



# LOG

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**Tanker Aries Gets First SIU Crew**

See Page 4

See Page 24  
**Lundeberg School  
Annual Summary  
Report**

See Page 3

**New Union-Contracted  
Boat Mary Moran**

See Special Supplement

**HLS Has Come a Long Way**





# Ann Arbor Railroad Car Ferries Mark 85th Year

(On Oct. 1 the Michigan Interstate Railway Co. took over operation of the SIU-contracted Ann Arbor car ferries. In the following article, we are providing our members with a brief history of the Ann Arbor Railroad as well as the present status of the car ferries and their crews.)

This month marks the 85th anniversary of the maiden voyage of the Ann Arbor Railroad Co.'s first car ferry. On Nov. 24, 1892, a wooden car ferry left the port of Frankfort, Mich., carrying four railroad carloads of coal. This was the first time railroad cars were trans-



ported over a substantial body of water. The historic, inaugural run was not all smooth sailing, however. The ferry ran aground its first time out.

The SIU-contracted *M/V Viking* and the *M/V Arthur K. Atkinson* weren't part of the original fleet of wooden car ferries. The *Viking* has been running since 1925 and the *Atkinson*, which has been laid up for the last four years, dates from 1917. Both the wooden antiques and today's car

ferries belonged to a company with a colorful past.

The Ann Arbor Railroad Co. has gone bankrupt and changed hands more often than most people can count. It began in 1893 when the company issued its first annual report, naming Wellington R. Burt as its first president.

### Purchased by Wabash

In the 1920s the Ann Arbor Railroad was purchased by the Wabash Railroad. The company filed for and remained in a state of bankruptcy from 1931 to 1942—and that wasn't the first time.

In 1963, the Detroit, Toledo and Ironton Co. took over ownership of the Ann Arbor line and the railroad declared bankruptcy again in 1973.

This time, under the Railroad Reorganization Act of 1973, the line was acquired by the state of Michigan and subsidized with state and Federal funds. In 1976, ConRail became the railroad's operator. ConRail is a quasi-Governmental organization handling freight rail lines. It was responsible for 70 per cent of the railroad's operating costs, with the state of Michigan pledged to provide the additional 30 per cent.

On Oct. 1, 1977, ownership of the car ferries officially changed hands one more time. On that date, the Michigan Interstate Railway Co. (MIRC) took over operation of the railroad and its two car ferries, the *Viking* and the *Atkinson*.

MIRC signed agreements with the SIU and other unions affected by the transfer, insuring that the SIU crews would keep their jobs on the vessels.

MIRC's stated intention is to take both the car ferries and the parent rail company and make them earn a profit. They plan to use Government subsidies to upgrade the line and to promote freight traffic on it.

The newly-organized company also plans to put the *Atkinson* back into service. The ship has been laid up in need of repairs since 1973. A spokesman for MIRC said the car ferry continues to be laid-up because, "the states of Michigan and Wisconsin are still negotiating for funds to repair it."

### 50 More Jobs

When the *Atkinson* fits out it will mean close to 50 SIU jobs, according to Detroit Port Agent Jack Bluit. There are 28 on-vessel jobs. But, since the work schedule calls for 20 days on, 10 days off, more men will be needed to fill in for those who are off duty.

Under the ownership transfer the 38-man crew of the *Viking* was given the choice of going with MIRC or "retiring" with guaranteed full wage and fringe benefits from ConRail. This option is provided for under Title V of the Railroad Reorganization Act. It exists because of the difficulty of retraining and relocating men in certain job categories.

The *Viking* runs between Frankfort, Mich. and ports in Wisconsin.

The fight to save the car ferries has been a long one. Everyone involved is hoping MIRC will succeed where the Ann Arbor's previous owners failed and keep the operation afloat.

## 2% COL Hike In Deep-Sea Contract

A 2% Cost of Living Adjustment will become effective on December 16, 1977 on all vessels signatory to the Standard Tanker & Freightship Agreements.

The 2% increase shall be applied to the monthly base wages, Premium Overtime Rates, Overtime Rates, for work performed in excess of eight hours, Monday through Friday and on the Penalty Rates for work performed on the watch below, Monday through Friday.

The 2% increase shall also be applied to the vacation pay.

The increase as applied to the various ratings will be printed in detail in the next issue of the Log.



Paul Hall

## The PRESIDENT'S Report

### Security in Education

It ranks in importance and potential with some of the great breakthroughs that the SIU has achieved for this membership. Breakthroughs such as the establishment years ago of our welfare, pension and vacation plans.

It involves our School in Piney Point. This month, the American Council on Education studied the Lundeberg School's upgrading program. The Council decided that nine of the upgrading courses—ranging from FOWT to Towboat Operator—were good enough to qualify for college credit. In other words, anyone who takes one of these nine courses can get anywhere from six to 18 credits toward a college degree in marine science. (Complete details can be found in a special four-page centerfold supplement in this issue.)

I compare the accreditation of these courses to such landmarks as the establishment of our benefit plans because I believe it represents essentially the same thing for SIU members. And that is security.

Consider this. Thirty years ago our members were manning mostly Liberty ships and tramp freighters. We were a young organization fighting for survival. We wanted respect on the job and respect in our communities. More than that, we wanted to make the kind of money that would allow us to live respectably in this society.

Each time we established one of our plans and made it work, we were one step closer to reaching these goals—one step closer to achieving a security we never before enjoyed.

I believe that with the constant improvement in our plans and wages, we have long since achieved these early goals. Seafaring is a respected profession today. And our wages and benefits are comparable to that of any unionized worker in the country.

However, we must face the fact that we are no longer working in the maritime industry of 30 years ago. Today, we are manning super automated cargo vessels 10 times the capacity of the old Liberties and at three and a half times the speed. We are manning supertankers that can hold the entire cargo of an old T-2 in just one tank and at double the speed. And we are manning these vessels in most cases with less people.

In addition, we should realize that the struggle to maintain both our job structure and the level of income we have achieved is only a part of our present-day job. We must also prepare for the inevitable changes in our industry 10, 20 and 30 years from now if we expect to be around when that day comes.

In this regard, I firmly believe that the key to success of this organization in the future is through education. And for SIU members education means the Lundeberg School.

This is why I feel the accreditation of our most important upgrading courses for college credit by the American Council on Education is so meaningful to us. It marks the coming of age of our School—a School that is not even 10 years old—a School that was literally built with the sweat and desire of SIU members.

If you remember, the Lundeberg School started out strictly as a vocational facility for deep sea members. The first course we held there was lifeboat training. Since then, the School has grown to the point where all SIU members—whether deep-sea, inland or Lakes—can go there and upgrade to the top job in their respective departments.

The School has also developed an academic program to help our members prepare for Coast Guard exams. And if they wish, there is a program that leads to a high school equivalency diploma.

What I'm getting at is this. The level of security we achieve and maintain in the future depends on our ability to educate ourselves.

Education will provide us with the means to learn the changing skills of a changing job in a rapidly changing industry.

Education will enable us to recognize the social, economic and political problems that face our Union and our industry. And education will show us the way to cope with these problems.

I believe that the mark of a good organization is the ability to accomplish the things necessary to survive. In the past, we survived only by action at the point of production—strikes, fights and brawls. These things, however, will no longer make it. Today, and in the future, we must use the means provided by education to survive and prosper.

In brief, Brothers, education is our future. It is our security.



## Charges Their Smokescreen Helped Defeat Cargo Equity Bill

# Hall Assails Oil Biggies as Foes of U.S. Seapower

SIU President Paul Hall delivered a hard-hitting speech before a jointly sponsored Navy League-National Maritime Council Symposium in Detroit, Mich. on Nov. 3. In it he scored the multinational oil companies as "the most consistent and vicious opponents of efforts to strengthen the United States merchant marine and thus U.S. seapower."

President Hall discussed the reasons for failure of the oil cargo preference bill, defeated by Congress in October. The bill would have required the carriage of up to 9½ percent of U.S. oil imports on American flag vessels.

Hall charged the multinational oil companies and a few "self-proclaimed interest groups" with creating an atmosphere of "unfounded charges" concerning both the legislation and its supporters.

The bill's opponents could not attack the legislation itself, Hall said, because it was "so clear-cut and difficult to argue against." So allegations were made against members of Congress and President Carter. It was alleged that their support for cargo preference was given in exchange for financial or political support.

Hall quoted extensively from a White House paper that detailed the President's support for the modified cargo

preference bill. He angrily accused the news media of down-playing Carter's support for the bill while publicizing charges of political payoffs.

### Some Grim Facts

Hall, in deploring the dangers inherent in a weak U.S. merchant fleet, cited the "grim facts" that continue to confront the maritime industry: "The U.S. merchant fleet is continuing to decline," he said. "The U.S. privately-owned fleet stands at a little over 550 vessels. We carry less than 3 percent of our total foreign commerce and 1 percent of our dry bulk imports."

Of major importance is the need for creation of a national maritime policy. This should be a policy which would assure cargo for American-flagships and "provide successful support to the military should it be needed."

The development of a maritime policy must come about through political initiatives and legislation, Hall said, because "... corporate America does not support ... an American merchant fleet. Corporate America is an opponent of an appropriate seapower posture for this nation."

To back up his attack on the multinational oil giants, Hall pointed out that these companies import 53 percent of U.S. oil on their own vessels. These



Paul Hall

ships have been registered in Liberia or Panama. This means that the oil companies are making profits at the expense of jobs for American seamen.

### Oil Company Priorities

Hall noted that the U.S. oil companies themselves admitted their priorities were neither America's national security nor jobs for American workers. He cited a comment made by William P. Tavoulareas, president of Mobil Oil Corp. on a 1973 TV program about the energy crisis: "(If) I say to myself, I'm

only going to be a good citizen of one country," Tavoulareas said, "I'm no longer a multinational oil company."

Hall reminded the audience that the Chamber of Commerce and the National Association of Manufacturers had sided with the oil companies to defeat the cargo preference bill.

"I think our society has a fundamental problem," Hall cautioned, "when the American corporate structure is in the position of frustrating efforts to strengthen any aspect of our national security."

President Hall concluded his speech with the warning that "unless the American corporate community accepts its responsibility to make this country strong in every respect, unless there is a commitment from the industrial sector to use U.S.-flagships in a reasonable measure, we are not going to have an adequate United States merchant marine."

The SIU president was among a panel of speakers who addressed the conference's theme: "Maritime Strength: Our Cornerstone for Economic Survival." Other panelists included Dr. E. B. Potter, professor of history at the U.S. Naval Academy; Vice Adm. Ellis Perry of the U.S. Coast Guard, and W. J. Amoss, Jr., president of Lykes Bros. Steamship Co.

## 100 New Contracts, 4,100 New Members Focus of UIW Convention

Progress in contracts and growth through organizing were the overriding themes of the 5th Quadrennial Convention of the United Industrial Workers of North America. The convention was held in the middle of last month at a New York area Hotel.

The UIW is one of 29 affiliates of the SIUNA. Its membership includes shipyard and other industrial workers.

SIU Executive Vice President Frank Drozak, who is national director of the UIW, said that in the four years since the UIW's last convention, the Union had won 100 new contracts. He said that the UIW "has been able to provide our membership with real wage increases, with improved vacation and more paid holidays, and with increased health, welfare and pension benefits."

Drozak, who was unanimously re-elected national director by the convention, also talked about the growth of the

organization. He said, "everywhere within our jurisdiction, new shops, large and small, have been organized." In all, the UIW has grown from 5,800 members four years ago to over 10,000 today.

The largest area of growth for the UIW has been achieved in the U.S. Virgin Islands, where the UIW has organized over 3,000 workers.

Felix Francis, area director of the UIW for the Virgin Islands, said that the UIW "has won 23 of 27 NLRB

elections in St. Thomas and St. Croix." He added that 13 of the victories involved Government employees and 10 of the victories came in private industry.

Francis also noted that the UIW's sincere organizing efforts in the Virgin Islands has enabled the Union "to make big progress in our relationship with the workers."

In wrapping up the two-day convention, Frank Drozak said, "I believe we have really progressed in the last four years as a labor organization represent-

ing industrial workers." He concluded by saying, "we now have a membership that wants to aid their Union in continuing to better our organization while bettering our livelihoods."

## Dock Strike Nearing End

As this issue of the *Log* went to press, the International Longshoremen's Association was on the verge of voting on proposals for a new, three-year contract which would end the union's strike. An ILA spokesman said ratification of the contract was expected.

The dockworkers strike, which has kept up to 35 SIU-contracted ships idle, has been a selective strike against automated container vessels. The strike began Oct. 1.

Main issues in the walk-out have been job security and guaranteed annual income provisions. These would protect the longshoremen from loss of jobs, income, welfare and pension benefits caused by increased use of container vessels.

The proposed master contract would increase base wages from \$8 to \$10.40 an hour over a three-year period. The proposal also calls for increases in employer contributions for welfare and pensions.

The ILA was reported close to a vote several times during the past month but disagreements arose. The South Atlantic and Gulf employers were reluctant to agree to contract provisions which would make them responsible for guaranteeing income and fringe benefits if containerization should cut employment.

The vote was put off so that a unified agreement could be reached. ILA president Thomas W. Gleason was quoted as saying, "We all went out together and we'll all go back together."

## INDEX

### Legislative News

- Northern tier pipeline . . . . . Page 5
- SIU in Washington . . . . . Page 9
- Postal rates . . . . . Page 6
- Great Lakes bills . . . . . Page 15

### Union News

- President's Report . . . . . Page 2
- SPAD honor roll . . . . . Pages 38-39
- Headquarters Notes . . . . . Page 7
- Lakes Picture . . . . . Page 8
- Inland Lines . . . . . Page 6
- At Sea-Ashore . . . . . Page 17
- Brotherhood in Action . . . . . Page 34

### General News

- National unemployment . . . . . Page 8
- Hall speaks in Detroit . . . . . Page 3
- Minimum wage . . . . . Page 5
- Ocean '77 speech . . . . . Page 11
- ARC treatment . . . . . Page 15

### Shipping

- Mary Moran . . . . . Page 3
- Aries . . . . . Page 4
- Car ferries . . . . . Page 2
- Ships' Digests . . . . . Page 23
- In New York harbor . . . . . Pages 25-27
- Dispatchers' Reports:
  - Great Lakes . . . . . Page 15
  - Inland Waters . . . . . Page 35
  - Deep Sea . . . . . Page 30
  - Better lifeboats . . . . . Page 17

### Training and Upgrading

- 'A' seniority upgrading . . . . . Page 29
- HLS courses and dates . . . . . Page 37
- Towboat scholarship . . . . . Page 11
- LNG training . . . . . Page 14
- Lakes AB course . . . . . Page 31
- Towboat advisory Board . . . . . Page 10

### Membership News

- Upgraded to inland mate . . . . . Page 34
- Former scholarship winner . . . . . Page 35
- Studies for diesel license . . . . . Page 6
- New pensioners . . . . . Page 36
- Final Departures . . . . . Page 32

### Special Features

- Accreditation . Special Supplement
- Jones Act . . . . . Page 16
- Know Your Company . . . . . Page 12
- Sonny Simmons . . . . . Back Page
- Articles of particular interest to members in each area—deep sea, inland, Lakes—can be found on the following pages:

**Deep Sea:** 4, 6, 14, 17, 23, 25-27, 29, 30

**Inland Waters:** 6, 10, 12, 14, 18, 34

**Great Lakes:** 2, 8, 15, 31, 35

## New Tugboat Mary Moran

Moran of Texas has a new tugboat in its SIU-contracted fleet in Port Arthur. The Mary Moran, a new 3,300 hp., twin screw tug, came out of the J. McDermott Shipyard of Morgan City, La. in September.

She brings new jobs to four SIU Boatmen who will do harbor work in Port Arthur on the new vessel. The tug will mainly be involved in ship-docking. The Mary Moran is also certified for ocean towing.





A view from the bridge of the *Aries*' deck. Oil from St. Croix will flow through this network of pipes and ultimately reach U.S. markets on the East Coast.



The stack of the *Aries* was about to smoke as the tanker waited in the Jacksonville Shipyard for her Nov. 12 sailing.

## Aries Gets 1st SIU Crew

Manned by her first SIU crew, the reactivated T-2 tanker *Aries* sailed from Jacksonville, Fla. on Nov. 12. She is newly operated by the SIU-contracted Apex Marine Corp. to carry oil on a three year charter from St. Croix, V.I. to the U.S. East Coast. She is a 24,000 dwt tanker with a 32-ft. draft. Her length is 600 ft. and her beam measures 75 ft. The *Aries* spent three months in the Jacksonville Shipyard being upgraded to ABS-Class 1 standards. Now thoroughly up-to-date, she is bringing more jobs for Seafarers and important cargo for America's energy needs.



Three members of the *Aries* deck department are (l to r): T. R. McDuffi, AB, Steve Grisham, AB, and Butch Yanson, OS.



The engine department includes these three oiler-maintenance-utilitymen (l. to r.): Charles Smith; Jerry "Reverend" Donobas, and Tony Parker.



Saloon Messman Steve Williams had a chance to look over the *Log* as the *Aries* waited to sail.



The *Aries* Ship's Committee got together with some SIU representatives from the Jacksonville Hall. They are (l to r): Chief Steward James Gillian, secretary-reporter; Tony Parker, engine delegate; Cliff Bellamy, steward delegate; Tony Aronica, SIU patrolman; Recertified Bosun Floyd Fritz, chairman; William Morris, SIU dispatcher, and T. R. McDuffi, deck delegate.



# SIUNA Gives United Support to Northern Tier Line

The SIUNA has thrown its united support behind a proposal to build a 1,500-mile all-American pipeline to carry Alaskan oil from Port Angeles, Wash., to the northern tier States of Montana, the Dakotas, Wisconsin and Minnesota.

In the past, these States have relied almost entirely on imported oil from Canada which will cut off its exports by 1981.

In addition, the SIUNA is opposed to an alternate project to carry Alaskan oil to these States. It would be a Canadian-American effort to build a 750-mile pipeline across Canada to hook up with existing Canadian lines and go into the U.S. It would be built and maintained by Canadian labor.

Merle Adlum, president of the SIUNA-affiliated Inland Boatmen's union of the Pacific, and vice-president of the International, outlined the

SIUNA's position in testimony before the House Subcommittee on Special Investigations of the Committee on Interior and Insular Affairs.

Adlum said the SIUNA supports the Northern Tier project, as opposed to the Canadian alternate, because it would create significant employment for U.S. workers.

He said U.S. employment would be augmented in the following ways:

- Only U.S. owned, U.S. built, U.S.-manned tankers would be used to carry the oil from Valdez to Washington as mandated by the Jones Act. This means shipyard and onboard jobs would open up for many U.S. workers.

- The Northern Tier project is "all-American." It is located entirely within the U.S. so American construction workers would be hired to build the line from scratch. It is estimated that during two years of construction, 3,500



Merle Adlum

to 4,000 workers will be employed.

- Once in operations, the pipeline will create some 500 permanent jobs.

- It will insure that refinery workers and workers in related jobs in the northern tier states will be able to keep their jobs.

Adlum added that the Northern Tier pipeline would "stimulate the econo-

mies of communities along the route of the line, creating new jobs there as well."

Adlum said the SIUNA was opposed to the alternate route because it would "use American tax and investment dollars to stimulate employment in Canada instead of the U.S."

He said the alternate route would "neither aid the American unemployment problem nor the U.S. balance of payments deficit."

Adlum also noted that the all-American line "would be operational sooner than its competitor."

Adlum concluded that the All-American route would "raise no national security questions or any foreign relations problems. Right-of-way permits would be handled only by the U.S. government rather than involving the complex native claims which must first be settled by Canada before construction can get underway."

## Carter Inks \$2.65 Minimum Wage; \$3.35 in '81

Thanks to the AFL-CIO's vigorous efforts, 4.5 million low-paid workers will benefit from a new minimum wage bill signed by President Carter on Nov. 2.

This legislation raises the wage floor by more than 45 percent over the next four years. The first increase next Jan. 1 will hike wages from the present \$2.30 an hour to \$2.65. Subsequent increases promise \$2.90 an hour in 1979, \$3.10 in 1980, and \$3.35 in 1981.

At the signing ceremony in the White House Rose Garden, President Carter termed the bill "a step in the right direction."

He added, "the overall impact of this bill is good" because it will put millions of dollars into the pay envelopes of America's lowest-paid workers. This, he predicts, will have a "very beneficial" impact on the nation's economy.

Carter said the new minimum wage would help provide the unskilled with

the necessities of life; further the cause of more equitable income distribution; strengthen democracy, and pump the economy.

AFL-CIO President George Meany was asked to conclude the signing ceremony. He spoke of the need for mass purchasing power to sustain America's economy. "It is not enough for the people in the upper brackets to be prosperous," he stressed.

### Labor Law Reform

The President's signature has marked a victory for organized labor. Now the question is, will the Labor Law Reform Bill also be as successful? Both labor lobbyists and the Administration, which backs the bill, say the outlook for passage is good.

This legislation would amend the National Labor Relations Act of 1935. The intention of this Act was to protect the workers' rights to organize. It would: speed up representation elections; im-

pose more effective penalties on employers who break the law, and would establish machinery for quicker resolution of unfair labor practices for employers as well as workers.

Among the key provisions of the bill are the following:

- An expansion of the National Labor Relations Board from five to seven members to improve its ability to handle a soaring caseload.

- A limit on the time between the filing of an election petition with the NLRB by union organizers and the date workers may vote on whether they want a union. Now some employers managed to delay such elections indefinitely or long enough to defeat the union.

- Protection against being discharged illegally for union organizing activities. Workers so dismissed would be entitled to double back pay and job reinstatement.

- Penalties for employers who violate an NLRB or court order permitting unionization. Such violators could be barred from Federal contracts for three years.

- A wage settlement based on prevailing rates to be imposed by the NLRB if an employer refuses to bargain a first contract with a newly established union.

Organized labor has long sought these provisions, but as usual business interests are putting up a tough fight. This bill has generated one of the major labor-management battles of this year or any year.

But despite the pressure from business and industry, the House of Representatives adopted the bill last month by a strong vote of 257 to 163. The Senate is not expected to vote until early next year. The outcome will have a substantial impact on the future of American industrial relations.

## SS Delta Brasil Minutes Tell About Burial-at-Sea Service

Seafarers aboard the *SS Delta Brasil* (Delta Lines) gathered Oct. 16 to perform a special burial-at-sea ceremony for Lewis Samuels Richards.

To have his ashes scattered in the Gulf Stream was one of Richards' last wishes before he died in New Orleans on Aug. 26.

The crew participated in these final rites, according to the Ship's Minutes of Oct. 16, as a personal favor to Richards' only child, Mrs. Lucille Richards Lane. She is the manager of Delta Steamship Lines Public Relations and Advertising Department as well as the editor of the *Delta Digest*.

The following, which was attached to the Ship's Minutes, was written by Mrs. Lane about her father: "He was a man of many parts, above all, a man of indomitable spirit. He was deterred by no odds, and there was no righteous cause that he might encounter to

which he did not give his heart and arm. The course of his life was guided by ideals unlimited by considerations of nationality, creed or political persuasion. 'Personal gain' was a concept that was anathema to his beliefs and yet, in giving of himself he became a man of uncountable riches. His spirit is now united with that of his wife, Evelyn, who, in life, joined with him in his crusades and all endeavours."

### Burial Ceremony

The burial ceremony included the reading of Richards' favorite poem, "When Earth's Last Picture Is Painted," by Rudyard Kipling. A few lines of this poem are:

"When Earth's last picture is painted and the tubes are twisted and dried,

When the oldest colours have faded, and the youngest critic has died,

We shall rest, and, faith, we shall need it—lie down for an aeon or two,

Till the Master of All Good Workmen shall put us to

work anew."

This was followed by the Masonic Burial Service and by the Burial-At-Sea-Service as written in the Episcopal Book of Common Prayer. At that time Richards'

ashes were cast onto the waters of the Gulf of Mexico to be carried forward into the Gulf Stream and beyond.

The service was concluded with saying aloud the Lord's Prayer.

## Carter Pulls U.S. Out of ILO

President Carter has pulled the United States out of the International Labor Organization (ILO). He said he did so because of "the organization's movement away from its accepted principles and procedures."

Carter said the U.S. will use other channels to advance the "high ideals and principles" that the ILO once represented.

The President's move received the "firm support" of the AFL-CIO.

The American labor movement actually helped found the ILO in 1919 under the League of Nations Treaty. It later became an agency of the United Nations.

The ILO was originally intended as "a vehicle for worker-employer-Government cooperation to achieve international labor standards and protect human rights."

However, according to a spokesman

for the AFL-CIO, "the ILO in the 1970's was used as a political pawn by a Communist-Arab voting bloc that mustered enough 'Third-World' allies to jam through resolutions attacking Israel, seat Arab terrorists as 'observers' and ignore established fact-finding procedures." The spokesman also charged that "a blind eye was turned to abuses of worker rights in one-party nations."

