   |
| Dauocol, F.      | Greene, H.        | Lombardo, J.    | Quintella, J.    |                |               |                  |               |               |
| Davidson, W.     | Grepo, P.         | Lundberg, J.    | Quirk, J.        |                |               |                  |               |               |
| Davies, R.       | Grima, V.         | Lynch, C.       | Raineri, F.      |                |               |                  |               |               |
| Davis, J.        | Guarino, L.       | Lyness, J.      | Rankin, J.       |                |               |                  |               |               |
| Davis, J.        | Guillen, A.       | Magruder, W.    | Ratray, W.       |                |               |                  |               |               |
| Davis, S.        | Hagerty, C.       | Maldonado, M.   | Reck, L.         |                |               |                  |               |               |
| Debarrios, M.    | Haggagi, A.       | Maleskey, G.    | Reed, A.         |                |               |                  |               |               |
| Dechamp, A.      | Hall, K.          | Manafe, D.      | Reinosa, J.      |                |               |                  |               |               |
| Delgado, J.      | Hall, L.          | Manen, J.       | Reiter, J.       |                |               |                  |               |               |
| Delrio, J.       | Hall, M.          | Manry, L.       | Reyes, M.        |                |               |                  |               |               |
| Demetrios, J.    | Hall, W.          | Mansoob, A.     | Rhoades, G.      |                |               |                  |               |               |
| Dernbach, J.     | Hannibal, R.      | Marchaj, R.     | Richburg, J.     |                |               |                  |               |               |
| Diaz, R.         | Harildstad, V.    | Martin, T.      | Riddle, D.       |                |               |                  |               |               |
| Dickey, K.       | Hart, R.          | Martinez, L.    | Ries, C.         |                |               |                  |               |               |
| Diercks, J.      | Harris, E.        | Martinussen, C. | Ripoll, G.       |                |               |                  |               |               |
| Diorgio, J.      | Harris, W.        | McCarthy, L.    | Roades, O.       |                |               |                  |               |               |
| Doak, W.         | Harris, W.        | McCartney, G.   | Roberts, C.      |                |               |                  |               |               |
| Dolgen, D.       | Haskins, A.       | McCaskey, E.    | Roberts, H.      |                |               |                  |               |               |
| Domenico, J.     | Hatton, M.        | McClinton, J.   | Roberts, J.      |                |               |                  |               |               |
| Domingo, G.      | Hauf, M.          | McElroy, E.     | Robinson, W.     |                |               |                  |               |               |
| Donovan, P.      | Haynes, B.        | McKay, D.       | Rodgers, J.      |                |               |                  |               |               |
| Downon, P.       | Heimal, W.        | McMahon, T.     | Rodriguez, F.    |                |               |                  |               |               |
| Drebin, L.       | Heniken, E.       | McNabb, J.      | Rodriguez, R.    |                |               |                  |               |               |
| Drozak, P.       | Heroux, A.        | McNally, M.     | Rondo, C.        |                |               |                  |               |               |
| Drury, C.        | Hersey, G.        | McNeely, J.     | Rosenthal, M.    |                |               |                  |               |               |
| Dryden, J.       | Hess, R.          | Mehert, R.      | Roshid, M.       |                |               |                  |               |               |
| Ducote, A.       | Hill, G.          | Mesford, H.     | Roubek, J.       |                |               |                  |               |               |
| Ducote, C.       | Holmes, W.        | Mielsem, K.     | Roy, B.          |                |               |                  |               |               |
| Dudley, K.       | Homas, D.         | Mollard, C.     | Royal, F.        |                |               |                  |               |               |
| Dwyer, J.        | Homayonpour, M.   | Mongelli, F.    | Rudnicki, A.     |                |               |                  |               |               |
| Dyer, A.         | Hooker, G.        | Mooney, E.      | Rush, R.         |                |               |                  |               |               |
| Edmon, F.        | Horn, F.          | Morgan, J.      | Ruzyski, S.      |                |               |                  |               |               |
| Edmonds, F.      | Howse, A.         | Morris, W.      | Sacco, J.        |                |               |                  |               |               |
| Ellis, F.        | Hunter, W.        | Morrison, J.    | Sacco, M.        |                |               |                  |               |               |
| Eschukor, W.     | Hussain, A.       | Mortensen, O.   | Saeed, S.        |                |               |                  |               |               |
| Evans, M.        | Iovino, L.        | Mosley, W.      | Salanon, G.      |                |               |                  |               |               |
| Fagan, W.        | Jacobs, R.        | Muniz, W.       | Salazar, H.      |                |               |                  |               |               |
| Falcon, A.       | Jackson, J.       | Munsie, J.      | Saleh, H.        |                |               |                  |               |               |