AFL-CIO President George Meany said that the American labor movement remains "ready to cooperate and to work with the free trade union movements of the world, with our Government and with management" to help put the ILO back on course.

The U.S. withdrawal from the ILO could be a financial blow to the organization. America's annual contribution was \$20-million, or about one fourth of the organization's total budget.







### Great Lakes

The U.S. Army Corps of Engineers has awarded another dredging contract to an SIU-contracted company in this area. The Great Lakes Dredge and Dock Co. will begin dredging the Cuyahoga River in Cleveland, Ohio this month. The job will involve three digging units and two tugs. It will provide work for about 35 SIU Boatmen, in all, over a three month period. Contracts like this are part of the Government's increasing reliance on private industry to carry out Federal dredging projects.

### Norfolk

Seven SIU Boatmen in this port just crewed the brand new 2400 hp. tug *Petrel*. She will work coastwise in the ocean towing division of SIU-contracted Allied Towing.

A new inland contract was also recently ratified in this port. SIU Boatmen with Cape Fear Towing in Wilmington, N.C. accepted a new two-year contract last month which will bring them higher wages and bigger pension benefits.

### New Orleans

The SIU-contracted Dixie Carriers of Harvey, La. added a new tugboat and acquired several other pieces of equipment this month. The new boat is the 4,000 hp. *Dixie Avenger*. She has all the latest technical developments in towing vessels, including hydraulic ramps to hold the vessel in the notch and an elevated pilot house. She will push barges between the Lower Mississippi River and Florida.

The other additions to Dixie's fleet are three towboats and 11 barges which were acquired from a non-SIU company. The boats are the *Dixie King*, *Dixie Queen* and *Dixie Prince*. They will push barges on the Intracoastal Waterway and the Ouachita River.

### Port Arthur, Tex.

Sabine Towing, an SIU-contracted company here, built and crewed a new harbor tug for its fleet. She is the 3,200 hp. tug *Titan* and carries a crew of five SIU Boatmen.

### Baltimore

The International Longshoremen's strike against containships (which may soon be settled) slowed up inland traffic in almost all East Coast ports. But it took a big bite out of shipdocking crews in this port. Laid-off crews at the SIU-contracted Curtis Bay and Baker Whately totaled 35 Boatmen at the beginning of November.

### Philadelphia

Two crews from Curtis Bay have been laid off here due to the ILA strike.

### Mobile

SIU representatives from this port recently signed up another dredge under the SIU-contracted fleet of Radcliff Materials. The newly acquired dredge is the *Sawyer*. She adds 27 jobs in all for the SIU membership.

## Postal Bill Cleared in House of Representatives Committee

A bill vital to the survival of the labor press was cleared by a House of Representatives Committee on Oct. 18.

In a 19 to 4 vote, the House Post Office and Civil Service Committee approved H.R. 7700, the Postal Service Act of 1977. The bill is, in general, an attempt to solve the financial problems of the present postal system.

The key section, as far as the labor press is concerned, is Section 3. This section establishes a fair system for determining postal rates.

The SIU strongly supports H.R. 7700. The bill also has the united support of the AFL-CIO and the Interna-

tional Labor Press Association (ILPA), which includes the *Log*.

The postal system's present financial problems have required stiff rate increases in past years. Without H.R. 7700, ILPA Secretary-Treasurer Allen Zack said, "our rates could rise even more dramatically in the future."

"Non-profit mailers cannot be increasingly expected to bear the losses the postal service has accumulated in previous years," Zack added.

The bill's sponsors, Democratic Reps. James Hanley of New York and Charles Wilson of California, want the full House to consider the bill in its next session. The Senate has yet to act on the proposal.



Dave Gerard studying for his Chief Engineer's License for diesel engines at the MEBA District 2 School of Marine Engineering and Navigation in Brooklyn, N.Y.

## He's a Gambling Man, but Not When It Comes to His Job

Dave Gerard likes to think of himself as a gambling man. He's won some and lost some in Las Vegas, Lake Tahoe, Reno and Freeport. But there's one thing Dave Gerard never gambled with, and that's his career at sea.

When he started in the merchant marine, you probably wouldn't have bet a nickel on his chances of making it to the top. He was a 17-year old high school dropout when he took his first job as wiper on an SIU ship. But today at the age of only 43, he's studying for his Chief Engineer's License for diesel powered vessels. And right now, you'd be willing to bet your paycheck that he's going to make it.

Although Gerard joined the SIU in 1951, he really didn't decide until 10 years later that the sea would be his career. In between, he served for three years in the Army. There he got his high school equivalency diploma. He also worked as a bartender, a truck driver and a salesman.

But, says Gerard, "when I finally decided to stick with sailing, I felt I had the ability to get to the top."

Gerard got his first big break in 1968. He says, "the SIU helped me get into MEBA District 2's School of Marine Engineering and Navigation in Brooklyn, N.Y. From there, it was just a matter of applying myself to the course material."

Gerard got his Third Assistant Engineer's license that year. He moved up to Second and First Assistant Engineer at approximately two-year intervals. Then he achieved his Chief Engineer's license for steam powered vessels in 1976.

All he has to do now is pass one more test and he's where he wanted to be—at the top.

Brother Gerard has sailed on many T-2's and other older class ships. He has some interesting advice for young people just starting out in the modern merchant marine.

He says that young people "should look to the engine room for a career. The work on the new automated vessels is becoming a lot more involved. It's technical work, it's delicate work, but it's challenging work."

Gerard added that if a young person decides on the engine room "it's a good idea to get diesel experience." He explains that "because of the fuel situation, more and more of the new ships



have fuel efficient diesel engines rather than steam."

For young people undecided on what department to choose, Gerard advises, "if you have a feeling for electronics, then the engine room should be your thing."

Brother Gerard has some thoughts about education, too. He says "unless the Government changes its attitude towards maritime, I foresee a decrease in deep sea jobs. And for the jobs that are available, you will have to be highly qualified to fill them."

He also said, "no matter how good you think you are at a job, there's always room for improvement. I don't care how long I may be on a ship. I learn something new every day."

Gerard, originally from Philadelphia, is married and has 2 stepdaughters and three grandchildren. He gives his wife, Arlene, a lot of credit for encouraging him to better himself in the maritime industry.

When he is not at sea or playing some game of chance in Vegas or Tahoe, he is home with Arlene in—where else—Atlantic City, which is soon to be the gambling capital of the East. Good luck!

Alcoholism is a disease.



It can be treated.





## Sabine Organizing Drive Gears Up; 3rd Election in '78

The SIU is still pursuing its effort to organize the Sabine Towing and Transportation Co. Inc. Union officials are hopeful the next organizing push will come soon.

The Union hopes by the end of next year to conduct the third election in 10 years at Sabine. The company is one of the few deep sea companies still non-unionized.

An election held in February of 1974 was the last time a vote was taken among Sabine workers who are currently members of the Sabine Independent Seamen's Association (SISA), a company union.

The vote to decide who would represent the 173 men who crew the seven tankers that travel between ports in the continental United States was a close one—91 for SISA; 82 for the SIU. (The National Maritime Union also conducted an official organizing drive and were listed on the ballot, but didn't poll any votes.)

The close 91-82 vote was heartening to SIU organizers as it doubled the num-

ber of votes the Union polled in the first representation election in 1967.

### Filed 172 Charges

After the narrow defeat in '74, the SIU filed a total of 172 charges against Sabine accusing the company of unfair labor practices during the election. The National Labor Relations Board dismissed all the charges except one which said that Sabine denied SIU organizers access to their vessels.

The Union appealed the Board's dismissal of the other charges and a decision on this appeal is expected soon.

Charges and countercharges; appeals and counter-appeals; filings and cross-filings have kept the last election tied up in the course and the next election from being held. No date for a new round of balloting can be set until all the charges have been settled.

Lawyers for the SIU said a new election may be held during the summer or fall of 1978. Union organizers are hoping for victory at the polls on that election day.

## First Aquarius Crew in States Say LNG AOK

The original SIU crewmembers of the LNG *Aquarius*, the first American-flag LNG carrier, have completed their six month articles. Most of them are back in the States.

The crew of 18 Seafarers, headed by Recertified Bosun Billy Nukols, took the vessel out of Quincy Shipyard in Massachusetts last July. Her maiden voyage consisted of a trip to England and then through the Suez Canal to pick up her first cargo of liquified natural gas in Indonesia. Since then, the vessel has been shuttling between Indonesia and Japan under a 25-year charter.

The crew had taken the month-long LNG Upgrading Course at HLS before boarding the ship. This course is a prerequisite to getting a job on the *Aquarius* or any other LNG vessels that will come under contract to the SIU.

Upon their return to the States, the crew expressed satisfaction with the vessel. They said everything went smoothly and that they were looking forward to

going back either to the *Aquarius* or another SIU contracted LNG carrier.

The next LNG carrier, the *Aries*, a sistership of the *Aquarius*, is scheduled to take on her SIU crew sometime next month.

Frank Drozak, SIU executive vice president, said "we are very proud of the way the *Aquarius* crew handled themselves and performed their jobs aboard the vessel. They proved they are professional seamen in every sense of the word."

The original *Aquarius* crew was made up of the following members: Recertified Bosun Billy Nukols; able-seamen Billy Mitchell, James Mullally, Joe Morrison, Gene Bousson and George Bruer; ordinary-seamen Tom Schou, Ed Sullivan and Neil McGowan; QMED's Imro Solomons, Vasco Worrell and Dominick Orsini; wiper Tom Murray; steward/cook Frank Costango; baker Chris Haggerty, and utility/messmen Larry Dockwiller, Emmett Albert and Robert Gonzalez.

## Gets 1st Vacation Check



SIU Boatman Albert Tine, Jr. (l.) plans to use his vacation check to take his wife, Vang, shown here, on a real vacation. He received his benefit this month, the first under the SIU Inland Vacation Plan from Caribe Tugboat of Jacksonville, Fla., from Leo Bonser, port agent there.

## Headquarters Notes



by SIU Executive Vice President  
Frank Drozak

If you're a seaman or a boatman looking to move up in your career, where do you look for help?

If you're a Seafarer or an SIU Boatman, you don't have to look far. The answer is right in front of you.

All you have to do to take that first step toward career advancement is to read the pages of the *Log*. Every month the *Log* carries articles about upgrading. These articles point you in the right direction toward the best job opportunities in the maritime industry.

This month is no different. I want to call your attention to two articles in this issue of the *Log* which tell you how to take advantage of some of the biggest trends in the industry.

Seafarers should carefully read the article on page 14, "LNG—What Is It? What Does It Do?" And Boatmen should not miss the news of the Towboat Operator Scholarship on page 10.

I also strongly urge all ships' chairmen and Union delegates on tugs to read and discuss these articles at their weekly meetings.

This won't be the first time you've heard about these important developments. The Union has been spreading the word for some time now about the growing number of top jobs for LNG crews and for licensed towboat operators.

But many Seafarers and Boatmen still have unanswered questions and perhaps doubts, or even false ideas, about what these jobs involve. These two articles are especially important because they lay the facts on the line.

The LNG article, for example, tackles the frightening rumors about LNG head on. And it explains that LNG tankers, like the *Aquarius* which sailed in July and the *Aries* which will begin her first voyage in December, have the highest safety standards of any type of vessel.

LNG ships are also extremely safe because their crews are the most highly trained in the world. In fact, as the article points out, no one can serve aboard one of these vessels without first going through extensive LNG training. This is the kind of training that is offered at the Harry Lundeberg School.

Now is the time to sign up for one of the LNG courses at the School. The *Aquarius* and the *Aries* are only the beginning of job opportunities for Seafarers in this field. By the end of 1978, ten U.S.-flag LNG ships are expected to be out.

It's also the time for SIU Boatmen to apply for the new Towboat Operator Scholarship offered by TI. As the article on this program explains, it offers you everything you need to know to become a licensed operator during the 12-week HLS Towboat Operator course. The first class starts on Feb. 20 and all applications must be filed by Jan. 17.

There's no question that the Coast Guard licensing exams for towboat operators are very difficult. Some Boatmen sell themselves short and never even try for these high-paying jobs. Others who have never been to the Lundeberg School may think that you can't become a professional in your field by just spending time at School.

But the article spells out what you will learn in this course. It's not just classroom training, but equal time for actual boat operations on the HLS tug and towboat. You'll cover everything from technical wheelhouse equipment to complicated multibarge maneuvers.

Licensed operators are in demand in the rapidly expanding towing industry. That's why the Transportation Institute, which represents all SIU-contracted companies, decided to offer this scholarship. Don't let it pass you by.

I feel that it's important to point out articles like these because I want all SIU members to make the most of their careers. And I want to continue to talk to you in my upcoming columns about how you should use the *Log*.

Our newspaper is the best device we have to communicate with our widespread membership. But to be really effective, it should not be a one-way conversation.

I want to hear your reactions to my columns and to the stories in the *Log*. I invite you to send them to me at 275 20th St., Brooklyn, N.Y. 11232.

With your reactions, I can have a better idea of what you need to know as an SIU member. This will be for your own benefit and for the strength of the entire Union.

## Under 65, No Taxes On \$100 Disability

If an employe under the age of 65 has retired because of a permanent, total disability, a maximum amount of \$100 per week (\$5,200 per year) from his disability pension will not be taxed. All other money is taxed.

After reaching the age of 65, a disabled person can no longer exclude his disability retirement payments from being taxed. After age

65 all pensions—whether regular retirement or disability—are taxable.

Keep in mind that a person is permanently and totally disabled, according to the Internal Revenue Service, only if he can prove he or she can't work because of illness or injury that is expected to result in death or to last for a continuous period of at least 12 months.





# The Lakes Picture

## Detroit

The cost of living for Great Lakes seamen rose by 7 cents in October, according to figures released by the Consumer Price Index. This means that, as of Nov. 1, 1977, SIU members will receive a 7 cents per hour increase in wages, bringing the total in wage increases for this year to 38 cents. The increases will be added on to the seamen's regular salaries until Jan. 1. After the New Year the cost of living increases will be rolled into the regular salary.

\* \* \* \* \*

Port Agent Jack Bluitt reports that contract negotiations with the Bob-Lo Company are near completion and the crews of the company's two SIU-contracted ships will be notified by December. Bob-Lo runs two passenger ships, the *Columbia*, built in 1901, and the *St. Clair*, dating from 1910. The vessels run only between Memorial and Labor Days, ferrying passengers from Detroit and Canada to an amusement park on Bo-Lo Island.

## Buffalo

Low sulfur coal is being used in greater and greater quantities as heating fuel to offset use of diminishing supplies of oil. While close to six million tons of coal a year are shipped from Lake Superior, there's a possibility that the amount shipped may increase to as much as 14 million tons a year. If New York's Governor Hugh L. Carey is successful in getting the necessary funds to improve the port of Buffalo, it could become "the eastern terminal for coal shipments," according to a spokesman for the International Longshoremen's Association.

## Duluth

The U.S. Steelworkers strike against ore mines continues with no end in sight. Though reports from the Lakes indicate the SIU fleet is only mildly affected by the strike, the job action caused one mine to close for the winter the last week in October, with another closing scheduled for early November. These are the earliest closings of the mines, "in a very long time," SIU Duluth Port Agent Jack Allen said.

## Lake Erie

The *J.F. Schoelkopf*, owned by Erie Sand Steamship Co. & Erie Navigation received a Letter of Commendation and Special Service Award from the National Oceanic and Atmospheric Administration this past August. The awards were given in recognition of a special weather observation the SIU-contracted vessel undertook in Lake Erie which gave National Weather Service forecasters information on a storm over the Lake.

## St. Lawrence Seaway

The St. Lawrence Seaway Authority is currently studying the possibility of using "shunters" to increase the efficiency of the Welland Canal. Shunters are 3,500 horsepower nozzle-driven and steered platforms which attach to the bow and stern of ships passing through the locks. Shunters, the Seaway Authority said, could increase the maneuverability of ships and cut transit time on the canal. The two test shunters which will measure 15 feet in length and 52 feet in width, will be tested for three years. The Seaway Authority said if the shunters are effective they could make construction of a new, parallel canal unnecessary.

## Chicago

Seventy-five percent of grain shipments to the Port of Chicago were cut off when workers at four of the city's grain companies struck in September over contract disputes.

\* \* \* \* \*

Governor James R. Thompson of Illinois signed a bill in September allowing the Port District to borrow \$10 million of state funds for land purchase and the construction of container facilities for the port of Chicago. The Port District plans to buy 190 acres at the mouth of the Calumet River for enlargement of the port and for additional terminals. Gov. Thompson also signed a bill changing the name of Lake Calumet Harbor to Senator Dan Dougherty Harbor.

## Monuments and Mementos

The Seamen's Memorial Fund, a volunteer group in Superior, Wisc. is raising money for a monument to seamen who have lost their lives on the Great Lakes and to those who've sailed on them. Work has begun on the 10-foot statue of a seaman which will be erected near the Meteor Maritime Museum.

\* \* \* \* \*

A lock from the second Welland Canal, dating from the mid-1800's, is being recycled. Lock 25 was recently unearthed in a park in Thorold, Ontario. It will be made into a sunken pit for use as an outdoor summer theatre.

## The Wheel's in Good Hands



Presenting Fred J. Farnen (center), SIU Headquarters representative, with a ship's wheel for his long and outstanding service in the Detroit area labor movement are SIU Attorney Victor Hanson (l.) and Frank Drozak, SIU executive vice president. Farnen was honored at the Maritime Trades Department Detroit and Wayne County Port Council Annual Dinner Dance, held in Dearborn, Mich. on Sept. 23.

## U.S. Jobless Rate Climbs to 7% In October, a 7-Month Level

WASHINGTON, D.C.—The country's unemployment rate climbed from September's 6.9 percent to 7 percent in October. Joblessness has hovered between 6.9 percent and 7.1 percent since April. Experts say that this "plateau" shows that our stagnant economy is not growing fast enough. They say this is due to lack of investments to keep up with the growing labor force by providing more jobs.

Almost 6.9-million U.S. workers here were without jobs last month, 10,000 more than in the month of September. A year ago, the jobless rate was 7.9 percent.

Most of the unemployment jump was among adult male blacks who had worked in factories and steel mills. Their unemployment rate soared from 13.1 percent to 13.9 percent in October. It was 14.5 percent in August. White workers jobless rate has stayed at 6.1 percent for the last four months.

The AFL-CIO holds that the "true" national unemployment rate is nearer to 10-million jobless. They point to the 1-million too discouraged to look for

work and the 3.3-million working part-time because they can't find fulltime jobs.

A boxscore of the unemployment picture reveals that in May the rate dropped to 6.9 percent. Then it rose to 7.1 percent in June to fall to 6.9 percent in July and return to 7.1 percent in August.

Turning to the nation's teenage unemployment, the rate overall dipped slightly, by 1.1 percent, to 14.8 percent. But for black teenagers the rate skyrocketed to 37.9 percent.

The jobless rate for adult men went up from 4.9 percent to 5.3 percent. For adult women, the rate is now 6.8 percent from 7 percent.

The average length of joblessness was 13.8 weeks last month down from 14.2 weeks in September. It was 15.3 weeks in October 1976. However, for the hard-core unemployed—those out of work 27 weeks—the length of unemployment has risen.

All hands here are looking forward to next year when the Administration is supposed to do something about this lingering unemployment.

## Good Benefit for You, Yours



A Seafarers Welfare Plan benefits you or your dependents should take advantage of is the clinic system. Here Mrs. Jose (Carmen) Ortiz (left) received free treatment recently at the New York clinic. At right, Dr. A. Koutras of the clinic puts the finishing touches on a splint for her broken finger. Mrs. Ortiz's husband sails in the engine department.



# The SIU in Washington

Seafarers International Union of North America, AFL-CIO

NOVEMBER 1977

Legislative, Administrative and Regulatory Happenings

## Congress Sees Need for a Stronger US Maritime Policy

The day after Congress voted down the Cargo Equity Bill in the confusion of charges about political payoffs, the Chairman of the House Merchant Marine Committee commented on what we've been talking about all along—the need for a coordinated maritime policy in Government.

At hearings which are continuing in the House this month, Committee Chairman John Murphy (D-N.Y.) noted that "these hearings are beginning to reveal a lack of coordination within the various (Government) agencies on maritime policy."

He went on to say: "We believe it is vital that the policy of the Merchant Marine Act of 1936 be carried out."

The hearings are being held to examine the practice of rebating by both U.S. and foreign shipping companies.

## Federal Agencies Meetings on Maritime

... SAFETY OF LIFE AT SEA. The Subcommittee on Safety of Life at Sea, which is a part of the Shipping Coordinating Committee, will meet on Nov. 29 in Washington. On the agenda is a discussion on procedures and arrangements for the safe discharge of dangerous liquid substances.

... MARINE POLLUTION. The U.S. National Committee for the Prevention of Marine Pollution will be meeting on Nov. 28. The purpose of the meeting is to present and discuss the U.S. position on prevention of ocean pollution. The results of this meeting will be presented at the eighth session of the Inter-Governmental Maritime Consultative Organization (IMCO) which will meet in London on Dec. 5. SIU Vice President Earl (Bull) Shepard will attend this international maritime meeting.

... CHEMICAL VESSELS. The Subcommittee on Chemical Vessels, which is a working group of the Chemical Transportation Industry Advisory Committee will meet on Nov. 29. The purpose of the meeting is to discuss international standards for barges that carry hazardous bulk liquid cargoes.



## Upgraders Hear Washington Report

Ten Seniority Upgraders came to Washington this month to take a first-hand look at the SIU's legislative and political operations at the Transportation Institute and the AFL-CIO Maritime Trades Department. During the visit, they were briefed by Jim Patti, Transportation Institute's legislative analyst and counsel. Meeting here with Patti are SIU Upgraders Jayan Curie, Romeo Dizon, William Edwards, Richard Gibbons, Wilbert Hyder, Michael Moore, Fridtjof Steelreath, Timothy Teague, John Widman and Samuel Witt. They were accompanied on their visit to Washington by Piney Point Port Agent George Costango and SIU Representative Pat Pilsworth.

## Other Happenings in Congress...

Neither the House nor the Senate have been holding formal sessions since Nov. 7 in order to give Members of Congress time to devote their full attention to the Energy Program. The Second Session of the 95th Congress is expected to convene on Jan. 19.

Meanwhile, a number of hearings are being held in both the House and Senate on pending legislation.

... NAVAL PETROLEUM RESERVES. The Senate Armed Services Committee is holding hearings on the status of petroleum reserves

in storage in the U.S. for the Navy. U.S.-flag ships supply the petroleum for the Navy's storage facilities. So we'll be watching developments on these hearings.

... ALASKA LANDS. The Alaska Lands Subcommittee of the House Interior and Insular Affairs Committee is moving ahead on legislation setting aside certain Alaska land areas as wildlife refuges, national parks, and preserves. A hearing is scheduled on Nov. 29. This legislation is important to us because of our interest in oil and natural gas pipelines, and port facilities.

## SIUNA Delegation United Behind Northern Tier Alaskan Pipeline

SIUNA's delegation is united behind the proposal which would route Alaskan oil through a pipeline running from the state of Washington to Minnesota. This route is known as the All-American Northern Tier Pipeline route.

The other route under consideration by the Government is the Kitimat route. This would carry excess Alaska crude through a pipeline across Canada to the U.S. Midwest.

The House Committee on Interior and Insular Affairs has reported out legislation to expedite a decision by the Carter Administration on which route will be selected to carry Alaskan crude oil to the lower 48 states.

The importance of this legislation to us is that if the Northern Tier route is chosen, U.S.-flag tankers will carry the Alaska crude to the state of Washington.

DETAILS ON PAGE FIVE.

... OCEANS AND ATMOSPHERE. The House Merchant Marine and Fisheries Committee will hold hearings on Nov. 29 relating to legislation affecting the jurisdiction of the National Oceanic and Atmospheric Administration. This Federal agency is playing an increasingly important role in offshore areas affecting oil and gas drilling, and fisheries.

## 4 Jones Act Bills Await Congress Action

Four separate bills—all aimed at eliminating the Virgin Islands' exemption from the Jones Act—have been introduced in Congress.

The bills would close the loophole in the Jones Act which now makes it possible for Big Oil to evade the intent of Congress which is to keep the transportation of Alaskan oil for U.S.-flag ships.

Amerada Hess—which has the world's largest refinery located in the Virgin Islands—has been shipping Alaska crude on the foreign-flag *Hercules* to its refinery. The refined crude is then re-shipped—again on foreign-flaggers—to East Coast storage areas.

SEE PAGE 16 FOR DETAILS ON VIRGIN ISLANDS CONTROVERSY.

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



# IOT: Largest U.S. Inland-Deep Sea Fleet

*This story begins a regular feature on SIU-contracted towing companies. A different company will be featured each month. It is designed to provide SIU Boatmen with more knowledge of their industry, and to give all SIU members a closer look at the job opportunities on the inland waterways.*

What company is the largest owner and operator of American-flag vessels?

Would you believe a tugboat company?

How about one that has a U.S. fleet of 26 tugs, six pushboats, 47 barges, nine tankers, and two Ro/Ros?

The IOT Corp. started out as a small tugboat company, but now owns, operates or manages that entire fleet. Its gross registered tonnage is the largest in the country.

IOT has been in business for half a century. For the last 20 years of its operation—the period of IOT's greatest growth—it's been an SIU-contracted company.

More than 600 people man IOT's tug and barge fleet. For the most part, they are SIU Boatmen who are the captains, masters, mates and all unlicensed crewmembers. Seafarers also hold the 275 unlicensed positions on IOT's U.S.-flag deep sea ships.

## Eight Divisions

These Boatmen and Seafarers may not even realize that they work for the same company be-



The 5,600 hp. *Valour* is one of eight tugs used in IOT's Gulf operation



IOT has built more than 20 boats in the last 15 years. The *Interstate Transporter*, shown here, was the first in that period of continuing expansion.



The movements of the entire IOT fleet are directed from this desk in the traffic department at Philadelphia headquarters.

cause IOT is made up of eight different divisions, seven tug and barge operations and the deep sea fleet. In fact, the SIU has separate contracts for each of these eight IOT subsidiaries.

The tug and barge operations are: Interstate and Ocean Transport, Inter-Cities Navigation, Gellenthin Barge Lines, International Bulk Transport, Interstate Barge, Mariner Towing, and Harbor Towing. The deep sea division is InterOcean Management.

Most of these divisions are involved in oil transportation. The corporate headquarters for the entire operation is based where the action is—in Philadelphia.

There are seven oil refineries in the Delaware Valley which together put out 1-million barrels a day. It is the biggest oil refining center on the East Coast and second only to Houston in the country.

## Five Million Barrels

Delivering and distributing oil to and from these refineries is big business and most of it goes to IOT tugboat companies. These companies also off load (lighter) oil from the large tankers whose draft is too deep for the Philadelphia Harbor. In this job alone, IOT tugs and barges handle an average of 5-million barrels of crude a month.

But IOT is not just in Philadelphia. Harbor Towing, the corporation's newest acquisition, lighters and bunkers ships in Chesapeake Bay and distributes oil from there all along the Eastern Shore.



SIU member Capt. Chris Lupton, shown here on the *Transporter*, was in the wheelhouse of this boat when it towed the *Edward L. Steining* to safety. The ship was docked on the Delaware River next to another tanker that exploded and burned in 1975.



IOT has its own electronics shop dockside in Philadelphia to service the fleet's communications equipment.



The *Massachusetts* is one of three VLCCs operated by IOT's deep sea division.

But IOT's reach extends even farther than that. Its tugs and barges are also in the Gulf of Mexico, where they carry oil from Louisiana and Texas refineries to Florida and other Southern ports. The barges used here are some of the biggest in the industry. The smallest have a 115,000-barrel capacity and the largest can hold up to 265,000-barrels.

IOT's fleet has grown tremendously to keep on top of this kind of business. In the last 15 years, IOT has built over 20 new tugs. And two more boats will soon be added to the fleet. A new 5,600 hp. tug, the *Enterprise*, will enter service this month, along with a newly acquired pushboat, the 1,200 hp. *Dispatcher*.

## Deep Sea Division

IOT's deep sea division is an even more recent expansion. InterOcean Management was formed in 1974 when the company took over six Cities Service tankers. IOM also is the operating agent for three 265,000 dwt VLCCs, the *Massachusetts*, *New York* and *Maryland*, all built within the last three years. They also operate two new Ro/Ros, the *Great Land* and the *Westward Venture*.

A fleet as large and varied as IOT's is a major operation. And IOT has developed the means to carry it out, from the 24-hour, 14-man Traffic Department in downtown Philadelphia headquarters to their complete dockside office and shop facilities.

But the real operation is on the water, in the hands of the men who man the IOT fleet. They are the SIU members whose job opportunities have grown along with an expanding company and whose skills have kept pace with a dynamic industry.



## 3-Month Scholarship Pays \$125 a Week

# Full Curriculum Provided for Towboat Program

Do you know how to do Isobaric analysis? Can you use a stadimeter or an anemometer? How about a Loran interpolator?

If this kind of technical numbo-jumbo has kept you from taking a crack at a towboat operator's license, don't let it put you off any longer.

The Towboat Operator Course at the Harry Lundeberg School can bring it all down to basics for you. And now there's another down-to-earth reason why you should give it a try.

\$125 a week if you do.

The brand new Towboat Operator Scholarship Program will pay you this amount while you attend the 12-week Towboat Operator Course at the School in Piney Point, Md. There is a class beginning on Feb. 20 and another starting on May 29. Like all HLS courses, instruction, room and board and all school supplies are provided free of charge.

The scholarships are a first in the SIU and in the towing industry. They are being offered to SIU Boatmen by the Transportation Institute, a research and educational group for the maritime industry. It represents all SIU-contracted companies.

These companies realize the industry's growing need for licensed boatmen. And the Lundeberg School has



developed a program to meet that need. Here's what it will do for you, if you qualify.

**The Towboat Operator Course will teach you everything you need to know to take the licensing exams for First and Second Class Operators of Uninspected Towing Vessels and to become a fully qualified licensed operator. This means that your time at the School will be spent equally on important classroom preparation and on extensive "hands-on" training aboard the HLS tug and towboat.**

The 24 students in each class will be split into groups of three or four for close, individual instruction in the wheelhouse. These groups will spend three to four hours a day, on a rotating schedule, aboard the *CL-2*, a single screw tug, and the *Susan Collins*, a twin screw pushboat with flanking rudders.

They will get firsthand practice with all wheelhouse equipment in all aspects of boat operations. This will range from docking and undocking to complicated maneuvers with single and multibarge tows.

In the classroom, students will have

more time to go over the workings of navigational, weather-reading and other technical devices. They will also gain the skills necessary to accurately read charts and predict tides and currents.

Rules of the Road, safety regulation, fire-fighting and first-aid will also be included. And there will be close attention paid to SIU history, contracts, Constitution and pension and welfare plans. In this way all brothers will come away with a better understanding of their Union and their industry.

All this means careful textbook study. But even Boatmen who haven't opened a schoolbook in years won't have to worry. Study skills, such as outlining and note taking, will be covered, too. Covering all this ground means that students will spend most of their time at the School itself. But you will also have several opportunities during the course to travel to other locations. In this way you will gain important training and experience.

Firefighting training includes a day of firsthand practice with equipment at the firefighting school in Earle, N.J. The first-aid instruction will conclude with a trip to the Baltimore U.S. Public Health Service Hospital for a first-aid certificate exam.

And there will also be trips to Washington, D.C. to tour the Transportation

Institute and both Houses of Congress. Here you will have a chance to see for yourself how the SIU, along with the rest of the maritime industry, work for essential support from the Government.

**The Towboat Operator Course is the most thorough preparation you can find to advance in your career as an SIU Boatman. And the Towboat Operator Scholarship is a chance in a lifetime to take advantage of it.**

**Under the Scholarship, Boatmen will be given \$125 per week while they study to improve their skills and their earning capacity.**

All eligible Boatmen will soon receive an application for the scholarship in the mail. Don't delay. Fill it out and send it to:

**Transportation Institute  
Scholarship Committee  
c/o The Harry Lundeberg School  
Piney Point, Md. 20674**

All application requirements must be completed and returned to the Scholarship Committee by Jan. 17, 1978.

If you do not receive an application, or if you need more information, contact the TI Scholarship Committee at the above address. (All eligibility requirements for the scholarship were run on Page 10 of the October Log.)

## Drozak Urges IUPIW Confab Delegates to Take Political Action

SIU Executive Vice President Frank Drozak urged last month's convention of the International Union of Petroleum and Industrial Workers to become deeply involved in all levels of political action.

The IUPIW, headquartered in Bakersfield, Calif., represents more than 2,200 petroleum workers in the Southern California area. The IUPIW is one of 29 affiliates of the SIUNA.

Drozak said, "labor has worked hard to win better jobs, better wages and better conditions for America's workers. And we cannot expect to protect these



Frank Drozak

gains strictly through collective bargaining."

Drozak affirmed that "we must insure that the people who make the laws are people who have the working man's interest at heart. If we don't, there is no one to blame but ourselves when our jobs and hard-won gains start slipping through our hands."

Drozak told the convention that the AFL-CIO had provided the political apparatus through local central bodies and state federations to get the job done.

He said, however, "it is up to each individual union to fully participate in state labor bodies to make these organizations productive and effective in local and statewide politics."

Drozak also urged the IUPIW Convention delegates to become involved in labor supported Voter Registration Programs. He said they should do this "to

insure that all working people eligible to vote do vote for the candidates willing to help labor in its efforts to achieve a better life for all the nation's workers."

### SAB Rules on 'C' Classified Men

Late this month, the Seafarers Appeals Board ruled that effective Jan. 3, 1977, "C classification seamen may only register and sail as entry ratings in only one department."

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

## Waterman Signs Contract to Restore U.S.-Far East Service

The SIU-contracted Waterman Steamship Corp. signed an agreement which will restore Federal subsidies to Waterman's U.S.-Far East service. The agreement was signed this month with the U.S. Maritime Administration.

The agreement was announced to the public by Waterman and Marad on Nov. 22. Under its terms, Waterman will build two new LASH vessels for Far East trade routes 12 and 22.

This new construction will satisfy Marad's requirements for granting operating subsidies, that is, Government funds toward Waterman's cost of running its service on these routes.

The company had lost operating subsidies on routes 12 and 22 in May because it could not work out plans to build the required new ships at that time. Losing these funds created finan-

cial problems for Waterman. They are expected to be solved once the subsidies are restored.

Under the agreement, Waterman will also get construction subsidies from the Government for the new LASH ships. But the ships are being built to replace Waterman's eight outdated Mariner breakbulk ships now in service on 12 and 22. The company must eventually trade in these old vessels to the Government's reserve fleet. They will go toward the construction cost of the new ships.

However, this will happen over a period of time while the new ships are being built. In the meantime, Waterman will lease the Mariner vessels from the Government and continue to operate them.

Waterman is also negotiating with Marad for continued subsidy arrangements on its Near East trade route 18. This will possibly involve building two new LASH vessels for that service by 1982.



## Do You Have One of These?



The Seafarers Appeals Board ruled late this month that effective Jan. 3, 1977 "a requirement for shipping is that all seamen must possess a valid up-to-date passport."

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

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

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



## OK New Courses, Scholarship Fund

# 20 Inland Companies Meet at Piney Point

**PINEY POINT, MD.** — Twenty SIU-contracted towing company representatives and SIU officials came to the Lundeberg School for two days of Advisory Board meetings last month.

In opening the meetings, HLS President Hazel Brown said, "We will react to your suggestions and we will try to incorporate your needs. We want to graduate students who are versatile and who have learned the correct skills."

SIU Vice President Paul Drozak added, "All the programs offered here are designed to meet the needs of our operators for trained manpower and to provide the membership with the skills to meet these needs."

Following these remarks, representatives from the School's Academic and Vocational Departments explained the courses which are offered.

All the representatives agreed that upgrading at HLS was the key to overcoming manpower shortages. The representatives from the companies, HLS and the SIU then discussed current concerns in the towing industry and how they might be helped through programs at the School.

Among the solutions which emerged were the following: increased emphasis on ship docking procedures and heavy chain towing in the deckhand/tankerman program; a new engine department course designed specifically to train diesel engine troubleshooters, and revision of the tankerman course to



Towing company representatives get a tour of the Lundeberg School's galley training area from Bob Kalmus (third from right), who is director of vocational education at the School. Also in photo are, from the left: Donald Bostdorff (Caribe Tugboat); Richard Miller (National Marine); George Jordan (G&H Towing); Bobby Nicholls (National Marine); and Capt. Donald Hand and Cdr. Richard Hess of the U.S. Coast Guard.



A tour of the machine shop, where many upgrading courses take place, was a part of the Towboat Advisory meeting. Those in photo include: Don Peck (Curtis Bay); D. Buchanan (IOT); Jim Harrell (Allied Towing); Frank Vulewicz (Curtis); Bill Thorpe (Taylor & Anderson); Larry Eaves (Moran); and SIU official Joe Sacco.

include new Coast Guard regulations currently being developed. This revision will take place when the regu-

lations are finalized. To develop these new programs, management and Union representatives decided

to meet in committees with educators from HLS. Therefore, new courses which will result will be certain to include all the necessary job skills.

An on-going concern in the towing industry is the shortage of licensed wheelhouse personnel.

A new program to meet this need was presented and accepted during the Advisory Board meeting. Under this program, the Transportation Institute, a non-profit organization, operated by approximately 150 member companies which are engaged in every facet of maritime transportation, has established a scholarship fund to assist Boatmen in obtaining a license as Towboat Operator or Second Class Towboat Operator.

Twenty-four Boatmen will be selected for the first scholarships. They will attend a 12-week course at HLS which will consist of an equal amount of class time and practical boat-handling experience.

The first course will begin on Feb. 20, 1978 and is scheduled for completion on May 12, 1978.

In discussing the scholarship fund, Miss Brown noted that, "This program will bring us the best people in the industry." Dave Carlton, vice president of Gulf Canal Lines stated, "I think it's a great idea—the best idea I've heard to meet our needs!"



Company reps observe Lundeberg students during training exercise aboard the School's pushboat, *Susan Collins*. From the left are: Arthur Kulp (Crescent Towing); Walter Wise (Dixie Carriers); Robert Kilroy (American Commercial Barge Line); SIU New Orleans rep Jimmy Martin; Buck Lay (ACBL); and Ed Boyer, HLSS instructor.



Reps of SIU-contracted towing companies and SIU officials shown during group discussion on the need for training an increased number of Boatmen for wheelhouse jobs.



## Fired Captain Awarded \$1,400 in Back Pay From Company

SIU member Capt. Pat Thomas was awarded \$1,400 this month from the company that fired him last summer. The Union helped him win the back pay settlement in a successful arbitration case against Marine Fueling of Port Arthur, Tex.

Thomas was fired when he refused to take out his boat again after putting in 20 hours piloting the boat in a 24-hour period. He had been a captain with

Marine Fueling for 12 years. The company does harbor fleet and refueling work on the Sabine River and Intra-coastal Waterway.

Brother Thomas refused to continue working because he felt that he was too tired to safely navigate the boat any longer. Moreover, he was within his rights since Coast Guard regulations limit towboat operators' working time to 12 hours in a 24 hour period.

He informed the SIU, and Port Arthur Port Agent Don Anderson filed a grievance. On Sept. 28, a Port Arthur arbitrator decided that Thomas' refusal was justified.

Marine Fueling was ordered to rehire Thomas and pay him the salary he lost while he was out of work. He accepted the settlement but waived reinstatement. He had found a new job as captain through the SIU hall in Port Arthur.

This was not the first time that the SIU has filed a grievance against Marine Fueling for requiring Boatmen to put in excessive overtime. Port Agent Anderson said that the SIU Boatmen in the company had complained about this problem to the Coast Guard in November, 1975. The Coast Guard reprimanded the company at the time and ordered them not to further violate the regulations for working hours.

## SIU Plan Pays Retiree, Wife's \$22G Medical Bills

The nation's elderly — retired people on fixed incomes — have been the group hardest hit by the rampant inflation of the 70's.

Between union pensions and Social Security, most people can make it with a little left over. But the real problem for the nation's elderly is rising medical costs, which make the inflation rate look like smalltime.

Medicare helps, but it doesn't

nearly cover everything. And for a person on a fixed income, it is a very heavy financial burden to have to pay medical bills on top of the rising costs of other necessities of life.

Retired SIU members must, of course, cope with the rising cost of living. But for them at least, there is little worry about medical bills. The SIU Welfare Plan continues to cover retired members and their

dependents for the same benefits as when they were working.

**This is an important distinction between the SIU's Welfare Plan and many other union plans. Some union plans don't cover retired members at all. And for those that do, the coverage is often very limited.**

One retired SIU member who has received a lot of help from our Welfare Plan is David Lewis of Cleveland, Ohio.

Brother Lewis retired in 1966 on disability after working on the Great Lakes for nearly 50 years. He worked mainly in the dredging business. Since his retirement, the Plan has paid more than \$22,000 in medical benefits for him and his wife, Diantha.

Lewis, now 70, sailed as a deckhand, scowman, foreman and crane operator. He said, "living on a fixed income isn't easy, but we make it okay. The benefits from the Union help."

When Lewis started sailing on the Lakes, there were no benefits at all outside of his paycheck. He started shipping on an old ore carrier in 1922.

He recalls that he got his first dredge job in 1935 after joining the old International Tug and Dredgemen's Union. Brother Lewis said, "I worked six days, 12 hours a day my first week on the dredges and came home with a check for \$52. Everyone went wild."

Lewis continued, "times have changed on the Lakes, mostly in

the area of pay and benefits, due to the unions."

His son, David, Jr., followed in dad's footsteps. He is an SIU member working the dredges. Lewis also has four daughters. We wish him well in the future.

### 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.



## Ruling May Affect U.S. Seamen

An expected ruling by the U.S. Immigration and Naturalization Service will affect job opportunities for American seamen. The case involves foreign crewmen aboard a Dutch-registry tanker which is engaged in lightering operations off the West Coast.

The ship — the *Docina* — has been off-loading from foreign-flag supertankers anchored at sea off the California coast. She has been delivering crude to

West Coast refineries. The *Docina*, which is owned by Shell Oil, then returns to the mother-ship with bunker fuel.

The Immigration and Naturalization Service in San Francisco has ordered the foreign crew deported. The Service contends that the *Docina* was engaged in "domestic enterprise" and that the foreign crewmembers were therefore in "unauthorized employment."

The case is now before the Board of Immigration Appeals in Washington, D.C. The SIU has filed to intervene in the case in support of the San Francisco decision.

What will this mean to American Seafarers? C. James Patti, counsel for Transportation Institute, which has been assisting the SIU in this case, said:

**"If this decision is upheld, it will mean that U.S. citizen seamen must be employed aboard ships engaged in lightering operations off the coastlines of the United States."**

The Transportation Institute is a Washington, D.C.-based research and educational organization for the maritime industry.

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## A MESSAGE FROM YOUR UNION



THE MORAL:

JUNK IS BUNK AND YOU'RE BEACHED FOR LIFE



# LNG—What Is It? What Does It Do?

In these days of the on-going energy crisis, Liquefied Natural Gas—or LNG—has captured the public imagination. Much of what has been written about LNG sounds as if this fuel were as dangerous as an atom bomb.

Actually, LNG is a rather humble and naturally-occurring fuel. It is simply methane—or natural gas. The scientific ability to liquify methane has existed since shortly after the turn of the century. The first LNG plant began operating in the U.S. in 1914. It was located in West Virginia.

Perhaps the most amazing thing about LNG is that the equivalent of millions of cubic feet of methane gas can be stored or transported in the liquid state. This is a huge amount of energy confined in relatively small spaces.

Today, many people—especially environmental groups—make this sound very frightening. But in the 73 years that LNG has been used by the energy-consuming public as a fuel, great progress has been made in the science and safety of LNG handling.

In fact, since the early 1900's, there have been only two shoreside mishaps with LNG. The most famous LNG accident occurred in Cleveland in 1944. Wartime shortages had led to a reduction in the amount of nickel added to the steel used in constructing an LNG storage tank. Since the nickel alloy gives steel the strength to withstand the tremendously cold temperatures of LNG, the tank developed a leak. Holding dikes to contain leaks, which are now a standing feature on all fuel tanks (not just LNG tanks), were not in use in 1944. So the LNG seeped out of the tank and into the Cleveland sewer system, causing a huge fire.

Much progress has been made in the safe storage of the fuel since that time.

Even more important for seafarers, there has never been a marine disaster involving LNG. And ships have been carrying LNG for 19 years. In 1958, a rebuilt cargo ship, originally launched in 1945, carried 2000 tons of LNG from Lake Charles, La. to Canvey Island, in the Thames River, east of London. Christened the *Methane Pioneer*, this ship was owned by an American company, flew the Panamanian flag, and made seven transatlantic crossings fully loaded with LNG.

The *Methane Pioneer* was an experimental ship. Her successful voyages led to a new era in marine transport. LNG tankers did not come off the ways immediately, though. From the beginning, safety of the ship's crew and the surrounding environment was of the very highest priority. Nevertheless, in 1972 there were 13 LNG tankers in operation and 20 were on order. The first U.S.-flag LNG tanker, the SIU-manned *Aquarius*, was launched this year.

These tankers comply with safety standards that vastly exceed any standards for other types of ships. Double hulls, which may or may not be found on conventional tankers, are the rule on LNG vessels. All the metals—including the nuts and bolts—used in these ships are cryogenically rated (designed and tested to withstand the supercold).

Inert gas—not air—fills all the void spaced in and around the tanks. Without air, the gas cannot burn. Automated systems for leak detection and shut-down monitor the vessel. These systems protect every area where a crewmember might live or work. Elaborate collision avoidance systems track up to 40 ships in the area of the tanker.

The radar indicates all possible collisions and the routes for avoiding them. These readouts are updated every few seconds. Specially designed firefighting equipment protects the entire ship.

Loading and unloading operations are equally as safe. The same firefighting, leak detection and inert gas systems operate shoreside. The LNG is never in contact with air. In the event of any pressure build up, the gas is vented into the company's gas lines and used immediately by the consumers.

Finally LNG crews are the most highly trained in the world. Among other things, they receive extensive training in fighting LNG fires and they learn not only shipboard cargo handling and safety but also all the terminal operations as well. No one may serve aboard an LNG vessel without first receiving this training. There is a good reason for this training. The knowledge these seafarers have about their ship and its cargo means they know how to do their jobs in the safest possible way. In an emergency, they also know how to protect themselves and the ship. Because the officers and crews on LNG ships are experts, the operation of their ship is as safe as possible.

In the popular imagination, the greatest concern about LNG tankers is collision. This is an easily understandable concern in light of the frequent collisions and sinkings involving foreign-flag ships in U.S. waters.

In a collision, wouldn't rupture of the hull, then the tanks, then cargo spillage and finally fire result? No. Not unless the vessel was rammed broadside at high speed by a fully-loaded ship. And experienced seafarers know that high speed collisions are rare. Hull and tank designs of LNG tankers prevent release of the cargo in a low speed collision—the tanks are independent of, and insulated from, the hull. For them to rupture, the double walls of the hull and the double walls of the tank must be pierced. Low speed, in-port collisions don't generate this kind of impact.

All the speculation about collisions is purely theoretical, though. An LNG vessel has never been involved in a collision—and they have been in service for 19 years.

The closest approximation of an LNG disaster at sea occurred a few years ago. The Japanese LPG carrier *Yuyo Maru* was rammed in Tokyo Bay by a Liberian vessel. Her cargo of naphtha propane and butane burned for 19 days. Finally, the Japanese Government decided to sink the *Yuyo Maru*. But all the safety features of the specialized carrier made her nearly unsinkable. It took four destroyers, four frigates, four anti-submarine frigates and a submarine firing 857 shells, 12 rockets, depth charges and four torpedoes to sink her. The *Yuyo Maru* was almost as difficult to destroy as the *Bismark*.

In addition to collision and fire, the popular press has publicized the possibility of enormous LNG explosions. Well, there is no doubt that LNG will burn—but scientists are not convinced that it is possible to make LNG explode.

So LNG is neither new nor exotic and its transport and storage is the safest in the world. What then, does all of this mean to the consumer? Well, when you turn on the gas stove at 8 in the morning or your gas furnace goes into operation at 5 in the evening, it's very possible that you're using LNG. LNG is used chiefly in the U.S. to supplement pipelines and other sources of natural gas during daily periods and yearly seasons of peak usage.

## 9 Complete LNG Program



Nine Seafarers recently completed the LNG upgrading program at the Lundeberg School. They are, front row from the left: Tim Doherty, Richard Duncan, Vinnie Carrao and Dave Long. In the back row, from the left, are: Guy DeBaere, Ed Saviekas, Robert Adams, John Reed and Edward Tinsley.

## Six Galley Hands



Six Seafarers hold galley endorsements they achieved at the Lundeberg School for assistant cook. They are, from the left: Wayne Larsen, Hamed Ali, Arthur Mitchell, Fred Stack, James Marriner and Robert Kelner.

## Plenty of AB's



A recent Able-Seaman course at the Lundeberg School was filled by 23 Seafarers looking to get ahead in their sailing careers. They are, kneeling from the left: Fred DeBorde, Domingo Leon, Jr., Mike Pell, Tom Quattrochi, Robert Arana, Jaime Rios, Kevin Brady and Robert Tanner. Standing from the left are: James Porter, Mike Martin, Kevin Sutton, Mark Rizzo, Tom Johnson, Ronald Gray, Mark Darley, Bob Hoffman, Jake Karaczynski (instructor), Charles Hatton, Douglas Rodger, David Asherman, Randolph Archer, Steve Thompson, Clarence Lofton and Johnny Hagen.