| Fanning, R.      | Jansson, S.       | Murray, G.      | San Fillippo, J. |                |               |                  |               |               |
| Farnen, F.       | Japper, J.        | Murray, J.      | Sanchez, M.      |                |               |                  |               |               |
| Farrell, C.      | Johnson, D.       | Murray, M.      | Santos, M.       |                |               |                  |               |               |
| Faust, J.        | Johnson, R.       | Murray, R.      | Schov, T.        |                |               |                  |               |               |
| Fay, J.          | Johnson, R.       | Musaid, A.      | Schuffels, P.    |                |               |                  |               |               |
| Fergus, S.       | Johnsted, R., Jr. | Mynes, A.       | Seabron, S.      |                |               |                  |               |               |
| Fester, M.       | Jones, C.         | Myrex, L.       | Seagord, E.      |                |               |                  |               |               |
| Fgrshee, R.      | Jones, R.         | Nagib, S.       | Selzer, R.       |                |               |                  |               |               |
| Firshing, W.     | Jones, T.         | Naji, A.        | Selzer, S.       |                |               |                  |               |               |
| Fischer, H.      | Jones, W.         | Napoli, F.      | Shabian, A.      |                |               |                  |               |               |
| Fiune, V.        | Jorge, J.         | Nash, W.        | Shelton, J.      |                |               |                  |               |               |
| Fletcher, B.     | Kastina, T.       | Nauarre, T.     | Sholar, E.       |                |               |                  |               |               |
| Florous, C.      | Kauffman, R.      | Neffe, J.       | Sigler, M.       |                |               |                  |               |               |
| Foley, P.        | Keller, D.        | Nielsen, R.     | Silva, M.        |                |               |                  |               |               |
| Forgeron, L.     | Kendricks, D.     | O'Donnell, J.   | Simpson, S.      |                |               |                  |               |               |
| Fosberg, W.      | Keough, J.        | Olds, T.        | Sirignano, F.    |                |               |                  |               |               |
| Fox, P.          | Keragood, M.      | Olson, F.       | Smith, L.        |                |               |                  |               |               |
| Frances, H.      | Kerr, R.          | Omar, Y.        | Smith, T.        |                |               |                  |               |               |
| Franco, P.       | Ketchbad, D.      | Pacheco, E.     | Snell, F.        |                |               |                  |               |               |
| Francum, C.      | Kingsley, J.      | Paladino, F.    | Snyder, J.       |                |               |                  |               |               |
| Frank, S., Jr.   | Kirsch, J.        | Papachis, S.    | Somerville, G.   |                |               |                  |               |               |
| Frederickson, E. | Kizzire, C.       | Paradise, L.    | Soresi, T.       |                |               |                  |               |               |
| Fuller, G.       | Klavand, S.       | Paschal, R.     | Spencer, G.      |                |               |                  |               |               |
| Furr, J.         | Klein, A.         | Patterson, D.   | Spencer, H.      |                |               |                  |               |               |
| Furukawa, H.     | Knutsen, E.       | Palton, S.      | Stancaugr, R.    |                |               |                  |               |               |
| Gallagher, C.    | Koflowitch, W.    | Paulovich, J.   | Stankiewicz, A.  |                |               |                  |               |               |
| Gallagher, L.    | Kouvardas, J.     | Pecquex, F.     | Stearns, B.      |                |               |                  |               |               |
| Galliam, R.      | Kozicki, R.       | Perez, J.       | Stevens, W.      |                |               |                  |               |               |
| Ganthier, C.     | Kramer, M.        | Periora, J.     | Stubblefield, P. |                |               |                  |               |               |
| Garcia, R.       | Kwiatek, G.       | Peth, C.        | Sulaiman, A.     |                |               |                  |               |               |
| Gard, C.         | Kydd, D.          | Piczonetti, M.  | Sullins, F.      |                |               |                  |               |               |
| Gardner, E.      | Lambert, H.       | Piper, K.       | Surrick, R.      |                |               |                  |               |               |
| Gaston, T.       | Lankford, J.      | Pollard, G.     | Swiderski, J.    |                |               |                  |               |               |
| Gavin, J.        | Larkin, J.        | Pool, D.        | Tanner, C.       |                |               |                  |               |               |
| Gentile, C.      | Lawrence, L.      | Porter, B.      | Taylor, F.       |                |               |                  |               |               |
| Gimbert, R.      | Lawrence, W.      | Praza, L.       | Taylor, J.       |                |               |                  |               |               |
| Glidewell, T.    | Lee, K.           | Prentice, R.    | Telegadas, G.    |                |               |                  |               |               |
| Goff, W.         | Lelonek, L.       | Pretare, G.     | Terpe, K.        |                |               |                  |               |               |