# At Confab, Hibbert Notes: ARC Center Unique

A growing number of labor unions across the country are supporting alcoholism programs for their members. About 600 of the people who run those programs got together last month to discuss why and how they do it.

The occasion was the sixth annual meeting of ALMACA, the Association of Labor-Management Administrators and Consultants on Alcoholism. It was held in New York City from Oct. 26-29.

One of the main participants was the Seafarers' Alcoholism Rehabilitation Center. ARC Director Bill Hibbert was a featured speaker in a panel discussion on alcoholism programs supported by labor unions.

Labor programs have been found to be one of the best ways to help alcoholics, it was brought out during the discussion. They work well because of two basic reasons. First of all, the desire to keep your job. This is one of the strongest motivations yet discovered to convince a person to accept help in coping with a drinking problem. Secondly, excessive drinking almost always creates job performance problems which are clearly evident to fellow union members. They in turn can persuade their brother or sister to get help under a program which protects job and seniority rights.

Union representatives on the panel, such as the International Longshoremen's Association and the International Association of Machinists and Aerospace Workers, discussed their success in operating referral services for alcoholic members. These programs generally depend on outside counseling and treatment centers.



ARC Director Bill Hibbert, at podium, was one of the speakers at a New York City conference on Oct. 27 on alcoholism programs supported by labor unions. Other speakers included (l. to r.): Jack Hennessy of the ILA; Bill Combs, Machinists and Aerospace Workers, and Mort Aronoff and Henry Huestis of the National Association of Broadcast Employees and Technicians.

The SIU program is unique, Hibbert explained, because it offers complete referral and counseling services. These services are provided within a residence center run by the Seafarers Welfare Plan.

He described the Center, located in a remodeled farmhouse in Valley Lee, Md., as a "therapeutic community." It offers physical, emotional and intellectual help for the alcoholic Seafarer, Laker and Boatman.

Hibbert stressed the "built-in resources" in the Union that contribute to the Center's success.

The nearby Harry Lundeberg School, for example, offers additional help to alcoholic members while they are going through the six-week recovery program. Reading teachers from the School visit the Center. They help the men who may

have trouble with the important educational material on alcoholism which the Center provides. After they complete the program, many of the men stay on to upgrade at the School. This helps their careers and provides a transition period—back into everyday life.

Moreover, every man who goes through the program is assisted in getting back to work again. This helps the alcoholic return to a secure environment, Hibbert said. It can help prevent the danger of drifting back into the non-productive life of an alcoholic. Follow-up programs with Alcoholics Anonymous groups in other ports are also set up for him.

The Center also owes its success to "the support that comes straight down from the president of the SIU and continues through the rank-and-file mem-

bership," Hibbert concluded. "I was one of the most fortunate people in the field of alcoholism," he maintained. "When I became director of the ARC, I fell into a ready-made program run by people who were really willing to accomplish something."

Jack Hennessy, director of the ILA alcoholism program and moderator of the panel, praised the SIU program. He also said that ALMACA intended to give SIU President Paul Hall an award for his dedication to helping alcoholics.

Other speakers pointed out that unions are involved in alcoholism programs out of a basic concern for their fellow workers. William Combs, director of the Machinists and Aerospace Workers Alcoholism Program, District 141 in California, said "I didn't get into this field as a do-gooder. I did it as a union man with a way to help my brothers and sisters keep their jobs."

## Total Involvement

Another speaker on the panel, James Clarke, the labor representative of the Houston Regional Council on Alcoholism, stressed labor's "total involvement" in combating alcoholism. Clarke, a former ILA official, is now a representative in the Texas Legislature. He said he was the first man representing labor to be elected to the legislature in Texas.

Labor's role in alcoholism was summed up by another speaker, Donald Kapa, coordinator for Employee Alcoholism Services for the State of New York. "Labor has an enormous potential to combat alcoholism on a national scale," he said. "It's the sleeping giant in the field."

## Congress Clears Some Important Great Lakes Legislation

Congress recently cleared several pieces of legislation which will have a pronounced impact on the Great Lakes region.

Last August, the Senate passed the Clean Water Act of 1977. This Act included a section banning detergents containing high levels of phosphates

from sale in the Great Lakes region.

The phosphate regulation was initially introduced as a separate bill by Senator Gaylord Nelson (D-Wisc.). It applies to

seven of the eight states bordering the Great Lakes and to that part of Pennsylvania lying in Lake Erie's drainage basin.

The regulation limits the amount of phosphate in household detergents so that further pollution of the Great Lakes can be prevented.

## Basin Projects

Congress also acted on proposed funds for Great Lakes basin projects. These funds were included in the House Appropriations bill for water-related public works projects. The bill was signed into law by the President last July. A total of \$108.7 million was allotted for construction, planning and study projects, harbor and channel dredging. Also included was construction of diked areas in order to contain polluted sediments which are dredged to keep harbor and channel depths constant.

An amount totaling \$11,548,000 will be used for navigation, flood control and beach erosion projects in Michigan, New York, Ohio and Pennsylvania.

Some of the special projects which will receive Federal monies include: a study of a Lakes-Seaway navigation extension program; a study of wastewater management on Lake Erie, and a study of water levels on the Great Lakes.

Also slated for funding are: examinations of water diversion from Lake Michigan; the Great Lakes to Hudson River waterway, and Buffalo Metro area flood control.

## Dispatchers Report for Great Lakes

OCT. 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	4	5	0	12	13	0	5	2	0
Buffalo	3	0	0	6	0	0	1	1	1
Cleveland	0	0	0	4	1	2	2	0	0
Detroit	22	2	1	35	22	3	8	1	0
Duluth	10	3	0	12	7	0	5	2	0
Frankfort	2	0	0	4	2	0	2	0	0
Chicago	3	1	0	8	1	1	5	1	0
Totals	44	11	1	81	46	6	28	7	1
<b>ENGINE DEPARTMENT</b>									
Alpena	5	1	0	6	13	0	4	1	0
Buffalo	1	0	1	4	0	0	1	0	1
Cleveland	0	0	0	0	3	0	0	0	0
Detroit	11	3	0	21	2	0	11	2	0
Duluth	3	1	0	6	2	0	0	1	1
Frankfort	3	2	1	5	2	1	0	0	0
Chicago	1	0	0	2	0	0	2	0	0
Totals	24	7	2	44	22	1	18	4	2
<b>STEWARD DEPARTMENT</b>									
Alpena	0	2	0	6	6	0	0	1	0
Buffalo	0	0	0	1	0	0	0	0	0
Cleveland	0	0	0	0	0	0	0	0	0
Detroit	1	1	0	11	3	0	2	1	0
Duluth	0	1	0	2	2	0	0	0	1
Frankfort	0	0	0	0	0	0	1	0	0
Chicago	1	0	0	2	0	1	0	0	0
Totals	2	4	0	22	11	1	3	2	1
<b>ENTRY DEPARTMENT</b>									
Alpena	2	13	1				1	12	6
Buffalo	4	2	4				2	3	9
Cleveland	1	1	0				2	9	0
Detroit	16	15	5				20	16	5
Duluth	7	4	0				2	5	5
Frankfort	3	2	1				2	3	1
Chicago	5	0	3				2	2	1
Totals	38	37	14				31	50	31
Totals All Departments	108	59	17	147	79	8	80	63	35

\*"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 Jones Act:

# Still One Big Battle: Close the "Loophole"

This is the 17th 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 is the last in a series of three articles dealing with the Jones Act, the most important piece of maritime legislation on the books today.

Did you know that two unmarried people of the opposite sex, alone in a room in Massachusetts, have to keep at least three feet on the floor at all times?

It sounds crazy. But believe it or not, this old comical law is still on the books today and technically could be enforced. And there are a lot more like it.

This may not be a proper comparison, but the U.S. maritime industry is saddled with one of these old, outdated laws, too. But it's not the least bit funny. Because this law has seriously handicapped greater expansion within the U.S. domestic fleet and shipbuilding industry.

In maritime circles, this law is known as the Virgin Islands "loophole" in the Jones Act.

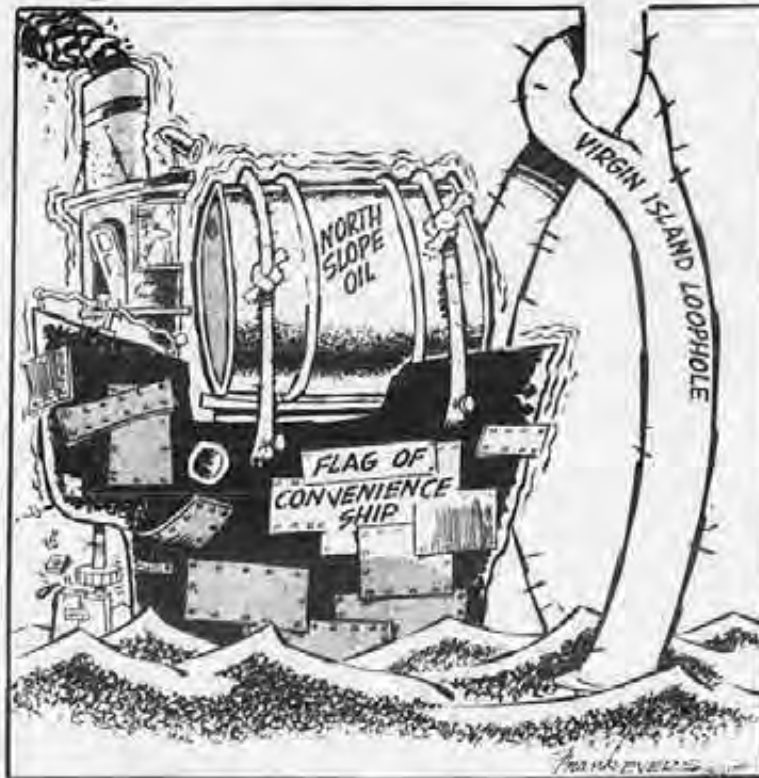
The Jones Act was passed 57 years ago. It requires that only American-built, American-manned and American-registered vessels be used in this nation's domestic waterborne trades. That is, cargoes shipped by water from one U.S. port to another U.S. port must be American. This includes deep sea shipments as well as cargoes transported on the nation's inland waters and between U.S. ports on the Great Lakes.

The Jones Act also covers waterborne cargoes moving between the U.S. and Puerto Rico and the U.S. and Guam. However, the Jones Act has never covered trade between America and the U.S. Virgin Islands, an American possession.

### Top Legislative Goal

Closing the Virgin Islands "loophole" is one of the SIU's top legislative priorities.

When the Jones Act was passed in 1920, legislators exempted the U.S. Virgin Islands from its provisions. This was done because U.S.-flag service was not readily available at the time for this trade. It was felt that this lack of service might



stunt the growth of industry in the Virgin Islands. However, Congress did not intend that this exemption should last 'ad infinitum.'

To say the least, the situation concerning the Virgin Islands has changed drastically. Because of tax incentives, a great deal of U.S. industry has gone to the Virgin Islands. And the U.S. domestic fleet is now more than capable of handling all the Virgin Islands trade created by that industry.

However, virtually no American ships are used in this trade.

The biggest abuser of the "loophole" is the Amerada Hess Corp., a multinational oil company. On the U.S. Virgin Island of St. Croix, Hess owns and operates the largest oil refinery in the world. This refinery has a recently upgraded capacity of refining 800,000 barrels of oil per day.

Virtually all this refined oil, accounting for approximately 25 sailings per week, is carried to the U.S. East Coast in foreign-flag tankers.

### One Step Further

This situation has existed for many years. However, Hess has gone one step further in using the Virgin Island's "loophole" to the detriment of America's domestic shipping industry.

Hess is now moving Alaskan pipeline crude oil

from Valdez on a foreign-flag tanker to the Virgin Islands. The oil is refined there, and then moved to the U.S. East Coast in another foreign-flag tanker.

Along with the American Maritime Association and the Shipbuilders Council of America, the SIU joined in a suit against the Hess move. They contended that the original intent of the Alaska Oil Pipeline law had been violated.

However, a district court in Washington, D.C. ruled against the suit. This made it legal for Hess to continue transporting Alaskan oil on foreign ships to the U.S. Virgin Islands.

The ruling has been appealed. But a decision on the appeal could take as long as six months to come through.

Win or lose in court, though, this case is just one more indication that something definite must be done to settle the Virgin Islands "loophole" situation once and for all.

The SIU's answer is congressional legislation that will finally bring the Virgin Islands under the jurisdiction of the Jones Act. The SIU is planning to push for this legislation in 1978.

### A Strong Argument

The argument for closing the "loophole" is a strong one. First, it would be a big boost for the U.S. domestic fleet. This boost will translate into added jobs for U.S. maritime workers on the ships themselves and in shipyards.

Also, closing the "loophole" will cut down considerably on the numbers of foreign-flag, foreign-manned tankers in America's coastal waters. This will have a favorable impact on the environment.

The issue of the Jones Act, itself, has always been a controversial one. And over the years, the SIU has had to fight many attacks on provisions of the bill. These attacks came mainly from the oil companies.

But what must be remembered about the Jones Act is that it protects the jobs of more than 185,000 U.S. workers in America's domestic waterborne trades.

The SIU is prepared to do whatever is necessary to protect these jobs. The Union will also add to that figure by finally bringing the U.S. Virgin Islands under the Act.



Closing the Virgin Island loophole will mean fewer unsafe, unreliable foreign tankers in American waters.





### SS John Penn

FOWT Albert Rogers of the *SS John Penn* (Waterman) died aboard "while performing his duties" on Sept. 25, according to the ship's minutes. The ship was moving down the Mississippi River on the way to a port of call at Casablanca, Morocco. A Coast Guard helicopter lifted off the body of Brother Rogers at Venice, La.

### VLCC Maryland

A 500-pound, 10-foot shark was caught in Galveston Anchorage early last month by members of the deck department of the *VLCC Maryland* (Inter Ocean Mgt.). Helping out was Chief Steward Gilbert Murray.

### ST Zapata Patriot, Rover, Courier

As part of the U.S. Strategic Petroleum Reserve Program, the *ST Zapata Patriot* moved 35,000-tons of crude from Puerto Mexico, Mexico to Sunshine-Baton Rouge, La. on Nov. 4. The fuel was to be stored in the Bayou Choctaw Salt Dome.

Also chartered were the *ST Zapata Rover* and the *ST Zapata Courier*. They pumped 68,000-tons of North Sea crude from the BP Terminal in the Netherland Antilles in the Caribbean. The cargo was discharged at Seaway Terminal, Freeport, Tex. Barges then moved the oil for storage in the Bryan Salt Mound, Brazoria County, Tex.

### OBO Ultramar

Near the end of a voyage early last month in the port of New Orleans, Capt. B. J. Howard of the *OBO Ultramar* (Westchester Marine) wrote: "To the licensed and unlicensed members of the crew—The master offers to each and every man of the crew his appreciation and gratitude for your sobriety and devotion to duty throughout this extended and tiring voyage.

"The vessel called at some of the very worst ports of call and even though short-handed, the breach was filled by able and willing hands without a single complaint to the master.

"To those of you departing at payoff, may I wish you the very best of luck and good sailing in the future. It has been a pleasure to have gone down to the sea in a ship with all of you; and to those remaining for another tour, I'll say, 'Welcome aboard.' It is always a good feeling to be with men of your stamina and character."

In response, "The crew agreed that Capt. Howard was a standup skipper and a fine man."

Part of the crew were Recertified Bosun Norman F. Beavers, Chief Steward E. W. Lambe, Chief Pumpman George Thompson, AB Frank Compabasso, QMED Kenneth F. Linel and Cook Tony Rabago.

### LNG Aries

The 25,000 cubic meter carrier *LNG Aries* (Summit Marine) was floated out of her graving basin at the General Dynamics Shipyard in Quincy, Mass. She is the sistership of the SIU-contracted *LNG Aquarius*. She went to an outfitting berth for final construction. The 936-foot *Aries* was scheduled to undergo sea trials this month or next. Four LNG's are currently under construction at the yard.

### Odessa, USSR

The situation with shore leaves in ports in the USSR has been eased for U.S. seafarers, it was announced early this month by the Maritime Administration.

In line with a recent agreement between the U.S. and the USSR, the Russian Embassy in Washington, D.C. will telegraph crew list visas to their ports. That "should enable U.S.-flag ships' crews to get ashore promptly when their ships arrive in Soviet ports," says U.S. Assistant Secretary of Commerce for Maritime Affairs Robert J. Blackwell.

He adds that the telegraphed visas are "... temporary replacements until the (real) visas arrive."

### Houston — Corpus Christi

The Seadock Superport Project here has extended its deadline to oil companies wanting to join the venture to Apr. 20. At that time, the now six-company group will have to decide whether to accept or reject the U.S. Government's construction guidelines.

The project will consist of building a \$700-million monobuoy crude terminal 27 miles out in the Gulf off Freeport, Tex.

At Corpus Christi in Ingleside, construction of a LNG terminal and a temporary LPG terminal nearby is awaiting Federal approval. Later on, the LPG terminal would perhaps settle permanently south of Port Arthur on the Sabine River. A second LNG terminal would be built by the El Paso Co. on Matagorda Bay near Port O'Connor, Tex.

### Governors Island, N.Y.

More than 60 shipping companies in N.Y. Harbor got Automated Mutual-Assistance Vessel Rescue System Awards from the Coast Guard early this month. The global, computerized vessel plotting system provides information for coordinated search and rescue efforts at sea.

Some 2,200 merchant ships radio sailing and position plans for at least 128 days a year to the Coast Guard. At the first SOS on the high seas, the computer picks out the nearest vessel to the stricken ship to send to her aid. Many have been saved in ship fires and sinkings, man overboard incidents, and medical emergencies.

## U.S. Safety Board Bids for Firesafe Lifeboats for Tankers

When the U.S. tanker *Edgar M. Queeny* and the Liberian tanker *Corinthos* collided in 1975, 26 crewmen were killed and 11 injured. The lifeboats of the *Corinthos* were rendered useless as flames danced on the deck below them and covered the oil-slicked water around the vessel.

This accident and others like it prompted the National Transportation Safety Board to make a recommendation on lifeboats. In a report to the Coast Guard, the Board recommended development of "enclosed, firesafe, self-contained lifeboats," for all large U.S. ships. If adopted, the recommendation will apply primarily to large oil tankers. It is on these tankers that the risks of oil fires are high.

The lifeboat the safety Board has in mind will be made of incombustible material, such as steel. This would enable the lifeboat to withstand the intense heat caused by fire.

The firesafe lifeboats would have steel covers and self-contained air supplies. These air supplies would last for a period of about 10 minutes. These lifeboats could be lowered right onto flame-engulfed water and ride clear of the fire while those inside are protected and provided with oxygen. The boat's steel cover has its own spray system to keep the metal cool.

Capt. Colucciello, chief of the NTSB's Marine Accident Division, said such lifeboats are "not that new an idea." They are being used by Norwegian and British vessels. They are also used on offshore oil drilling rigs. On these rigs, the NTSB report said, they "have been used successfully in evacuations during fire and other casualties."

The safety Board's recommendations resulted from its investigation of the *Corinthos-Queeny* collision on Jan. 31, 1975 at Marcus Hook, Pa. The *Queeny's* pilot was attempting a 180 degree turn on the Delaware River after leaving a dock. She hit the stern of the Liberian tanker which was unloading a cargo of crude oil.

The British Petroleum Co. Dock, where the *Corinthos* was unloading, burst into flames. In addition to the 26 fatal casualties, property and pollution damages on the Delaware ran over \$20 million. Damage to the *Queeny* was minor but the *Corinthos* was destroyed.

The Board found that the *Queeny* crew's firefighting training was an important factor in minimizing "the amount of ship damage and number of personal injuries aboard their ship."

This prompted another safety recommendation: that the U.S. Maritime Administration speed completion of its firefighting training curriculum and pro-

gram for merchant marine officers and seamen.

The case of the *Corinthos-Queeny* collision is not the first in which lives could have been saved if fire-resistant

lifeboats had been aboard ship.

Capt. Colucciello said, "I've seen enough instances where there's a need for these boats for better protection of crews on tankers."

## Seattle Committee



In the messroom of the *SS Seattle* (Sea-Land) at a payoff in Port Elizabeth, N. J. recently is the containership's Ship's Committee. From left are: Chief Steward Vernon Douglas, secretary-reporter; Steward Delegate Stonewall Jackson; Deck Delegate Richard Hunt, and Recertified Bosun Esteban Morales, ship's chairman.



# Safety Demands Tankerman's Skills on Dangerous Tows

For the past few years, the Coast Guard has been shuffling around with a very serious problem involving safety.

It concerns the safe operation of tank and chemical barges carrying noxious or flammable cargoes, and the safety of the people that man this equipment. It also concerns the environmental safety of our coastal and inland waters.

Before going any further, we feel a little background on this issue is in order.

In recent years, there has been a tremendous increase in the amount of oil and other dangerous fuels and chemicals transported by barge in American waters. With increased traffic has come an increased number of polluting spills.

According to the Coast Guard publication, *Proceedings of the Marine Safety Council*, 85 percent of all marine accidents, such as spills, are caused by human error. The Coast Guard said some of the errors include, "allowing tank overflow, improper valve handling and improper hose connections."

The Coast Guard concludes that to cut down on these incidents, the training and qualifications for the job of tankerman—the person responsible for the handling of these cargoes—should be upgraded. In addition, the Coast Guard has come out with a new set of proposals concerning qualifications for the tankerman's job.

On the issue of increased training, we agree with the Coast Guard. We believe that the job of tankerman is an extremely important one. And we recognize that with the technological advances in tank and chemical barges, coupled with increased marine traffic, the job of tankerman is a much more difficult one now than in the past.

In fact, the SIU's Harry Lundeberg School conducts regular training programs for tankerman training. Among other things, this training includes a comprehensive firefighting



## CONTRADICTION

program. We believe firefighting is essential to any course involving the tankerman. Overall, the Lundeberg School's efforts have given the Union a pool of qualified people to fill the tankerman's job on SIU-contracted vessels.

However, we can't comprehend the intent behind at least one of the Coast Guard's new proposals concerning the tankerman.

This proposal calls for the towboat operator or pilot to perform the tankerman's duties while the tow is underway.

The net result of this proposal would be the removal of a skilled person from dangerous tows.

The SIU has nothing against requiring pilots or towboat operators to have a tankerman's endorsement. It is an important skill for any towboatman to have.

But the tankerman's job is a full-time job. And it requires the full-time attention of at least one person whether the vessel is discharging in port or underway.

## 'Send Me to Caesar's Palace'

The cost of a room at Caesar's Palace, the most expensive and luxurious hotel in Las Vegas, is about \$60 a day. There's a TV in every room.

The cost of a semi-private room in just about any hospital in America amounts to \$100 to \$150 per day. If you want a TV, add on another few bucks a day.

So, you say, "the next time I get sick, send me to Caesar's Palace."

This comparison may be comical. But the skyrocketing costs of getting well in this country is no laughing matter.

The simple fact is that the cost of medical care in America has gone so far out of sight, that most health insurance plans are finding it very difficult to meet the growing financial burden.

The end result is that Americans today can neither afford to get sick nor can they afford to get well.

As we see it, the only real answer to this problem is the development of a strong national health insurance program. It has to be a program that will cover all Americans for all their medical needs. This should include doctor's care and in-and-out-patient hospital services.

Requiring the towboat operator, whose main job is safe navigation of the vessel, to take on the duties of the tankerman would be a serious mistake. And in the long run, such a move could only increase the likelihood of spills or even more disastrous marine accidents.

The SIU is ready and able through the Lundeberg School to meet any new training requirements for the job of tankerman. But we are prepared to fight any proposal that would remove the skills of a full-time tankerman from boats towing dangerous liquid cargoes.

The Coast Guard appears to be sincere in their efforts to cut down on marine accidents. However, the removal of a tankerman from tows underway will do absolutely nothing to enhance this goal.

We urge the Coast Guard to take a closer look at this particular proposal and the problems it will most definitely create.

If they do take a closer look, we believe that common sense will prevail and the the Coast Guard will reverse their position on this issue. We also believe that the goals of environmental safety, navigational safety and the personal safety of America's boatmen demand such a reversal.

During his campaign, President Carter promised such a national health program. We understand that his staff is preparing a program for presentation to Congress early next year.

The SIU, and the labor movement in general, is looking forward to working with the President to get a national health program through Congress.

The American Medical Association, the lobbying group for the medical industry, will no doubt be doing its best to water down, or defeat outright any national health bill. And why shouldn't they. The average annual income for a doctor in America today exceeds \$60,000. And its going up all the time. A strong national health bill, among other things, would put a lid on the upward movement of doctors' incomes.

We feel that America's working people have been raped by the medical industry for too long. Every American deserves the chance for good health and long life. No one should be denied their health because it costs too much.

Again, the only viable answer to this very serious problem is a strong national health program. The SIU supports such a program, and will be working with the rest of the labor movement to see that it is enacted.

## In His First Semester

I am one of the 1977 recipients of a \$10,000.00 scholarship which is granted by the Seafarer's Union. I am very grateful to the SIU for providing me such an opportunity to proceed with my college plans.

Right now I attend the University of Puerto Rico, Rio Piedras Campus. This is my first semester and I hope to become a doctor in the future years in order to help my community and my country. I want to get to the top, and with the scholarship, my efforts and my enthusiasm I will do it.

Thanks again to the SIU for giving me the opportunity of being one of the scholarship winners.

Sincerely yours,  
Oswaldo Rios Alonso

# LOG

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# We've Come A Long Way . . . .

Several years ago, there were people who asked, "what does a seafarer out chipping paint on a ship need a high school diploma for?"

The crazy idea behind this kind of question was that seafaring was a job for people who were ignorant—a simple job for simple people.

But we knew better. We knew our industry was changing. We knew our jobs were hard and getting harder. We knew we needed new skills. And we knew that education was the answer. So, in 1967, the SIU founded the Harry Lundeberg School—our own school—where we could go to learn skills and keep pace with our industry.

That was ten years ago. During that time, we worked and we built and we learned and our school grew.

This month, a national team of experts in education from the American Council on Education approved nine upgrading courses at HLS for college credit.

This means that if you graduate from one of these courses at the Harry Lundeberg School and then you enroll in a college, your course from HLS counts towards a degree just like a class you would take right there on the college campus.

In 10 years our school has come this far! In 1967, we were moving mud and building school rooms. Soon, the school was helping our SIU brothers get lifeboat endorsements, training young men to be seafarers, and find jobs for them aboard SIU ships.

But we had to do more, and so we did. We expanded the upgrading programs to include the skilled ratings. We began a reading program so that our brothers who lacked reading skills could get them and get ahead in their jobs. Then came the GED program, the basic vocational program for deckhands on the waterways, licensing courses and specialized advanced courses—and now, college-level credits for some of our upgrading courses.

This growth wasn't easy. For a long time, most people didn't believe that we could do it—or that we should do it. Some educators didn't think that workers like ourselves had any business building a school. "Leave the education to us," they said.

But we knew that we had to have education to survive in our industry. The dedicated staff at the Lundeberg School knew it too. Even more important, these people believed that we deserved education—just because we are people and deserved a chance to grow and to learn.

And we did grow. And we did learn. Education opened the doors to better pay, better jobs, better lives for us.

Now, another door is open—the door to a college degree in some area of marine science. For this degree, our work experience and our study at HLS will be just as valuable as our work and study on the college campus.

Some of us may find this regard for our work surprising. It's not. Almost all of us are now familiar with automated cargo handling, automated bridge and engine room consoles, microwave ovens and portion-control galley systems, anti-pollution regulations, LNG, Lash vessels and Ro Ro's. The list of the new developments in maritime is huge.

How many of these developments were part of our seafaring knowledge 10 years ago?

So no seafarer should be surprised that educators are impressed with the knowledge we need in our profession. Our work and the educational institution we have built are impressive.

We have progressed so fast that we didn't realize how far we had come. Now we can look back to where we came from, and we can all be very proud.





# 'Developing the Whole Man'—New Horizons for Every Seafarer

1974



1967

HLSS begins operations. Seafarers and trainees train for the libeboatman endorsement as construction progresses everywhere on the campus.



Every Seafarer who ever came to HLS is a unique person.

The school has no minimum education requirements, so every student has a different level of achievement. Some of us have been to college. Some of us have not finished grade school. We come from every state in the U.S. and from other countries, too. Some of us are young; some are old. We are all Seafarers—but we each have different needs.

When we began building HLS ten years ago, we realized that we had to develop a program that would meet every Seafarer's individual needs. If we didn't, our school wouldn't work. Some of these needs were related to our jobs—we needed to learn new skills and to pass Coast Guard exams for higher ratings. We also needed to be able to read our text books, understand the exam questions and write the answers.

It was hard to figure out how to handle all these problems at one time. Fortunately, we had the help and guidance of a professional educator who understood our problems. Miss Hazel Brown saw our needs and saw a way to meet them. She knew that, as we learned new job skills, we had to learn reading and writing and study skills, too. We needed vocational and academic training combined into one educational program. Miss Brown called this new idea "Developing the Whole Man."

This idea really worked for us! Soon we were learning to read and

to write; we were passing Coast Guard exams; we were getting ahead and moving up!

But more than that we were changing as people. When we became skilled workers and successful students, we began to feel better about ourselves. While we learned, we developed self-confidence—we really believed that we could set goals and that we could reach them if we worked hard.

So we set some goals. We wanted more and better vocational courses that would help us keep up with our industry. And we thought that, if we could learn to read and write, why couldn't we finish high school, too?

A dedicated and talented staff of teachers and instructors worked hard to help us reach these goals. The upgrading program grew and soon many, many seafarers from every department on the lakes, oceans, and inland waters were learning new job skills.

Being approved as an accredited GED test center took a lot of time and effort, too. We met a lot of resistance from a lot of people. But Miss Brown really believed that "Developing the Whole Man" meant we deserved a chance to get a high school diploma. She and her staff kept working. Over the years our problems were resolved.

We got our GED program. Our vocational courses grew beyond just Coast Guard ratings to include special skills like welding and shipboard

refrigeration. An outstanding library was developed at the School to support the academic and vocational programs, to provide us with recreational reading and to preserve our heritage as seafarers and trade unionists.

Today, every seafarer who comes to HLS gets the individual attention he deserves. He is evaluated by the skilled academic and vocational teachers. He studies courses prepared just for him. He progresses at his own rate.

HLS also provides each seafarer with a complete learning environment where he can pursue his individual interests. The School has a hobby shop, a music program, a counseling program. All of this provides ways for each seafarer to develop his individual talents and personality.

As HLS has grown in the ways it helps and teaches seafarers, so we have grown as whole men with job skills, academic skills and social skills.

Now our school has reached a new goal—college-level recognition of some of our vocational courses. This means recognition of our growth as seafarers, too. It means that our school has helped us to acquire basic academic skills and to become highly-trained, experienced workers. It means that we are ready to take our next big step in education—we are ready for college.



The Vocational Department instituted advanced courses to teach seafarers specialized shipboard skills. The basic training program for the waterways grows to 12 weeks in length, reflecting the growth of the domestic shipping industry.



## & Today...

Almost 1,000 students have achieved high school diplomas through the GED program. A new Vocational building houses classrooms and training aids for the extensive educational programs at HLS. A scholarship program for Towboat Operators is beginning—the course will use the vessels of the Lundberg Fleet for training. A team of educators examines the vocational courses and training aids and approves nine courses for college credit.



1970

The Reading Lab opens aboard the schoolship Zimmerman. The first Seafarers and trainees earn high school diplomas through the GED program. Vocational classes are centralized aboard the Claude "Sonny" Simmons, and the HLS library opens to provide support for the growing academic programs.



The trainee program expands to offer young men career opportunities on the waterways. The Towboat Advisory Board meets and approves an upgrading program for boatmen. A barge is refurbished and vocational courses are centralized aboard the new upgrading center.

1972

A group of educators from across the nation visit HLS and approve the school as a GED test center. An expanded upgrading program begins to help experienced seafarers advance on the job.



1973



# Courses and Credits—What Counts? What Doesn't?

## 1. How did HLS get these courses approved?

The educators at the Harry Lundeberg School asked the American Council on Education to examine the courses at HLS and decide if they were good enough to count for college credits.

The American Council on Educa-



**FOWT**  
6 credits



**Lifeboat/Able Seaman**  
9 credits



**Quartermaster**  
6 credits



**Towboat Operator—  
Western Rivers**  
5 credits



**Marine Electrical Maintenance**  
8 credits

tion is a group of college professors and other educators who examine courses at all kinds of schools and colleges. They make recommendations on giving credit for the courses at these schools.

The council sent a team of professors and other experts in marine science to HLS. These experts studied the courses at the school and decided they were good enough to recommend for credit. In fact, they thought the courses were so good, that they approved the maximum amount of credits for each one.

The American Council on Education is also the group that approves GED programs all over the country. Several years ago, when they approved the GED program at HLS, they sent professional academic teachers to examine those courses.

So, whenever the council approves any kind of course, they get experts in that course to study it and see how good it is.

## 2. What Upgrading Courses have been approved for recommended college credit?

So far, nine of the vocational courses at HLS have been approved—Maintenance of Shipboard Refrigeration, Marine Electrical Maintenance, Diesel Engineer, QMED, FOWT, Towboat Operator—Inland,

Towboat Operator—Western Rivers, Quartermaster, Lifeboat/Able Seaman.

## 3. Does this mean that every seafarer who graduated from one of these courses now has some college credits?

No. These courses will count as college credits *if* you decide to enroll in a college or technical school.

## 4. Does any Seafarer who has a Coast Guard license or rating get college credit for it?

No. The credit recommendations are for the courses at the Harry Lundeberg School. To get credit, you must have completed the course at HLS. If you got a rating or license without attending the school, it does not count for college credit.

## 5. Right now, nine courses are approved for credit. Are any more courses at HLS going to be approved for credit?

HLS is going to try to get as many courses as possible approved for college credit. Soon, the school will be asking the Council to approve the Steward Department courses for credit. And we're not going to stop there. Someday, we hope to get the Harry Lundeberg School itself accredited as a post-secondary school. HLS would then be very much like a two-year community college. We could offer minors in engineering, deck seamanship and steward. We could offer college-level history and English courses.

Of course, this is a really high goal for seafarers, our union and our school. But if we work hard, there's no reason why we can't reach it someday. We have a dedicated and professional staff at our school who could teach these kinds of courses. And our educational programs have improved so much in the last 10 years that every seafarer can look forward to this next level of achievement for himself and for our union.



**QMED**  
18 credits



**Maintenance of Shipboard Refrigeration**  
10 credits



**Diesel Engineer**  
8 credits



**Towboat Operator—Inland**  
8 credits

## How to Get College Credit for the Courses You Took at HLS

How to get College Credit for the Courses you took at HLS.

- First of all, contact the admissions offices at all the colleges that interest you. Find out which ones accept courses that are recommended for credit by the American Council on Education. These are the only colleges that will give you credit for your HLS courses.
- Contact the Harry Lundeberg School and ask for an official record that tells the courses you took and when you completed them. HLS will be happy to send you this record. You will need it when you apply to a college for credit. The record is also important because some of the courses (like FOWT

and QMED) were shorter several years ago than they are now. The longer courses have been recommended for more credits than the shorter ones. The amount of credits you get depends on when you took a course and how long the course was at that time. Your official record from HLS will show this information.

- Apply for admission to the college you want to attend. Generally, you would apply for credit for your HLS courses when you apply for admission. Check with the admissions office to be sure this is what your school wants you to do. When you apply for credit, you must have the official record of your courses that you got from

HLS so that the college can examine it.

REMEMBER: The number of credits for your courses at HLS is recommended by the American Council on Education. But the college you attend makes the final decision. Your college may give you more credits or less credits than the recommended number.

The Vocational Education Department at the Harry Lundeberg School has much more information about the courses, the credits, and how to use them. To get this information, contact:

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





**JOHN TYLER** (Waterman Steamship), September 18—Chairman, Recertified Bosun Donald Pool; Secretary J. Moody; Educational Director Divane. \$19.30 in ship's fund. No disputed OT. Chairman reported that all crewmembers who have enough seetime should go to upgrading school at Piney Point. Also discussed the importance of donating to SPAD. Secretary reported that several repairs have been on the repair list for a couple of trips. These repairs have to be done in port so the captain will send in a special list to the company from Bremerhaven. Observed one minute of silence in memory of our departed brothers. Next port, Bremerhaven.

**SEA-LAND VENTURE** (Sea-Land), September 11—Chairman, Recertified Bosun B. Butts; Secretary Roy R. Thomas; Educational Director Sam Hacker; Engine Delegate Gary Doyen. No disputed OT. Chairman held a discussion on the articles in the *Log* and the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers.

**MOUNT EXPLORER** (Cove Shipping), September 4—Chairman, Recertified Bosun Pete Garza; Secretary A. Salem; Educational Director Fred Harris; Deck Delegate Frank R. Schwarz; Engine Delegate Emil H. Nordstrom; Steward Delegate Charles Hall. No disputed OT. Chairman held a discussion about the merger of the SIU and NMU unions. Everyone agreed that it would be for the best interest of all American seamen to have one union. Secretary reported on the many important issues in the *Log*. The following one, for example: "For every ship that sails short, the Union loses money, or to be more accurate you as an SIU member lose the money that would have been paid by the operator into the Union's Welfare, Pension and Vacation Plans for every day the missing SIU member should have been on the job." Also, that among the early signs of alcoholism are: making promises about how much one will drink, and then lying about it, even to oneself; gulping drinks; having a drink before an appointment; getting in the habit of having drinks at a certain time each day; necessity of using alcohol to ease tired nerves or soothe worries. These are the signs that alcohol is well on the way to becoming an integral part of a person's life—an addiction. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port, Texas City.

**TRANSINDIANA** (Hudson Waterways), September 13—Chairman, Recertified Bosun J. Delgado; Secretary W. Fitch; Educational Director G. Payne. \$11.47 in ship's fund. Some disputed OT in engine department. Chairman advised all members to read the *Log* so that they will have a better understanding of what is going on in the Union and the maritime industry. Also discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

**DELTA SUD** (Delta Steamship), September 10—Chairman, Recertified Bosun C. A. Bankston; Secretary E. Vieira; Educational Director U.S. Weems. \$56 in ship's fund. No disputed OT. The captain commented on and was pleased about the fine safety record we have had this trip. Everything running smoothly.



Digest of SIU Ships' Meetings

**PORT** (Asbury Steamship), September 4—Chairman J. C. Northcott; Secretary Don Collins; Educational Director R. Davis; Deck Delegate C. J. Marino; Engine Delegate C. W. Cunningham; Steward Delegate H. A. Evans. Some disputed OT in deck department. Secretary pointed out articles in the July issue of the *Log* and noted that there was very good reading in this issue. Requested that the crewmembers pass the *Log* around when they have finished reading it. Educational director advised all members that the school at Piney Point is available for all to upgrade themselves. It was also suggested that all members should have a knowledge of LNG tankers whether they ride them or not. A vote of thanks to the steward department for fine foods and menus.

**ZAPATA ROVER** (Zapata Transport), September 18—Chairman, Recertified Bosun Robert F. Mackert; Secretary David Eby; Educational Director Darry Sanders; Deck Delegate A. Hanna; Engine Delegate D. Murphy; Steward Delegate M. Thomas. No disputed OT. Chairman reported that the *Logs* were received and passed out to the crew. Requested members to pass the *Log* around and not to keep it in your room when you are finished. Educational director spoke on article from August *Log* about leaving ship and replacement. Next port, Aruba.

**SEA-LAND FINANCE** (Sea-Land), September 25—Chairman, Recertified Bosun J. Pulliam; Secretary Fletcher; Deck Delegate J. Long; Engine Delegate S. Mooney; Steward Delegate E. Cullerton. No disputed OT. Chairman reported that the August issue of the *Log* was received in Yokohama and he suggested that all members read the *Log* and then pass it on. Report to the *Log*: "Is it possible to do away with the power pac and put more outlets on deck? Could mooring winches be put on these ships?" Next port, Oakland.

**PONCE** (Sea-Land), September 11—Chairman, Recertified Bosun J. San Filippo; Secretary Duke Hall; Educational Director H. Ulrich. \$90 in ship's fund. Some disputed OT in deck department. Chairman advised all members that all communications are in the *Log* and all members should read the *Log* from front to back of each issue. Observed one minute of silence in memory of our departed brothers. Next port, Hong Kong.

**OVERSEAS ARCTIC** (Maritime Overseas), September 18—Chairman, Recertified Bosun Eligio La Soya; Secretary C. Shirah; Educational Director L. Phillips; Deck Delegate L. Talarico; Engine Delegate Jammie R. Graydon; Steward Delegate James Juzang. \$6 in ship's fund. Some disputed OT in deck, engine and steward department. Chairman read several articles from the August *Log* to crewmembers. Also sent a letter to Headquarters and received answers to several inquiries. It was also noted that the *Log* is received regularly. Crewmembers were asked to write to their senators and congressmen to ask them to support the oil preference bill. A vote of thanks was given to the steward department for a job well done. Next port, Long Beach.

**ULTRASEA** (Westchester Marine), September 25—Chairman, Recertified Bosun C. Frey; Secretary T. Kirby; Educational Director H. Green; Deck Delegate A. Myrex; Engine Delegate G. Hart; Steward Delegate R. Spencer. No disputed OT. Chairman held a very lively discussion on various articles in the newly received *Log*. Educational director discussed the importance of donating to SPAD. The entire ship's company gave a resounding vote of thanks to the galley gang headed up by Tom Kirby for fine menus and well prepared food. Observed one minute of silence in memory of our departed brothers. Next port, Rotterdam.

**GUAYAMA** (Puerto Rico Marine Mgt.), September 23—Chairman, Recertified Bosun W. Velazquez; Secretary A. Aragonese; Educational Director Paul R. Smith; Engine Delegate H. F. Welch; Steward Delegate D. Herrera. Some disputed OT in deck department. The deepest sympathy of the crew was extended to Brother Horace McCurdy upon the death of his mother. Chairman asked all crewmembers to write to their congressman and request backing on Bill No. H.R. 1037. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers. Next port, Jacksonville.

**GALVESTON** (Sea-Land), September 11—Chairman, Recertified Bosun Denis Manning; Secretary Gus Skendelas; Educational Director Gary Fairall; Engine Delegate Arthur G. Andersen. No disputed OT. Chairman reports crewmembers all agree that the stories in the *Log* contain many interesting facts. All members should read the *Log* and pay close attention to what is going on in the Union and what our President Paul Hall is trying to do for the members. Discussed the importance of donating to SPAD. Next port, Anchorage.

**BAYAMON** (Puerto Rico Marine Mgt.), September 11—Chairman, Recertified Bosun Calixto Gonzales; Secretary J. Ross; Educational Director Stanley Gondzar. \$40 in ship's fund. No disputed OT. Chairman held a discussion for all crewmembers on the topic "Your Union Officers and Your Union and What It Means to You." He requested the crew to read the *Log* to keep up with what is going on in the Union. Also discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done.

**PANAMA** (Sea-Land), September 4—Chairman, Recertified Bosun Enos Allen; Secretary A. Reasko; Educational Director Kelly. \$13.20 in ship's fund. No disputed OT. Chairman gave a talk about the SIU and NMU merging together. Suggested that all members read the latest *Log*. Also discussed the importance of donating to SPAD. Steward gave a vote of thanks to all members for keeping the recreation room clean at all times. Observed one minute of silence in memory of our departed brothers.

**SEA-LAND CONSUMER** (Sea-Land), September 25—Chairman, Recertified Bosun F. A. Pehler; Secretary M. Deloatch; Educational Director K. L. Hart; Steward Delegate M. P. Cox. No disputed OT. Chairman advised all crewmembers to take advantage of the upgrading program at Piney Point. This could mean better pay. Observed one minute of silence in memory of our departed brothers. Next port, Rotterdam.

**JOHN PENN** (Waterman Steamship), September 25—Chairman, Recertified Bosun Edward Morris, Jr.; Secretary Paul L. Hunt; Educational Director Russel W. Zeller; Steward Delegate John Robinson. Some disputed OT in engine department. Chairman gave the following report: "Albert Rogers, Book No. R-21, passed away while enroute down the Mississippi River. The time of death was about 1630. He was removed from the ship at 1817 hours by a United States Coast Guard helicopter. A radiogram was sent to the Union notifying them of his death." Next port, Casablanca.

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

ACHILLES  
ROBERT E. LEE  
PITTSBURGH  
OVERSEAS JOYCE  
NEWARK  
MARY  
MASSACHUSETTS  
LONG BEACH  
SEA-LAND MARKET  
TAMPA  
MERRIMAC  
AGUADILLA  
NEW YORK  
ERNA ELIZABETH  
VIRGO  
BANNER  
HUMACAO  
MARYLAND  
DEL SOL  
AFOUNDRIA  
BALTIMORE  
MOHAWK  
DELTA MAR  
BORINQUEN  
PISCES  
SEA-LAND GALLOWAY  
HOUSTON

OVERSEAS ALASKA  
MOUNT VERNON VICTORY  
COVE TRADER  
MOUNT NAVIGATOR  
NECHES  
SEA-LAND MC LEAN  
SEA-LAND TRADE  
JOSEPH HEWES  
DELTA NORTE  
OGDEN CHAMPION  
OVERSEAS VIVIAN  
PHILADELPHIA  
CONNECTICUT  
JAMES  
DELTA URUGUAY  
BRADFORD ISLAND  
ZAPATA RANGER  
COLUMBIA  
MOUNT WASHINGTON  
SEA-LAND COMMERCE  
OVERSEAS VALDEZ  
SEA-LAND PRODUCER  
JACKSONVILLE  
JOHN TYLER  
OVERSEAS ALASKA  
ANCHORAGE



# HARRY LUNDEBERG SCHOOL OF SEAMANSHIP SUMMARY ANNUAL REPORT

## STATEMENT OF ASSETS AND LIABILITIES DECEMBER 31, 1976

	BEGINNING OF YEAR	END OF YEAR
<b>ASSETS</b>		
Cash	\$ 5,601,945	\$ 6,367,472
Receivables	1,778,837	1,919,314
Buildings and Other Depreciable Properties (Net)	6,246,427	7,109,570
Other Assets	27,280	15,468
<b>TOTAL ASSETS CURRENT VALUE</b>	<b>13,654,489</b>	<b>15,411,824</b>
Total Assets Book Value	13,654,489	15,411,824
<b>LIABILITIES</b>		
Payables	67,368	235,760
Acquisition Indebtedness	54,421	28,916
Other Liabilities	18,520	—0—
<b>TOTAL LIABILITIES</b>	<b>140,309</b>	<b>264,676</b>
<b>NET ASSETS</b>	<b>\$13,514,180</b>	<b>\$15,147,148</b>

NET INCREASE IN NET ASSETS	1,632,968
Net Assets At Beginning of Year	13,514,180
Net Assets At End of Year	<u>\$15,147,148</u>

### Establishment and Purpose of Trust

The Harry Lundeborg School of Seamanship, a joint union employer-trust, was established under an Agreement and Declaration of Trust, dated September 30, 1965, between the employer trustees of various employers having collective bargaining agreements with Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO, and the Union trustees. Under the terms of the Agreement, the Trust will terminate on October 1, 1986, or when there is no longer in effect for a period of 90 days or more a collective bargaining agreement providing for payments to this Trust.

### Significant Accounting Policies

The accompanying financial statements have been prepared on the accrual basis of accounting and accordingly reflect all material assets and liabilities as of the end of the year.

Depreciation is computed on the straight-line method over the estimated useful life of the property and amounted to \$9,506.57 for the year ended September 30, 1976, and to \$7,233.50 for the prior fiscal year.

### STATEMENT OF INCOME, EXPENSES AND CHANGES IN NET ASSETS FOR PLAN YEAR ENDED SEPTEMBER 30, 1977

<b>INCOME</b>	
Cash Contributions	\$ 6,650,758
Earnings From Investments	353,007
Other Income	92
<b>TOTAL INCOME</b>	<b>7,003,857</b>
<b>EXPENSES</b>	
Benefit Payments Directly To Participants Or Their Beneficiaries	203,915
Payments To Other Organizations Or Individuals Providing	
Welfare Benefits	4,303,272
Interest Expense	2,555
Fees and Commissions	13,371
Insurance Premiums For Fiduciary Insurance Other Than Bonding	7,304
Salaries and Other Administrative Expenses	281,407
Other Expenses	559,065
<b>TOTAL EXPENSES</b>	<b>5,370,889</b>

### NOTICE TO ALL PARTICIPANTS OF THE HARRY LUNDEBERG SCHOOL OF SEAMANSHIP

Plan participants may obtain copies of the more detailed annual report for a reasonable charge, or may inspect it at the Plan Office without charge. The latest full annual report includes a list of the assets held for investment and all other relevant financial information. To obtain a copy of the annual report, write to the Administrator asking for what you want. The Administrator will state the charge for specific documents so that you can find out the cost before ordering. The full report can be examined at the Plan Office during normal business hours.

If you seek additional information write to:

**Administrator**  
**Harry Lundeborg School of Seamanship**  
**275 20th Street**  
**Brooklyn, New York 11215**

## 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 fully their of the finances of the Union and reports each quarter the 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.