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I acknowledge and understand that SPAD is a separate segregated fund established and administered by my Union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions, and I have the right to refuse to make any contribution without fear of reprisal. I may contribute such amount as I may voluntarily determine and I herewith contribute the sum of \$ \_\_\_\_\_ This contribution constitutes my voluntary act and I am to receive a copy of this receipt showing the amount of my contribution. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

Signature of Solicitor \_\_\_\_\_ **1977** \_\_\_\_\_

Solicitor's No. \_\_\_\_\_ Port \_\_\_\_\_

- |                         |                         |                 |               |             |              |
|-------------------------|-------------------------|-----------------|---------------|-------------|--------------|
| <b>\$600 Honor Roll</b> | <b>\$400 Honor Roll</b> |                 |               |             |              |
| Lilledahl, H.           | Pomerlane, R.           |                 |               |             |              |
|                         | Manuel, R.              |                 |               |             |              |
| <b>\$300 Honor Roll</b> |                         |                 |               |             |              |
| Curtis, T.              | Richardson, J.          |                 |               |             |              |
| Quinter, J.             | Romolo, V.              |                 |               |             |              |
|                         | Weaver, A.              |                 |               |             |              |
| <b>\$200 Honor Roll</b> |                         |                 |               |             |              |
| Abas, I.                | Bernstein, A.           | Drozak, F.      | Hall, P.      | Pow, J.     | Stephens, C. |
| Aronica, A.             | Brand, H.               | Ellis, P.       | McFarland, D. | Seibel, E.  | Stewart, E.  |
| Bailey, J.              | Combs, W.               | Frounfelter, D. | Moore, A.     | Shields, J. |              |



**Golden Endeavor Committee**

Chief Steward H. C. McCurdy (left), secretary-reporter of the ST Golden Endeavor (Westchester Marine) and Recertified Bosun Juan Vega (center), ship's chairman, talk with SIU Representative Luigi Iovino (seated right). Others of the Ship's Committee are QMED William "Flattop" Koflowitch (2nd left) engine delegate and Steward Delegate Charles Hall. The vessel paid off last month at Stapleton Anchorage off Staten Island, N.Y.

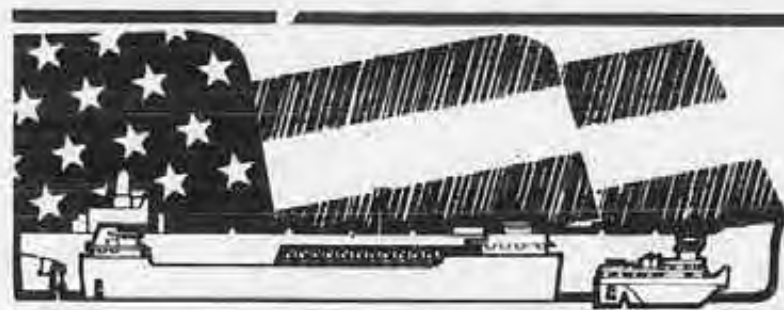




The boat *R. B. Claytor* is docked in the port of Norfolk.



Tying the line on the *Claytor* is Boatman Joseph Surwilla deckhand.



# LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO VOL. 29 NO. 9 SEPTEMBER 1977

## Port of Norfolk—Busy Area for SIU Boatmen



Captain James Forrest of the *Teal* (Allied) takes a break in the galley.

There are over 70 vessels that operate in or around the Norfolk area or regularly call at this important maritime port.

Aboard the tugs of Allied or Curtis Bay or McAllister, Boatmen perform the vital task of keeping ships and their cargoes freely moving in and out of the Chesapeake Bay area.

These tugs dock the ships that come calling at the port of Norfolk and they also push the barges carrying oil and other necessary bulk cargoes in and out of this area.

Norfolk and the entire Chesapeake Bay area has always been a good place for marine workers to earn a living and SIU members are doing their share to see that it stays that way.

If cargo keeps growing in the

years to come, SIU members will find an increasing number of jobs opening up on these boats.



Sitting on the stern is the new SIU crew of the *Sharon B* (Allied). The five new Boatmen are (l. to r.): Paul Keane, relief captain; Lloyd Sutton, cook and deckhand; Tom Ranken, chief engineer; Lonnie Warren, AB, and Don West, mate.



Brothers Joe Williams (l.), deckhand and Charles Ruperti, mate on the *Isabel A.* (McAllister), are working together to splice an eye in the line.



George Menge (l.), port engineer for McAllister, and Boatman John Keech, engineer, join forces to repair an air valve on the *Frances K. McAllister*.