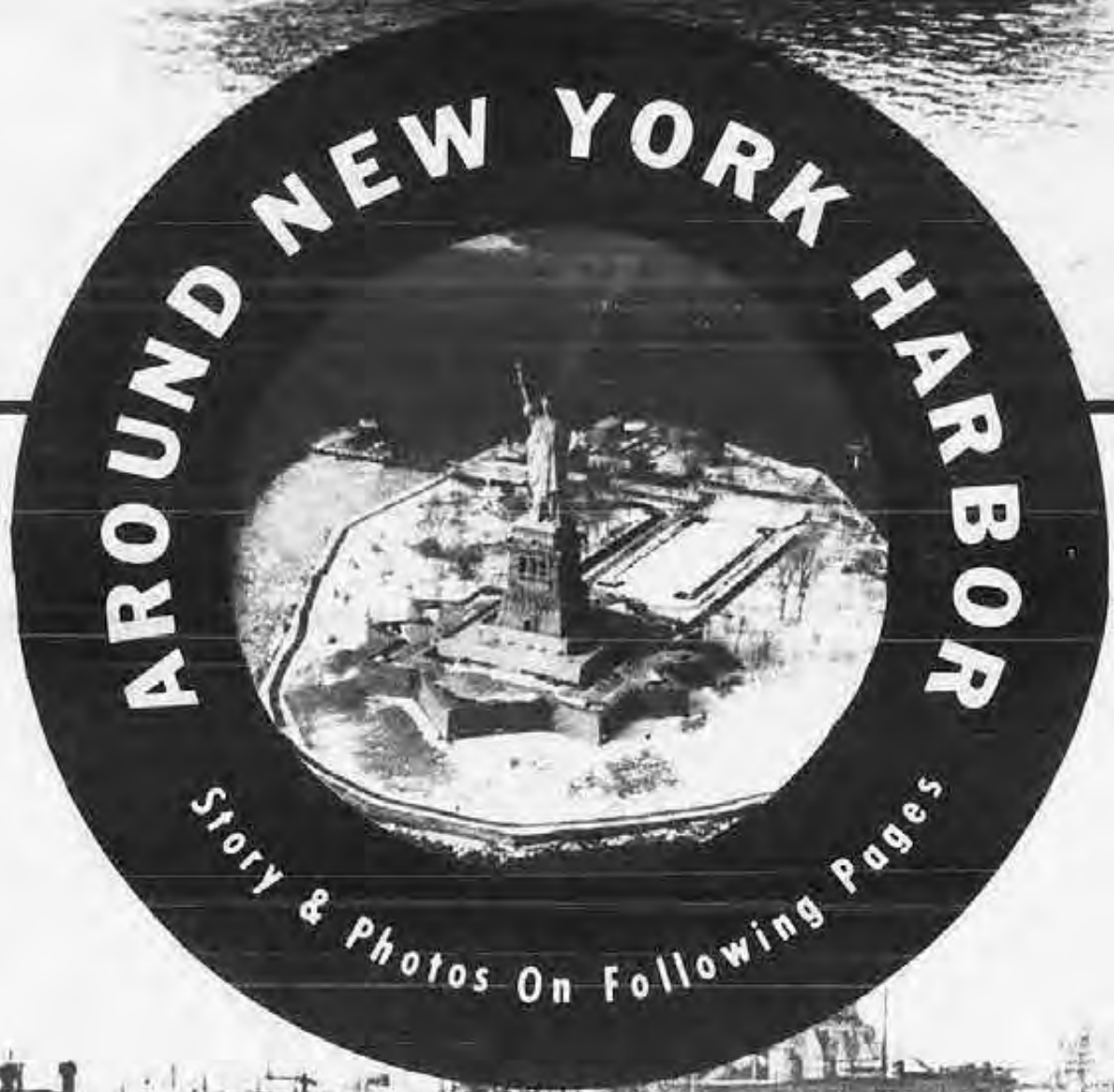
**SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.** SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including but not limited to furthering the political, social and economic interests of Seafarer seamen, the preservation and furthering of the American Merchant 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.**



USNS HUDSON

  
**DEEP SEA**



TUG TRAVELLER

  
**INLAND**







Recertified Bosun George Burke secures lifeboat after fire and boat drill on board the SIU-contracted *Sea-Land Galloway* last month in Port Elizabeth, N.J.



After sailing with the SIU's steward department since 1947, Seafarer P. Mena (l.) is proud to have his son, Gerald, following in his path. Gerald Mena graduated from HLS this past summer and just completed his first trip as a wiper aboard the containership *Sea-Land Galloway*. Two other Mena boys, Jeff and Ronald, will be graduating from the School in the near future. Welcome aboard!

## DEEP SEA

It's become a very fashionable thing of late to malign New York City. Indeed, some of the charm that was old New York is of a long gone

era. But one thing remains constant—New York is among the most important and active seaports in the entire world.



New York Dock Co.'s SIU-contracted tug *Brooklyn* ties up to a railroad barge in the borough of Brooklyn, N.Y. The barge will be towed across the Hudson River to a pier in New Jersey.

## New York Harbor:

The port of New York boasts one of the finest and largest natural harbors in the world with many miles of coastline. Manhattan itself is completely surrounded by water. New York City is easily accessible to the many tankers, cargo ships, and tugboats which can be seen traveling its rivers daily.

In a metropolitan area with a pop-



Boatman Mike Harat reels in a hose as he prepares to wash down the deck of the *Mariner*.



The crew of SIU-contracted tug *Mariner* (Interstate Oil) posed for this photograph while they were in Tremely Point, N.J. last month. They are (l. to r.): Steve Welch, utility; George Ulyot, AB; Jeff Eldredge, mate; Mike Harat, AB; George Kimmel, captain, and Joe L. Blalock, cook.





Crewmembers of the SIU-contracted tugboat *Traveller* (Interstate Oil) gathered in the galley for this photo while in the port of New York. The smiling brothers are (l. to r.): Fred Gladstone, cook; MEBA District 2 member Bill Trimble, engineer; Harry Faust, trainee mate; Rich Kulakowski, AB; Noah Foreman, mate, and Bob Hearn, captain.



Recertified Bosun Joe Donovan (l.) and New York SIU Patrolman Ted Babkowski discussed the benefits of SPAD when the tanker *Virgo* (Westchester Marine) paid off in Carteret, N.J. last month.

## Still One of the World's Best

ulation of 18 million people, the needs are as great and diversified as the ethnic backgrounds. Waterborne cargo is an important means of fulfilling those needs. This could be oil brought in by tankers and barges to

heat thousands of homes and apartment houses. Or it could be drygoods carried on bulk freighters and containerships.

A leading U.S. industrial center, the port of New York exports many

manufactured goods both abroad and to other domestic ports. Included are goods such as clothing, furs, leather, jewelry, millinery, food products, machinery, precision instruments, and metal products.



It may not be true that "every street's a boulevard in old New York." But many of those streets lead directly to the wharf where those new boots from Alaska may just be coming in on a freighter right now.



Deckhand Frank McGraw of the tug *Brooklyn* ties a stern line to an awaiting railroad barge in Brooklyn's Erie Basin.



Afterwards, Mate H. A. Magnussen takes a glance shoreward as the barge begins its journey across the river.



Pictured here is Brother F. L. Durocher who is a floatman for the New York Dock Co.



Members of the tanker *Cove Communicator's* (Cove Tankers Inc.) steward department prepare to serve noon meal. They are (l. to r.): Dewey Olds, third cook; Louis Gracia, cook and baker; Billy Mitchell, saloon messman; H. Miranda, crew messman, and C. M. Modellas, chief steward. The ship was paying off in Perth Amboy, N.J.



Ship's Committee members of the SIU-contracted *USNS Hudson* (Mount Shipping) were serviced by Headquarters Patrolman George Ripoll (seated center) at a recent payoff in the port of New York. The delegates are: seated left, Recertified Bosun D. C. LaFrance; standing (l. to r.): Engine Delegate Michael Bacha; Deck Delegate Bill Dickey, and Educational Director Phillip L. Huss. Seated on the right is Steward Delegate Jesse Winfield.



# GREAT LAKES TUG AND DREDGE PENSION PLAN SUMMARY ANNUAL REPORT

## STATEMENT OF ASSETS AND LIABILITIES DECEMBER 31, 1976

	BEGINNING OF YEAR	END OF YEAR
<b>ASSETS</b>		
Cash .....	\$ 237,222	\$ 356,116
Receivables .....	79,692	71,217
General Investments .....	2,791,674	3,017,635
Other Assets .....	3,600	10,095
TOTAL ASSETS CURRENT VALUE	3,112,188	3,455,063
Total Assets Book Value	3,197,951	3,468,508
<b>LIABILITIES</b>		
Payables .....	8,680	26,351
TOTAL LIABILITIES	8,680	26,351
NET ASSETS	\$3,103,508	\$3,428,712

### Establishment and Purpose of Fund

The Great Lakes Tug and Dredge Pension Plan, which provides for the establishment of the Great Lakes Tug and Dredge Pension Fund, was established under the provisions of the Agreement and Declaration of Pension Plan made as of April 1, 1961, as amended, between various signatory employers of the Great Lakes and the Great Lakes Tug and Dredge Region, Inland Boatmen's Union of (now merged with) the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO.

The Pension Plan provides for the adoption of a pension program for the exclusive benefit of employees.

### Change in Fiscal Year End

At their meeting of January 18, 1977, the Trustees agreed to change the reporting year of the Fund from a fiscal year ending March 31, to a calendar year ending December 31. This report, therefore, covers the short period from April 1, 1976 to December 31, 1976.

### Significant Accounting Policies

The statements have been prepared on the accrual basis of accounting and accordingly reflect all material assets and liabilities. Investments are stated at cost. Gains and losses are recognized upon disposition.

### Actuarial Report

The consulting actuary, in his most recent report, estimated the total accrued liability of the Great Lakes Tug and Dredge Pension Fund as of December 31, 1974, to be \$4,687,247 and its annual current normal cost to be \$172,876.

The actuary indicated that the unfunded accrued liability of \$1,922,711 is being amortized over the 36-year period from December 31, 1974, and that the Pension Fund has net income which exceeds the annual normal cost and 36-year amortization of the unfunded accrued liability.

These calculations are based upon the Pension Regulations in effect prior to the amendments required by the Employee Retirement Income Security Act of 1974 (ERISA), which were adopted effective April 1, 1976.

### STATEMENT OF INCOME, EXPENSES AND CHANGES IN NET ASSETS FOR PLAN YEAR ENDED DECEMBER 31, 1977

<b>INCOME</b>	
Cash Contributions By Employers .....	\$ 201,546
Cash Contributions By Employees .....	72,339
Earnings From Investments .....	135,219
Net Realized Gain On Sale Or Exchange of Assets .....	9,768
TOTAL INCOME	418,872
<b>EXPENSES</b>	
Benefit Payments Directly To Participants Or Their Beneficiaries ..	102,492
Fees and Commissions and Insurance Premiums	
For Pension Benefit Guaranty Corporation .....	14,136
Insurance Premiums For Fiduciary Insurance Other Than Bonding ..	1,399
Salaries and Other Administrative Expenses .....	47,959
TOTAL EXPENSES	165,986
NET INCOME	252,886
Unrealized Appreciation of Assets .....	72,318
Net Increase On Assets .....	325,204
Net Assets At Beginning of Year .....	3,103,508
Net Assets At End of Year .....	\$3,428,712

### NOTICE TO ALL PARTICIPANTS OF THE GREAT LAKES TUG AND DREDGE PENSION PLAN

Plan participants may obtain copies of the more detailed annual report for a reasonable charge, or may inspect it at the Plan Office without charge. The latest full annual report includes a list of the assets held for investment and all other relevant financial information. To obtain a copy of the annual report, write to the Administrator asking for what you want. The Administrator will state the charge for specific documents so that you can find out the cost before ordering. The full report can be examined at the Plan Office during normal business hours.

If you seek additional information write to:

**Administrator  
Great Lakes Tug and Dredge Pension Plan  
275 20th Street  
Brooklyn, New York 11215**



## Working on the Railroad

The history of the Brotherhood of Maintenance of Way Employees is tied up in that of the railroads of North America. Its development is largely inseparable from the advance and growth of the railroad itself. It is an episode in the saga of man's restless urge to explore and to move on.

As the rail lines were established, rail construction men quit moving and settled down. The forerunners of today's railroad maintenance of way men, they became established members of their communities. And they began to organize collectively to protect their common interests as railroad workers.

It was out of such beginnings that the Brotherhood of Maintenance of Way Employees was born and grew.

The Brotherhood of Maintenance of Way Employees... the BMWWE... is a major international labor union, with nearly 150,000 members. The BMWWE represents workers who built and maintain the tracks, bridges, buildings and other structures on the railroads of the United States and Canada.

The BMWWE member is the railroad track

worker, the bridge and building man, the railway maintenance employe. You'll see the maintenance of way man guarding the tracks where they cross public streets, protecting lives and property at these crossings.

You'll see the maintenance of way man replacing rail, renewing crossties, inspecting and repairing right of way. You'll see the maintenance of way man along the railroad, operating cranes, bulldozers or large, complex track maintenance equipment. You'll see the maintenance of way man using the smaller power tools of his trade. You'll see the maintenance of way man working with the traditional hand

tools of his craft, whether he is a trackman, bridge mechanic, carpenter, painter, plumber, mason or other worker in a railroad maintenance of way department.

Railroad maintenance of way work requires great skill and care. The safety of the traveling and shipping public depends on it.

Maintenance of way workers on all major railways and on nearly all smaller lines in the United States and Canada are represented by the Brotherhood of Maintenance of Way Employees.

Since it was founded in 1887, the BMWWE has established an imposing record of service to its members. It has done an outstanding job of protecting the interests and advancing the welfare of railroad maintenance of way workers and their families.

Dramatic new developments, challenges and changes can be anticipated in railroad-ing's new future. BMWWE is geared to deal with tomorrow constructively, in keeping with the best interests of the railroad industry, the public and the maintenance of way employes it represents.

### a UNION LABEL feature







# NEW PENSIONERS

**Edward C. Atkinson, 66**, joined the Union in the port of Cleveland in 1952 sailing as an AB for the Tomlinson Fleet Corp. in 1961, Browning Lines in 1962 and the Erie Navigation Co. in 1963. Brother Atkinson is a World War II veteran of the U.S. Army. He was born in Duquesne, Pa. and is a resident of Brooksville, Fla.

**Fred A. Taylor, 73**, joined the Union in the port of Detroit in 1959 sailing in the steward department. Brother Taylor first sailed in 1924 for the "Poker Fleet." He also sailed for the Sullivan Co., Bob-Lo Co. and the American Steamship Co. Born in Pierce County, Wisc., he is a resident of Bronson, Mich. Laker Taylor now intends to voyage to "Florida, Idaho, and Springs, Colo. to enjoy living and retirement."

**Arthur J. Baum, Sr., 66**, joined the Union in the port of Baltimore in 1958 and sailed as a diesel second engineer, relief chief, and deckhand. Brother Baum was born in North Carolina and is a resident of Norfolk.

**Arthur W. Campbell, 65**, joined the Union in Port Arthur in 1963 and sailed as a chief steward for the Socony Vacuum Co. from 1952 to 1954 and as a cook on the Tug *Hercules* (Sabine Towing) from 1954 to 1977. Brother Campbell was born in Deridder, La. and is a resident of Beaumont, Tex.

**Bernard A. Davis, 64**, joined the Union in the port of Houston in 1963 and sailed as a captain and first mate for the Hawkins Towing and Barge Co. from 1960 to 1962, Federal Barge Lines and the Gulf Canal Co. from 1961 to 1977. Brother Davis was born in St. Elmo, Ala. and is a resident of Kemah, Tex.

**Walter F. Russell, Sr., 61**, joined the Union in the port of Houston in 1957 sailing as an AB for the Galveston and Houston Towing Co. from 1956 to 1977. Brother Russell is a World War II veteran of the U.S. Navy. A native of Chicago, Ill., he is a resident of Houston, Tex.

**Frank T. Caccam, 72**, joined the SIU in the port of Seattle in 1962 and sailed as a third cook, OS and wiper for 24 years. Brother Caccam also sailed for the MSTs. He was born in the Philippines and is a resident of Seattle.

**Curtis Clark, 69**, joined the SIU in the port of New York in 1968 and sailed as a chief steward. Brother Clark sailed 24 years, part of that time on the Lakes. He was born in Germany and is a resident of Chicago, Ill.

**Stephen T. Dent, 65**, joined the SIU in the port of New York in 1956 and sailed as a chief steward. Brother Dent sailed 26 years. He was born in Mississippi and is a resident of Mandeville, La.

**Melvin C. Eickmeier, 69**, joined the SIU in the port of Mobile in 1964 and sailed as a deck engineer. Brother Eickmeier sailed 21 years. He is a veteran of the U.S. Air Force in World War II. A native of Buffalo, he's a resident of Mobile.



**Ralph Di Paola, 73**, joined the SIU in 1945 in the port of Philadelphia sailing as a cook. Brother Di Paola sailed 33 years. He walked the picket line in the 1965 District Council 37 beef. Seafarer Di Paola is a World War II veteran of the U.S. Army. Born in Philadelphia, he is a resident of Brooklyn, N.Y.



**John Fediow, 65**, joined the SIU in 1939 in the port of New York and sailed as a bosun. He also served as deck delegate. Brother Fediow sailed 48 years. He hit the bricks in the 1961 Greater N.Y. Harbor strike, 1962 Robin Line beef, and the 1965 Chicago beef. Born in Wilkes-Barre, Pa., he is a resident of Brooklyn, N.Y.



**Alfred R. Fry, 63**, joined the SIU in 1944 in the port of New York and sailed as a deck engineer and engine room delegate. Brother Fry sailed 34 years and during the Vietnam War in 1969. He was on the picket line in the 1961 N.Y. Harbor beef. Seafarer Fry is also a machinist. A native of Winston-Salem, N.C., he is a resident of Sarasota, Fla.



**Luigi Gallo, 63**, joined the SIU in 1938 in the port of New York and sailed as a bosun. Brother Gallo was born in Portland, Me., and is a resident of Chickasaw, Ala.



**Melvin H. Jones, 55**, joined the SIU in 1943 in the port of Baltimore sailing as a bosun. Brother Jones sailed 39 years and during the Korean War. He was born in North Carolina and is a resident of Durham, N.C.



**Kristian Korneliusen, 76**, joined the SIU in 1938 in the port of New York and sailed as a bosun. Brother Korneliusen sailed 57 years. He was born in Norway and is a naturalized U.S. citizen. Seafarer Korneliusen is a resident of New Orleans.



**Charles F. Long, 64**, joined the SIU in the port of New York in 1963 sailing as a wiper and BR. Brother Long also attended the HLSS in Piney Point, Md. He was an aircraft finisher in the U.S. Army Air Corps before World War II. Born in Montana, he is a resident of Jacksonville, Fla.



**Jose G. Madrid, 68**, joined the SIU in the port of San Francisco in 1957 sailing as an AB. Brother Madrid sailed 25 years. He is a veteran of the U.S. Army in World War II. A native of Silver City, N.M., he is a resident of Sylmar, Calif.



**Carlton E. Moore, 48**, joined the SIU in 1947 in the port of Philadelphia and sailed as a bosun. Brother Moore attended a HLSS educational conference. He is a veteran of the U.S. Army. Seafarer Moore was born in North Carolina and is a resident of Portsmouth, Va.



**John L. Munnerlyn, 78**, joined the SIU in the port of New York in 1958 and sailed as a chief steward. Brother Munnerlyn sailed 30 years. He is a World War I veteran of the U.S. Army. Born in Lottie, Ala., he is a resident of Stockton, Ala.



**Charles O'Donnell, 60**, joined the SIU in the port of San Francisco in 1955 sailing as a fireman-watertender. Brother O'Donnell sailed 24 years. He was born in Ireland and is a resident of Seattle.



**Pedro T. Paderes, 67**, joined the SIU in the port of Seattle in 1961 sailing as a cook. Brother Paderes sailed 32 years. He is a World War II veteran of the U.S. Army. Born in the Philippine Islands, he is a naturalized U.S. citizen and is a resident of Seattle.



**Jaime Pantoja, 62**, joined the SIU in 1942 in the port of New York and sailed as a chief electrician. Brother Pantoja was born in Puerto Rico and is a resident of Levittown, Catano, Puerto Rico.



**John Sansone, 65**, joined the SIU in the port of New Orleans in 1957 sailing as a cook. Brother Sansone sailed 22 years. He is a World War II veteran of the U.S. Army. Seafarer Sansone was born in Louisiana and is a resident of Metairie, La.



**Gleason J. St. Germain, 65**, joined the SIU in the port of New Orleans in 1957 sailing as a cook. Brother St. Germain sailed 26 years. He is a World War II veteran of the U.S. Army. A native of Morgan City, La., he is a resident of Westwego, La.



**Felix Tate, 69**, joined the SIU in 1945 in the port of Mobile and sailed as a chief cook. Brother Tate sailed 33 years. He was born in Alabama and is a resident of Mobile.



**Wilson G. Thomas, 49**, joined the SIU in 1948 in the port of New York and sailed as an AB. Brother Thomas is a Korean War veteran of the U.S. Army. Born in Virginia, he is a resident of Slidell, La.



**Charles W. Thompson, 60**, joined the SIU in 1948 in the port of New York and sailed as a fireman-watertender. He also served as ship's delegate. Brother Thompson sailed 35 years. He is a World War II veteran of the U.S. Army. Seafarer Thompson was born in Mississippi and is a resident of Jacksonville, Fla.



**Vassili Toomson, 67**, joined the SIU in the port of New York in 1959 sailing as a fireman-watertender. Brother Toomson sailed 49 years. He was born in Estonia, USSR and is a resident of New York City.



**Ira Wesley Wright, 60**, joined the SIU in the port of New York in 1959 and sailed as an electrician and pumpman. Brother Wright sailed 23 years. He is a veteran of the U.S. Navy. Seafarer Wright is also a boilermaker. Born in Arkansas, he is a resident of Houston, Tex.





## Dispatchers Report for Deep Sea

OCT. 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	8	1	0	3	2	0	9	3	0
New York	153	9	3	58	21	3	210	13	2
Philadelphia	19	1	0	12	8	0	26	3	1
Baltimore	36	2	1	10	6	2	59	2	2
Norfolk	10	3	4	15	3	2	18	9	6
Tampa	8	2	0	6	4	0	13	1	1
Mobile	27	1	0	22	7	0	36	2	0
New Orleans	70	8	3	60	20	2	126	16	5
Jacksonville	47	3	1	15	9	0	61	4	3
San Francisco	37	8	0	19	11	1	62	4	0
Wilmington	30	3	2	28	6	1	28	1	2
Seattle	50	3	4	40	11	10	78	5	3
Puerto Rico	37	2	0	2	0	0	46	2	0
Houston	82	10	3	72	24	3	132	13	9
Piney Point	0	4	0	1	11	1	0	3	0
Yokohama	3	0	0	2	0	0	1	0	0
Totals	617	60	21	365	143	25	905	81	34
	<b>ENGINE DEPARTMENT</b>								
Boston	3	2	1	1	2	1	5	3	3
New York	122	33	2	45	19	1	176	43	5
Philadelphia	11	1	0	6	4	0	14	3	0
Baltimore	23	8	1	10	5	1	33	12	1
Norfolk	8	5	0	9	4	0	22	5	1
Tampa	4	2	0	2	1	0	10	2	0
Mobile	13	2	0	9	4	0	22	4	0
New Orleans	59	8	1	51	16	1	99	17	1
Jacksonville	39	14	0	20	9	0	45	15	3
San Francisco	43	8	2	27	8	1	63	11	1
Wilmington	17	8	0	21	4	1	17	11	0
Seattle	39	5	0	30	11	2	46	6	1
Puerto Rico	25	2	1	1	2	0	35	2	1
Houston	57	12	2	48	10	2	86	18	4
Piney Point	1	1	0	1	9	1	0	0	0
Yokohama	1	0	0	0	0	0	2	0	0
Totals	465	111	10	281	108	11	675	152	21
	<b>STEWARD DEPARTMENT</b>								
Boston	1	1	1	3	3	4	3	1	1
New York	68	5	0	32	18	0	88	10	0
Philadelphia	6	2	0	7	6	0	8	3	0
Baltimore	12	6	0	3	7	2	28	7	0
Norfolk	6	1	0	9	4	0	12	2	0
Tampa	2	0	0	3	0	0	6	0	0
Mobile	11	0	0	10	3	0	23	0	0
New Orleans	35	4	0	41	12	0	57	7	0
Jacksonville	27	0	1	13	5	0	33	2	2
San Francisco	26	3	0	18	5	3	44	6	0
Wilmington	6	0	2	4	5	3	6	1	1
Seattle	24	4	0	30	3	8	23	4	0
Puerto Rico	18	1	0	0	3	0	22	0	0
Houston	40	1	0	42	11	0	53	4	0
Piney Point	0	0	0	0	14	0	0	0	0
Yokohama	0	0	0	0	0	0	0	0	0
Totals	282	28	4	215	99	20	406	47	4
	<b>ENTRY DEPARTMENT</b>								
Boston	1	5	5				0	6	6
New York	55	90	47				74	127	129
Philadelphia	8	18	0				8	20	1
Baltimore	21	25	10				36	29	18
Norfolk	5	16	4				6	17	8
Tampa	3	7	0				4	4	1
Mobile	11	18	1				18	18	2
New Orleans	31	32	7				52	54	14
Jacksonville	19	28	4				22	26	9
San Francisco	31	24	4				44	27	14
Wilmington	7	12	5				3	8	5
Seattle	22	18	14				16	17	10
Puerto Rico	27	31	1				36	34	2
Houston	18	31	7				25	36	27
Piney Point	1	30	2				0	1	0
Yokohama	0	0	0				0	1	0
Totals	260	385	111				344	425	246
Totals All Departments	1,624	584	146	861	350	56	2,330	705	305

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

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

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

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(301) EA 7-4900

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

BUFFALO, N.Y. . . . . 290 Franklin St. 14202  
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10225 W. Jefferson Ave. 48218  
(313) VI 3-4741

DULUTH, Minn. . . . . 2014 W. 3 St. 58806  
(218) RA 2-4110

FRANKFORT, Mich. . . . . P.O. Box D  
415 Main St. 49635  
(616) 352-4441

HOUSTON, Tex. . . . . 1221 Pierce St. 77002  
(713) 659-5152

JACKSONVILLE, Fla.  
3315 Liberty St. 32206  
(904) 353-0987

JERSEY CITY, N.J.  
99 Montgomery St. 07302  
(201) HE 5-9424

MOBILE, Ala. . . . . I S. Lawrence St. 36602  
(205) HF 2-1754

NEW ORLEANS, La.  
630 Jackson Ave. 70130  
(504) 529-7546

NORFOLK, Va. . . . . 115 3 St. 23510  
(804) 622-1892

PADUCAH, Ky. . . . . 225 S. 7 St. 42001  
(502) 443-2493

PHILADELPHIA, Pa. . . . . 2604 S. 4 St. 19148  
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PINEY POINT, Md.  
St. Mary's County 20674  
(301) 994-0010

PORT ARTHUR, Tex. . . . . 534 9 Ave. 77640  
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SAN FRANCISCO, Calif.  
1311 Mission St. 94103  
(415) 626-6793

SANTURCE, P. R. 1313 Fernandez, Juncos,  
Stop 20 00909  
(809) 724-2848

SEATTLE, Wash. . . . . 2505 1 Ave. 98121  
(206) MA 3-4334

ST. LOUIS, Mo. . . . . 4581 Gravois Ave. 63116  
(314) 752-6500

TAMPA, Fla. 2610 W. Kennedy Blvd. 33609  
(813) 870-1601

TOLEDO, Ohio . . . . . 935 Summit St. 43604  
(419) 248-3691

WILMINGTON, Calif.  
510 N. Broad St. 90744  
(213) 549-4000

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

Shipping remained good at all deep sea ports last month despite the dock strike by the I.L.A. A total of 1,267 deep sea members shipped out on SIU-contracted vessels. Shipping for the month of November and December should be good to excellent because of an accord that was expected to be reached in the dock strike this month.



# Nothing moves on the Lakes in winter...

...So January is a great time for Lakers to upgrade at HLS



The Lundeberg School is offering a special course just for Lakers who want to earn the able seaman endorsement. There's no better way for a Laker to get this endorsement and get ahead than by coming to the Lundeberg School.

- You'll be in a class with other Lakers just like yourself. And the HLS instructors will give you all the personal, individual help you need to get ready for the Coast Guard exam.

- Rooms, books and meals are free. There are no tuition charges or fees at HLS.

- 90 percent of all students who come to HLS pass the Coast Guard exam the first time they try. The odds for succeeding are in your favor!

So take advantage of the winter freeze! Upgrade now, and the spring thaw will mean a better job and more pay for you.

The special AB course for Lakers starts in January. Contact the Lundeberg School and enroll now:

Vocational Education Department  
Harry Lundeberg School  
Piney Point, Md. 20674  
(301) 994-0010

REMEMBER! The Coast Guard requires that all AB's have a lifeboat endorsement. If you need your lifeboat ticket, you should sign up for the Lifeboat course at HLS when you enroll in the AB course.

## 10 Taking Towboat Course at HLS

Ten Boatmen are currently attending classes at the Lundeberg School to prepare for their licenses as Towboat Operators. These men, who come from eight different ports, are receiving individualized help in the areas for which they seek licensing. Their work at the School covers a wide range of skills and builds on the experience they have already acquired during their years of work on the waterways.

In domestic shipping today, qualified Towboat Operators are needed everywhere. The best way to earn this license and move up to the wheelhouse and to higher pay is to come to HLS. HLS has the qualified teachers and the boat handling equipment to help you learn the classroom information and the on-the-job skills you need to get ahead in the towing industry today.



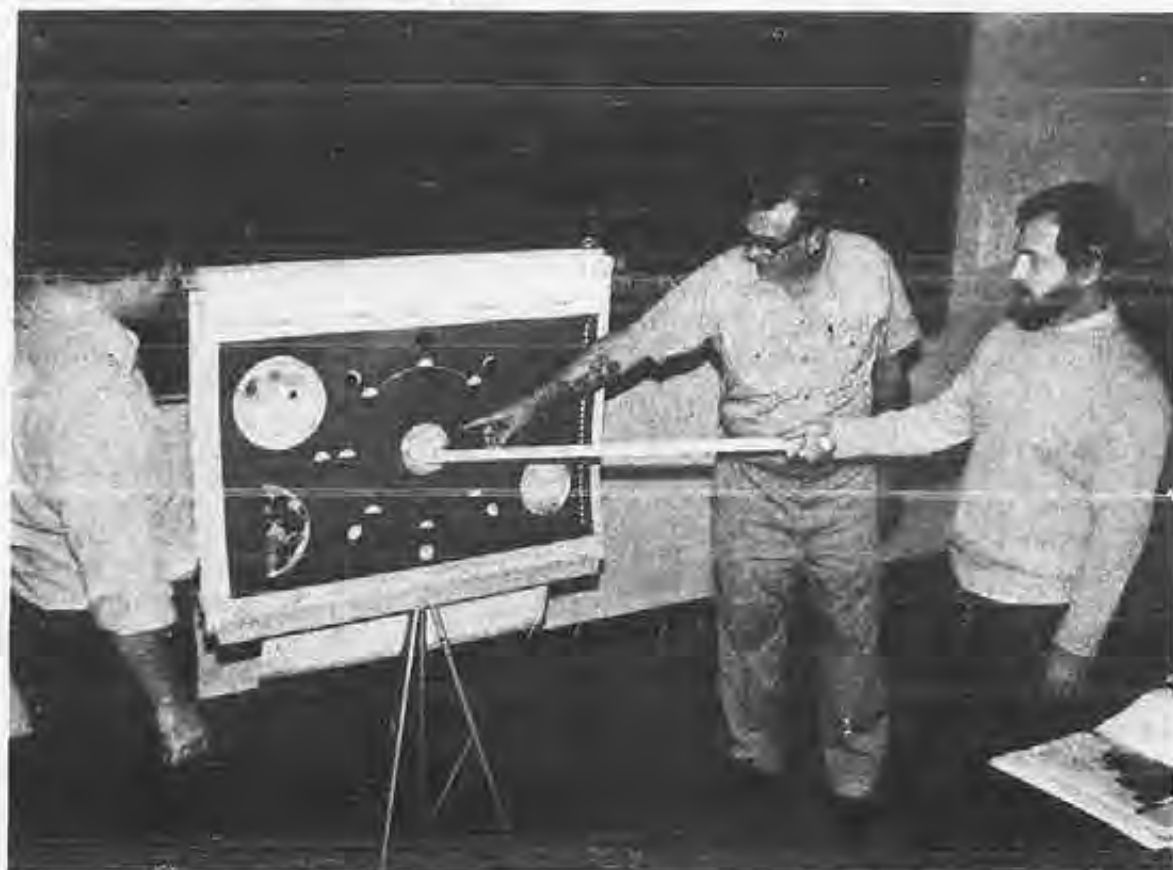
Bob Eichmann doing chartwork.



Boatmen Mike Sanders (l.) and Ken Rickley work with magnetic compass.



Boatman Jim Larkin (l.) and Instructor Paul Allman go over charts during classroom instruction of Towboat Operator Course.



Boatmen Jim Livingston, George Livingston and Instructor Paul Allman (l. to r.) discuss phases of the moon and their effects on tides.



# Final Departures



**Pensioner Elmer D. Gallagher, 73,** died of peritonitis in the Cleveland, Ohio Clinic Hospital on Sept. 9. Brother Gallagher joined the Union in the port of Cleveland in 1961

sailing as an oiler, scowman and deckhand for the Great Lakes Dredge and Dock Co. from 1924 to 1943 and from 1961 to 1969. He also worked as a pipefitter and stationary engineer for the L.A. Wells Construction Co. from 1943 to 1961. Laker Gallagher was born in Cleveland and was a resident there. Burial was in Holy Cross Cemetery, Cleveland. Surviving are his widow, Anne; two sons, William and Dale; three daughters, Mrs. Gloria M. Swartz of Avon Lake, Ohio, Eleanor and Margaret; a brother, Donald of Cleveland, and a sister-in-law, Mrs. Marion Swartz.



**Pensioner Anthony S. Vardian, 67,** died of pneumonia in St. Francis Hospital, Escanaba, Mich. on July 9. Brother Vardian joined the Union in the port of Detroit in 1960 sailing as a

gateman and conveyorman. Brother Vardian sailed 37 years. He was born in Wells, Mich. and was a resident of Escanaba. Interment was in Fernwood Cemetery, Gladstone, Mich. Surviving are his widow, Fannie; two sons, David and Joseph, and a daughter, Rosemary.



**Edwin B. Walton, 44,** died on Oct. 7. Brother Walton joined the Union in the port of Detroit in 1964 sailing as a baker and QMED. Laker Walton sailed

as a fireman-watertender for the U.S. Army Corps of Engineers from 1949 to 1953. He was born in East Liverpool, Ohio and was a resident of Detroit. Surviving are a brother, Terry of Big Springs, Tex.; a sister, Mrs. Alores Thoma, and a brother-in-law, Fred Thoma, both of Leavittsburg, Ohio.



**Pensioner Robert Andersen, 75,** died of lung failure in St. Mary's Hospital, Port Arthur on Oct. 2. Brother Andersen joined the Union in Port Arthur in 1963 sailing as a fireman.

He had sailed for the U.S. Army Corps of Engineers aboard the *USS Sam Houston* from 1936 to 1942. Also he was a deckhand, wiper and tankerman for the Sabine Towing and Transportation Co. in Port Arthur. He was born in New Brooklyn, S.C. and was a resident of Port Arthur. Burial was in Calvary Cemetery, Port Arthur. Surviving are his widow, Emma; and a sister, Mrs. G. W. Vinson of Port Arthur.



**Edward F. Carroll, 67,** died on June 9. Brother Carroll joined the Union in the port of New York in 1963 sailing as a deckhand for the Erie-Lackawanna Railroad for

45 years. In 1927, he sailed on the *Tugs Buffalo* and *Syracuse* for the line. Inland Boatman Carroll's son, Bruce, a 1963 SIU scholarship winner, now teaches math and physics at the Glenwood Springs, Colo. Community College. The Boatman was born in the Bronx, N.Y. and was a resident of Jersey City, N. J. Surviving are his widow, Vera; another son, Dennis, and a daughter, Jayne.



**Daniel J. McCarthy, 60,** died on Oct. 19. Brother McCarthy joined the Union in the port of New York in 1960 sailing as a deckhand, floatman and mate for the New York,

New Haven and Hartford Railroad from 1956 to 1969. He sailed on the *Tugs Transfer 23* and *Lacy 1* from 1966 to 1967 and on the *Tug Borin* (Puerto Rican Marine) from 1976 to 1977. Boatman McCarthy also worked for the Brooklyn N.Y. Eastern District Terminal from 1975 to 1977. Born in New York City, he was a resident of the Bronx, N.Y. Surviving are his widow, Emma; two sons, Daniel and George; a daughter, Mrs. Patricia Collins, and a sister, Mrs. Annabelle Dye of the Bronx.



**Pensioner Barney O. Neal, 64,** died on Sept. 27. Brother Neal joined the Union in the port of Houston in 1957 sailing as an assistant engineer for the G & H Towing Co. from

1946 to 1974. He was a veteran of the U.S. Army Field Artillery in World War II. Boatman Neal was born in Buffalo, Tex. and was a resident of Montgomery, Tex. Surviving are a daughter, Mrs. Flossie F. Walker of Harris, Tex., and a sister, Mrs. Mildred Fick of Baytown, Tex.



**Pensioner Elwood M. Orcutt, 66,** died of arteriosclerosis in Kingsville, Tex. on Oct. 1. Brother Orcutt joined the Union in the port of Houston in 1957 sailing as a cook for the G

& H Towing Co. from 1955 to 1973. He was a cook for the Hangout Cafe, Houston from 1953 to 1955. Boatman Orcutt was a World War II veteran of the U.S. Army. Born in West Virginia, he was a resident of Kingsville. Burial was in Resthaven Cemetery, Kingsville. Surviving are his widow, Delphine; two sons, Donald and Wilber; five daughters, Sheree, Tina, Shirley, Pamela and Ruth, and a brother, Ross.

**Manuel A. Lopez, 54,** died on May 12. Brother Lopez joined the Union in the port of Chicago in 1964 sailing as an oiler and deckhand. He was born in Chicago and was a resident of Chicago Heights, Ill. Surviving are his widow, Shirlee; two sons, Guy and Gilbert; two daughters, Gayle and Greer, and a sister, Mrs. Laura Harris of Norridge, Ill.



**Louis M. Sandomenico, 57,** died on Oct. 17. Brother Sandomenico joined the Union in the port of New York in 1963 sailing as a deckhand for the Erie-Lackawanna Railroad from

1945 to 1977. He was a World War II veteran of the U.S. Army. A native of Jersey City, he was a resident there. Surviving are his widow, Frances; six sons, Louis, Patrick, Rocco, Ernest, Richard and Peter, and a daughter-in-law, Mrs. Betty Sandomenico.



**Barney C. Burnette, 52,** died at sea on June 20. Brother Burnette joined the SIU in the port of Wilmington in 1970 and sailed as a chief steward. He upgraded at the HLSS in

1974 and completed the LNG Course there in 1976. Seafarer Burnette also studied mechanical engineering at the University of Tennessee Extension in Memphis. He was a World War II veteran of the U.S. Army. Born in Arkansas, he was a resident of Harbor City, Calif. Burial was at sea on June 22 off the *M/V Sugar Islander* (Pacific Gulf Marine). Surviving are his widow, Mildred, and a daughter, Doris, both of Mc Crory, Ark.



**Pensioner John G. Dellinger, 65,** died of lung failure in the Norfolk USPHS Hospital on Aug. 27. Brother Dellinger joined the SIU in 1943 in the port of Savannah and sailed

as a fireman-watertender and engine room delegate. He sailed 26 years. A native of Lincolnton, N.C. he was a resident of Mooresville, N.C. Interment was in Carolina Memorial Park Cemetery, Concord, N.C. Surviving are two sons, Gerald of Mooresville and Kenneth of Washington, N.C., and a brother, Jack of Lincolnton.



**Calvin E. Williamson, 51,** was found dead on Oct. 10. Brother Williamson joined the SIU in the port of Baltimore in 1956 sailing as an OS, wiper and in the steward department.

He was a veteran of the U.S. Army in both World War II and the Korean War. Seafarer Williamson was formerly an embalmer in Miami, Fla. A native of North Carolina, he was a resident of Nakina, N.C. Surviving are his parents, Mr. and Mrs. Thomas Williamson of Nakina; and two brothers, John of Nakina and Aaron of Redcliff, Ky., and three sisters, Mrs. Norman Early of New Orleans, Mrs. Loueda P. Stotts, also of New Orleans, and Alice of Fort Knox, Ky.

**Erling Olson, 68,** died on Mar. 9. Brother Olson joined the Union in 1939 in the port of Detroit sailing as a fireman-watertender. He was born in Michigan and was a resident of River Rouge, Mich.

**Harold G. Wentworth, 92,** passed away on Aug. 27. Brother Wentworth was a resident of Detroit. He is survived by a son, Malcolm of Baltimore.



**Pensioner Joseph A. Barone, 73,** passed away from a stroke in the Mobile, Ala. Infirmary on Sept. 14. Brother Barone joined the SIU in 1939 in the port of Philadelphia

and sailed as a bosun. He was a veteran of the U.S. Navy. Seafarer Barone was born in Pittsburgh, Pa. and was a resident of Mobile. Burial was in Catholic Cemetery, Mobile. Surviving are a brother, Matt and a sister, Angeline, both of Pittsburgh.



**Pensioner Henry L. Lowery, 67,** died of heart failure in the Niceville-Valpariso, Fla. Hospital on June 22. Brother Lowery joined the SIU in 1946 in the port of Norfolk sailing

as a cook. He sailed for 19 years. Seafarer Lowery was born in Alabama and was a resident of Niceville. Burial was in Beda Cemetery, Wing, Ala. Surviving is his widow, Vivian.



**Pensioner Luby O'Neal, 85,** passed away from heart failure in the Beaufort County Hospital in Washington, N.C. on Sept. 17. Brother O'Neal joined the SIU in 1938 in the port of Norfolk and sailed as a deck engineer. He sailed 47 years. Seafarer O'Neal was also a machinist and mechanic. Born in North Carolina, he was a resident of Belhaven, N.C. Interment was in the Community Cemetery, Belhaven. Surviving are his widow, Caddie, and a daughter, Mrs. Irene Roberts of Belhaven.



**Albert Rogers, 56,** died on the *SS John Penn* (Waterman) while coming down the Mississippi River on Sept. 24 off Venice, La. Brother Rogers joined the SIU in 1946 in the

port of New Orleans sailing as a fireman-watertender and ship's delegate. He was awarded a Union Personal Safety prize in 1960 for sailing aboard an accident-free ship, the *SS Alcoa Roamer*. Seafarer Rogers was a veteran of the U.S. Navy in World War II. Born in Joyce, La., he was a resident of Oil City, La. A Coast Guard copter transported the deceased off the ship to the next river port of call. Surviving are his mother, Lillie of Oil City, and a brother.



**Pensioner Newton A. Huff, Jr., 58** died of a heart attack in the Gulf Coast Community Hospital, Biloxi, Miss. on Aug. 30. Brother Huff joined the SIU in 1938 in the port of

New Orleans and sailed as a bosun and ship's delegate. He sailed 37 years. Seafarer Huff was born in Mississippi and was a resident of Gulfport, Miss. Burial was in Floral Hills Memorial Gardens, Gulfport. Surviving are his widow, Shirley; two sons, Kenneth and Herman, and his parents, Mr. and Mrs. Newton A. and Minnie Huff, Sr. of Gulfport.



## 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.**—Henning & Walsh  
Shell Building  
100 Bush St.  
San Francisco, Calif. 94104  
Tel. #(415) 981-4400

**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.**—Bodle, 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.**—Patrick 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

## NMC Ads Promote U.S. Merchant Fleet

Below is one of the many ads that the National Maritime Council is running in the national news media. To encourage support for a strong U.S. merchant marine, the NMC is running these ads in some of the major news publications, such as, *Time* and *Newsweek*. The Council wants to encourage American business to ship on U.S.-flag ships. So the ads are also running in business oriented publications like the *Wall St. Journal*.

The National Maritime Council is composed of government, company and union representatives who are interested in promoting a viable U.S. merchant marine.

### Almost every ship in the world carries American cargo. It's too bad more of them don't carry the American flag.

It's more than "too bad"...it should frighten you when you think of the future well-being of the country.

Since World War II, the fleet of U.S. flag merchant ships has dwindled from over 4800 to 577. In that same period, the number of Russian ships has expanded to four times the number of ours. Today, while other major nations have about 50% of their foreign trade carried on their own cargo ships, the U.S. has less than 6%.

How does this low level of participation affect our future well-being? As our merchant fleet loses strength, we lose stature in the international trade community. We lose leverage in the discussion of international freight rates. We lose a vital defense arm in case of emergency. We lose economically,

too, in our balance of payments, in number of jobs, and in taxes that a stronger merchant marine would generate.

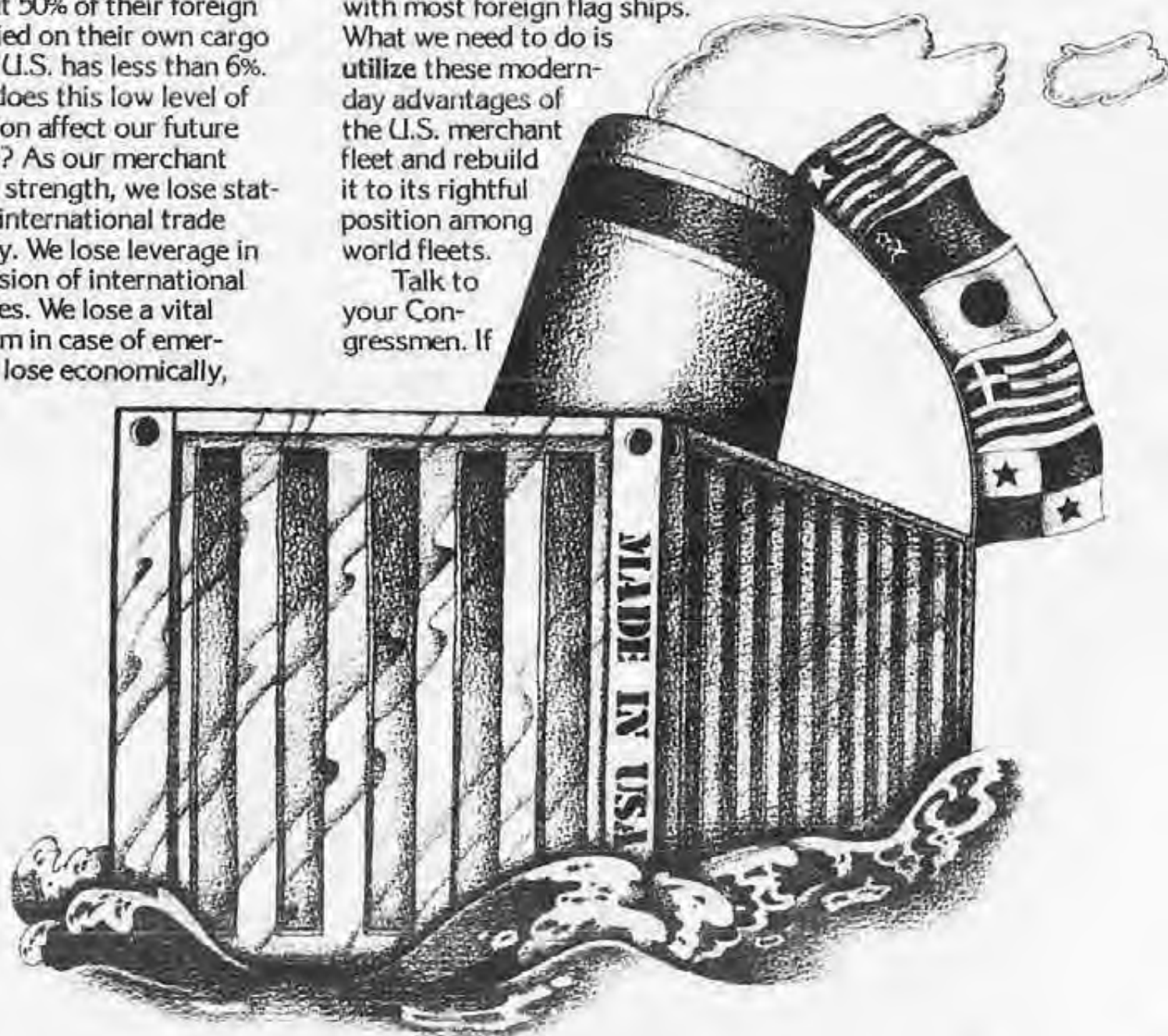
There's no need to lose. Today U.S. cargo ships offer labor stability and efficient service, backed by highly trained crews and technological innovations and, as general cargo shippers know, at rates competitive with most foreign flag ships. What we need to do is utilize these modern-day advantages of the U.S. merchant fleet and rebuild it to its rightful position among world fleets.

Talk to your Congressmen. If

you'd like to know more, send for our booklet on U.S. Flag Shipping. Write National Maritime Council, Box 7345, Washington, D.C. 20044.

#### National Maritime Council

Management, labor and government working together for a strong, stable U.S. flag shipping industry.



### DON'T GIVE UP THE SHIPS

#### 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 mem-

bers 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 ac-

tually 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.





## Brotherhood in Action

...for SIU members with Alcohol problem

Seafarers and Boatmen of every age and with all kinds of experience come to the Alcohol Rehabilitation Center and find a new life.

One such person is Lawrence "Hap" Haun. Brother Haun made his first trip in 1925. He was 18 years of age then and had dreams of leaving his Southern home and doing some travelling. The big iron ore carriers of the Great Lakes seemed exciting—an exotic way to travel and to earn money. Because of his young age, Haun's father had to give written permission for him to sign on his first job in the engine room.

Seafarer Haun says that being a member of the black gang in his time was much different than it is today. "When I first started to sail in the engine department, we really worked. I had the job of passing coal. Nowadays, everything is modern. A man simply pushes a button."

Before coming to the Seafarers ARC, alcoholism was not a word in

Haun's vocabulary. "Drinking was the thing to do and everything that went along with drinking was normal—things like car wrecks, getting arrested." For Haun, drinking was a part of his life for as long as he can remember. "I guess I have been drinking since I was young—maybe 60 years or more." He celebrated his 69th birthday this year.

During his drinking days Brother Haun recalls "being thrown into jail almost every weekend or at least once a week for being drunk."

Last year, July 17, 1976, Haun's sister and brother-in-law brought him to the Center for help. "They got me here somehow."

Thinking back, Seafarer Haun recalls that "those first few days at the Center were the hardest." But he made it through those days and the whole program, too. He has now been a recovering alcoholic for more than a year.

Brother Haun has retired, but he

still has his first Union book. He was one of the very first Lakers to join the SIU. "I've been in the SIU since there was an SIU." He added, "I know I could have sailed a few more years if I hadn't gotten drunk so much. But I did get drunk. Still, I look back and I'm grateful that I had the opportunity to work on the Great Lakes and that I had the opportunity to come to the Center and get sober."

**Brother Haun sums up his feelings**

**about sobriety saying, "I'm happier than ever before."**

Every Seafarer and Boatman who feels he has a problem with alcohol can find the same help that Brother Haun did at the ARC in Valley Lee, Md. It's never too late to start a new way of life through sobriety.

For help with a drinking problem, call the ARC anytime at 301-994-0010 and ask for "The Center," or contact your SIU representative.

### 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

## Ex-Boxer Beat Lightweight Champ

# Boatman Salazar Says License Gets Good Jobs

"Licensed Boatmen have the best shot at good jobs in the industry."

SIU Boatman Ruben Salazar said he found this out shortly after he started working on tugs in 1975. And as an ex-prizefighter, Salazar wasn't going to pass up a chance to take his best shot.

Brother Salazar took the Mate and Masters Course at the Harry Lundeberg School in 1976, and then he passed the mate's licensing exam. Since that time he has been making top wages as a licensed mate with G & H Towing in the port of Houston.

Salazar had 10 years as a professional boxer under his belt and close to 10 more years sailing with the SIU when he decided to take the HLS course. But he also only had an eighth grade education. Yet he was able to complete the mate's course and pass the difficult Coast Guard licensing exam. The excellent instruction offered at the Lunde-

berg School made all the difference.

"People like me without much education shouldn't be afraid to take a shot at a license," he said. "If you have trouble with reading or math, extra courses are available at the School to help you out."

"The mate's course includes some difficult mathematics," he explained. "I never even had geometry in school, but I learned enough basic trigonometry at HLS to master the requirement for celestial navigation."

"It's natural to hesitate when you approach the unfamiliar," he said. But he advised all members thinking of upgrading to "risk that forward step into a new horizon. The course is well charted."

"And don't let your age stop you," he added. "I'm 45 and a lot of people said I was too old to go for a license. But I guess I proved them wrong."



Both classroom and boat training at the Lundeberg School prepared Ruben Salazar for the Mate's licensing exam. He is shown here learning how to operate the radio detection finder during the Mate and Master course he took last year.

Salazar was only 17-years-old when he became a professional fighter. He was a 10-round boxer in Los Angeles from 1950 to 1959. In 1956 he defeated the lightweight world champion at the time, Lauro Salas. It wasn't a fight for the title, but Salazar won the distance with Salas and won the decision.

Salazar had an even tougher fight to win before he changed from professional boxer to professional boatman and earned the title of licensed mate.

In 1961 he joined the SIU as a deep sea member. His drinking got progressively worse over the years until he had to quit because of alcoholism in 1969. Through Alcoholics Anonymous, he had another chance to lead a productive life and started sailing again in 1974. He has completed three years of sobriety.

#### Guest Speaker

Just as Salazar encourages other Boatmen to reach for the goal of a license, he shares his experience as a recovering alcoholic with other SIU members. He was a guest speaker at the Seafarers Alcoholic Rehabilitation

Center Reunion last August in Piney Point, Md. While there he urged his alcoholic brothers to continue their sobriety and reach new goals in life. (See October issue of the Log, Page 18).

Salazar's new job as a licensed mate brought not only a higher rating and a higher paid job, but also a higher level of self-esteem, he said. He also praised the "real unity" he felt while at the Lundeberg School. "You really feel the strength of the Union there."

"As Union members, we've earned the chance the School provides and we really should take advantage of it," he stressed.

He is very proud of his stepson, Allan Stevenson, who is now an HLS trainee. Salazar's older stepson, James Fred Stevenson, was also an HLS trainee and is now his brother Boatman at G & H Towing.

Salazar lives with his wife and family in Houston, where he was born and raised. "It was a long time coming," he said, "but now with my family and career, I feel like I really belong here."

## Newark Committee



At a payoff in the state of Washington recently, the Ship's Committee of the SS Newark (Sea-Land) and a member of the crew posed for a photo. They are (seated l. to r.): Bosun Tony Villanova, ship's chairman; Chief Steward Larry Crane, secretary-reporter, and Steward Delegate Harry Huffman. Standing (l. to r.) are: Messman Steve Carey, Deck Delegate Joseph Schoell, and Engine Delegate Peter Anderson.



# 1964 Scholarship Winner Is Now College Teacher

Bruce Carroll, who won the SIU four-year college scholarship in 1964, comes from a long line of Seafarers. His father, recently deceased Boatman Edward F. Carroll, sailed as a deckhand on the Erie-Lackawanna Railroad tugs. His grandfather was a tugboat captain and his mother's stepfather worked on the Erie Canal.

So what's Bruce Carroll doing in land-locked Colorado? He's teaching courses in math, physics, general science and computers at Colorado Mountain College in Glenwood Springs.

Math and science have always been Carroll's strengths and interests. He says, "I have an analytic mind. I look at things scientifically."

When he won his SIU college scholarship, he used it to finance studies at Stevens Institute of Technology in Hoboken, N.J. He got a B.S. degree in "unified science"—a combination of different science and math curricula.

After graduation, Carroll moved to Illinois where he got a Master's degree in math. He also worked as a teaching assistant and an academic adviser in the General Curriculum Center at the University of Illinois between 1968 and 1976.

Right now, Carroll is two courses and a thesis away from his second Master's—this time in Electrical Engineering. The switch in fields came because he wanted to concentrate on science more than math. He also felt engineering would be more applicable to teaching.

Carroll hopes to continue teaching at the community college level because he finds it very challenging. "It's exciting to overcome a block some students have had about math," he says. "It's very satisfying to make people realize they have the talent and capacity to do things."

The special talents Bruce Carroll hopes to encourage in his students are in the new fields of microprocesses and control theory. These are areas he describes as "the next step from computers and electronics."

Microprocessors are being developed in energy-conscious Colorado for use in houses to cut down on energy waste. For example, if an air conditioner is turned on, the microprocessor turns the TV set off.

Carroll feels this will become a big field in a few years and says, "I want to be part of it and be able to teach it."

Bruce Carroll spent the first 21 years



Bruce Carroll

of his life in New Jersey where his mother and brothers still live. He says he misses the ocean, shade trees, and "being near the centers of public information," such as New York City. He has *The New York Times* delivered to him in Colorado.

He's especially interested in the problems of mass transportation, perhaps, he muses, because his Dad worked on the railroad.

## Many Fond Memories

Carroll has many fond memories of his father, Edward F. Carroll, who sailed for 42 years before retiring in 1962. Carroll said his father taught him quite a lot about safety and how to avoid accidents. These were common-sense measures the elder Carroll used on tugs.

Interested in sports, Carroll calls himself a "nostalgic baseball fan." He has a collection of baseball picture cards. They include a set from 1957—the last year the Dodgers called Brooklyn home.

Carroll plans to stay in Colorado at least for awhile. His wife, a librarian, and their seven-year old daughter will join him there this January.

To Bruce Carroll, winning the SIU college scholarship was a "really fantastic" opportunity. To his father, Carroll said, the event was "the most important thing in his life."

## 24-Year-Old Laker Gets His H.S. Diploma at HLSS

Seafarer Robert Allen of Toledo, Ohio recently completed the high school equivalency program at the Lundeberg School. Brother Allen, who is 24 years old, ships on the Great Lakes and has been a member of the SIU for seven years. He dropped out of school in the tenth grade and said that the decision to stop work and return to school was difficult because "on the outside there are surviving pressures." Brother Allen feels that "HLS is a very good school. The teachers really try and make an extra effort for each student."

The high school equivalency program is very concentrated and individualized. Seafarer Allen commented that "he learned a lot in a short amount of time." When asked if his work as a Seafarer had benefited his learning, he stated, "with a lot of time on a vessel, reading has become a hobby of mine. I think that reading has helped me to



Robert Allen

better understand my courses."

In his plans for the future, Brother Allen hopes to achieve an Engineering Degree. He now holds an AB ticket on the Lakes and would like to advance his position to Pilot.

Seafarer Allen recommends the high school equivalency program to his fellow seafarers. "If a person really tries and manages to throw his pride away and admits that he wants to learn, he can succeed in the GED program. That is what I did." Brother Allen is now the 921st person to achieve his high school diploma at HLS.

If you are interested in attending the Lundeberg School to study for your high school equivalency diploma, contact the SIU representative in your port or write to the following address:

Harry Lundeberg School  
Academic Education Department  
Piney Point, Md. 20674

A pre-test and information will be sent to you.



## MEMBERSHIP MEETINGS' SCHEDULE

Port	Date	Deep Sea Lakes, Inland Waters	
		UIW	UIW
New York	Dec. 5	2:30 p.m.	7:00 p.m.
Philadelphia	Dec. 6	2:30 p.m.	7:00 p.m.
Baltimore	Dec. 7	2:30 p.m.	7:00 p.m.
Norfolk	Dec. 8	9:30 a.m.	7:00 p.m.
Jacksonville	Dec. 8	2:00 p.m.	—
Detroit	Dec. 9	2:30 p.m.	—
Houston	Dec. 12	2:30 p.m.	7:00 p.m.
New Orleans	Dec. 13	2:30 p.m.	7:00 p.m.
Mobile	Dec. 14	2:30 p.m.	—
San Francisco	Dec. 15	2:30 p.m.	—
Wilmington	Dec. 19	2:30 p.m.	—
Seattle	Dec. 23	2:30 p.m.	—
Piney Point	Dec. 10	10:30 a.m.	—
San Juan	Dec. 8	2:30 p.m.	—
Columbus	Dec. 17	—	1:00 p.m.
Chicago	Dec. 13	—	—
Port Arthur	Dec. 13	2:30 p.m.	—
Buffalo	Dec. 14	—	—
St. Louis	Dec. 16	2:30 p.m.	—
Cleveland	Dec. 15	—	—

## Shipping Report for Inland Waters

FOR THE MONTH OF OCTOBER 1977

	TOTAL JOBS SHIPPED						TOTAL MEN REGISTERED ON BEACH		
	Permanent Jobs			Relief Jobs			ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	
BALTIMORE	0	0	0	0	0	0	7	0	
BOSTON	0	0	0	0	0	0	0	0	
HOUSTON	5	3	10	0	0	0	10	5	
JACKSONVILLE	2	3	0	0	0	0	3	3	
NEW YORK	0	0	0	0	0	0	0	0	
MOBILE	0	0	0	77	0	0	4	2	
NORFOLK	0	0	0	5	0	0	49	0	
NEW ORLEANS	1	0	0	0	0	0	1	0	
PADUCAH	3	1	12	1	1	13	2	0	
PHILADELPHIA	0	0	0	85	41	0	142	80	
PINEY POINT	0	0	0	0	0	0	0	0	
PORT ARTHUR	10	5	10	0	0	0	8	3	
PUERTO RICO	0	0	6	0	0	0	1	0	
RIVER ROUGE	9	0	0	0	0	0	11	0	
ST. LOUIS	7	1	14	0	0	0	10	8	
TAMPA	0	0	0	0	0	0	0	0	
TOTAL ALL PORTS	37	13	52	168	42	13	248	101	





**David Garoutte**



Seafarer David Garoutte, 24, first sailed with the SIU in 1972. The next year he graduated from the Harry Lundeberg School Trainee Program. This year he upgraded there to AB. He also earned his firefighting, lifeboat and cardio-pulmonary resuscitation tickets there. Brother Garoutte was born, lives, and ships out of the port of Seattle.

**Clay Lisenby**



Seafarer Clay Lisenby, 24, has been an SIU member since 1972, the year he graduated from the HLS Trainee Program. In 1975, he upgraded to AB there. He also has his lifeboat, firefighting and cardio-pulmonary resuscitation tickets. Brother Lisenby was born in Fort Lauderdale, Fla. and lives in Florida. He ships out of the port of San Francisco.

**Virgilio Rivera**



Seafarer Virgilio Rivera, 40, sails as a third cook, a rating he attained at the HLS in 1977. He joined the SIU in 1972. Brother Rivera has his firefighting, lifeboat and cardio-pulmonary resuscitation cards. He was born in Puerto Rico and lives in the Bronx, N.Y. Upgrader Rivera ships out of the port of New York.

**Paul North**



Seafarer Paul North, 23, has been a member of the SIU since he graduated from the HLS Trainee Program in 1975. He now sails as third cook. Brother North has the firefighting, lifeboat and cardio-pulmonary resuscitation endorsements. He was born in Chicago, Ill. and lives in Hermosa Beach, Calif. Upgrader North ships out of the port of Wilmington, Calif.

**Ramon Camacho**



Seafarer Ramon Camacho, 45, has been a member of the SIU since 1959, the same year his younger brother, William, joined the Union. William Camacho went on to become a chief engineer. Ramon Camacho got his QMED rating at Piney Point in 1974. He also holds firefighting, lifeboat, LNG, and cardio-pulmonary resuscitation endorsements. Brother Camacho was born in Puerto Rico and is a resident of Philadelphia. He ships out of the port of New York.

**John Bishop**



Seafarer John Bishop, 35, has shipped with the SIU on the Lakes and deep sea since 1968. In 1975, he upgraded to QMED at the Lundeberg School. He has his firefighting card, got the lifeboat endorsement last year and cardio-pulmonary resuscitation ticket this year. Brother Bishop was born outside of London, England and now lives in Livonia, Mich. He ships out of the ports of New York and Detroit.

**Louis Diagostino**



Seafarer Louis Diagostino, 21, graduated from the HLS Trainee Program in 1975. Then he began sailing with the SIU. Now he sails as an oiler. He has firefighting, lifeboat and cardio-pulmonary resuscitation cards. Brother Diagostino was born, lives and ships out of the port of Philadelphia.

**William Theodore**



Seafarer William Theodore, 49, began his sailing career with the SIU in 1968. In 1976, he upgraded to chief cook at the Lundeberg School. He has the firefighting, lifeboat and cardio-pulmonary resuscitation cards. Brother Theodore sailed on the Lakes in 1944 and was in the U.S. Navy during World War II. He was born in Michigan and lives in Seattle. Upgrader Theodore ships out of that port.

**Michael Phillips**



Seafarer Michael Phillips, 22, started sailing with the SIU in 1974 following his graduation from the HLS Trainee Program. In 1977, he upgraded to fireman-watertender at the School. He also earned his lifeboat, firefighting and cardio-pulmonary resuscitation tickets there. Brother Phillips is a native of Texas and lives and ships out of the port of Houston.

**Gary Hughes**



Seafarer Gary Hughes, 23, began sailing with the SIU in 1974 when he graduated from the HLS Trainee Program. This year he upgraded to fireman-watertender there. In 1974, he picked up his firefighting and lifeboat cards. Also this year, he got his cardio-pulmonary resuscitation card. Brother Hughes was born in Philadelphia and lives in Glenside, Pa. He ships out of the port of New York.

**Personals**

**Russell Doyle Haynes**

Your grandfather, Milton Russell, asks that you contact him at P.O. Box 147, New Baden, Tex. 77870. He has moved to Camp Creek Lake in Robertson County.

**Eugene Wayland Carpenter**

Your daughter, Candace, would like you to get in touch with her. "Long time no see." Call 201-634-1203 or write her at 35 Crampton Ave., Woodbridge, N.J. 07095.

**Clifford A. Sewell**

Your sister, Mrs. Theta Barnefske, asks that you call her at 313-234-0859 or write 3010 Montana, Flint, Mich. 48506.

**Paul McConnell**

Your sister-in-law, Mrs. Henry McConnell, asks that you call her at 501-758-0021 or write her at 207 West Military Dr., Little Rock, Ark.

**Raymund Guevara**

Josue German Chavez asks that you write him at 123-23 82nd Ave., Kew Gardens, N.Y. 11415 or call 212-835-9800. You can also reach him at Box 10, Richmond Hill, N.Y. 11419, telephone: 212-544-5328.

**Rufino Rivera Santiago**

Your family asks that you contact them.

**George R. Shifflett**

Please call the editor of the Log collect at 212-499-6600, ext. 242.

**George L. Cruz**

Please call the editor of the Log collect at 212-499-6600, ext. 242.

**Steve Bower**



Seafarer Steve Bower, 22, first set sail with the SIU in 1974 when he graduated from the HLS Trainee Program. In 1977, he upgraded to fireman-watertender. He has pumpman, welding, firefighting, lifeboat and cardio-pulmonary resuscitation cards. Brother Bower was born in Kalmath Falls, Ida. and lives in Lake City, Calif. He ships out of the port of San Francisco.

**Anthony Buffa**



Seafarer Anthony Buffa, 26, started sailing with the SIU after his graduation from the Lundeberg School Trainee Program in 1972. In 1974, he upgraded to AB there. He has the lifeboat, firefighting and cardio-pulmonary endorsements. Brother Buffa was born in California and lives there. He ships out of the port of San Francisco and ports in the Gulf.

**Philip Decker**



Seafarer Philip Decker, 21, began shipping out with the SIU in 1973. He graduated that year from the HLS Trainee Program. Last year he upgraded to fireman-watertender there. He holds the firefighting, lifeboat and cardio-pulmonary resuscitation endorsements. Brother Decker was born in Oshkosh, Wisc. and lives in Tampa, Fla. He ships out of the port of Jacksonville, Fla.

**James McNeely**



Seafarer James McNeely, 23, whose father is a longtime member of the SIU, first started sailing with the SIU in 1974 following his graduation from the Lundeberg School Trainee Program. In 1977, he upgraded to fireman-watertender there. He has his firefighting, lifeboat and cardio-pulmonary resuscitation cards. Brother McNeely was born in Brooklyn, N.Y. and is a resident of Long Island, N.Y. He ships out of the port of New York.

**Paul Klick**



Seafarer Paul Klick, 21, started to sail with the SIU in 1975 after he graduated from the HLS Trainee Program. He upgraded to oiler there in 1977. Brother Klick has the firefighting, lifeboat and cardio-pulmonary resuscitation endorsements. He was born in Fort Worth, Tex. and is a resident of Bethesda, Md. Upgrader Klick ships out of the ports of New York and San Francisco.

**Dean Prindle**



Seafarer Dean Prindle, 52, has been shipping with the SIU since 1965 and sailing as an AB. Recently he returned to the HLS in Piney Point, Md. to upgrade to quartermaster. He also has lifeboat, firefighting and cardio-pulmonary resuscitation endorsements. Brother Prindle was born in California and lives in New Hampshire. He ships out of all SIU ports.



# Lundeberg Upgrading Schedule Thru 1978

Below is a complete list of all upgrading courses, deep-sea, inland, and Great Lakes, 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	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 March 10, 1978 May 29, 1978 June 16, 1978
TOWBOAT OPERATOR (Inland Waters)	March 20, 1978 April 28, 1978 June 26, 1978 August 4, 1978
TOWBOAT OPERATOR (Not More than 200 Miles Offshore)	March 20, 1978 May 5, 1978 June 26, 1978 August 11, 1978
MATE & MASTER	Sept. 4, 1978
FIRST CLASS PILOT	None Presently Scheduled
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	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	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	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 April 13, 1978 June 22, 1978 July 20, 1978 Oct. 2, 1978
LIQUIFIED NATURAL GAS (LNG)	Feb. 6, 1978 May 15, 1978 Aug. 21, 1978
MARINE ELECTRICAL MAINTENANCE	April 10, 1978
PUMPROOM OPERATION AND MAINTENANCE AUTOMATION	Aug. 28, 1978 March 6, 1978
WELDING	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.



# 652 Have Donated \$100 or More To SPAD Since Beginning of '77

The following Seafarers and other concerned individuals, 652 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.) Twenty-two who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, nine 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.

Abadi, H. Beeching, M.  
 Abobaker, F. Bellinger, W.  
 Acord, F. Bennett, J.  
 Adams, P. Benoit, C.  
 Adams, W. Bensman, D.  
 Adamson, R. R. Bentz, H.  
 Adlum, M. Bergeria, J.  
 Air, R. N. Berglund, B.  
 Alderson, S. Berlin, R.  
 Algina, J. Bigelow, S.  
 Ali, A. Bishop, S.  
 Allen, J. Blair, B.  
 Alhaj, Y. Blanco, M.  
 Almuflichi, A. Bland, P.  
 Alradi, M. Bland, W.  
 Alvarez, P. Bluit, J.  
 Anders, T. Bobalek, W.  
 Anderson, A. Boland, J.  
 Anderson, A. Bonser, L.  
 Anderson, R. Booker, M.  
 Antici, M. Borucki, J.  
 Aquiar, J. Botana, J.  
 Aquino, G. Boudreaux, C.  
 Arle, J. Bourgois, M.  
 Aspseter, H. Boyle, D.  
 Aumiller, R. Boyne, D.  
 Avery, R. Bradley, E.  
 Babkowski, T. Brongh, E.  
 Badgett, J. Brown, G.  
 Bakarich, P. Brown, I.  
 Barroga, A. Brown, S.  
 Barry, J. Browne, G.  
 Bartlett, J. Browning, R.  
 Bartlett, J. Bryan, E.  
 Bartlinski, J. Bryant, B.  
 Bauer, C. Bryant, T.  
 Baum, A. Bucci, P.

**\$600 Honor Roll**

Lilledahl, H. Pomerlane, R.

**\$400 Honor Roll**

Manuel, R.

**\$300 Honor Roll**

Andersen, R. Brooks, T. Hall, P. Romolo, V.  
 Curtis, T. Quinter, J. Weaver, A.  
 Frounfelter, D. Richburg, J.

**\$200 Honor Roll**

Abas, I.	Drozak, F.	Kerngood, M.	Seibel, E.
Aronica, A.	Ellis, P.	Kozicki, R.	Shields, J.
Bailey, J.	Filippitti, L.	McFarland, D.	Sholar, E.
Bernstein, A.	Gard, C.	Moore, A.	Stephens, C.
Brand, H.	Haggagi, A.	Pow, J.	Stewart, E.
Combs, W.		Sanchez, R.	

Cortez, E. Ellis, F.  
 Costa, F. Eschukor, W.  
 Costango, G. Escobar, C.  
 Cousins, W. Evans, M.  
 Cowan, T. Fagan, W.  
 Coyle, P. Fain, G.  
 Cresci, M. Falcon, A.  
 Cross, M. Fanning, R.  
 Cruz, A. Farnen, F.  
 Cruz, F. Farrell, C.  
 Cunningham, W. Faust, J.  
 Curry, M. Fay, J.  
 Da Silva, M. Ferguen, M.  
 Dalman, G. Fergus, S.  
 Dammeyer, C. Fester, M.  
 Danzey, T. Fgrshee, R.  
 Daradise, R. Firshing, W.  
 Darden, J. Fischer, H.  
 Dauocol, F. Finne, V.  
 Daves, C. Fletcher, B.  
 Davidson, W. Fletcher, F.  
 Davies, R. Florous, C.  
 Davis, F. Foley, P.  
 Davis, J. Forgeron, L.  
 Davis, J. Fosberg, W.  
 Davis, L. Fox, P.  
 Davis, S. Frances, H.  
 Davison, J. Franco, P.  
 Debarrios, M. Francum, C.  
 Dechamp, A. Frank, S., Jr.  
 Delaney, D. Frederickson, E.  
 Delgado, J. Fuller, G.  
 Demetrios, J. Furr, J.  
 Dernbach, J. Furukawa, H.  
 Deymain, S. Gallagher, C.  
 Diaz, R. Gallagher, L.  
 Dickey, K. Gallegos, P.  
 Diercks, J. Galliam, R.  
 DiGiorgio, J. Ganthier, C.  
 Dillings, L. Garcia, R.  
 DiPreta, J. Gardner, E.  
 Dixon, J. Gaston, T.  
 Doak, W. Gavin, J.  
 Dolgen, D. Gentile, C.  
 Domenico, J. Gimbert, R.  
 Domingo, G. Glidewell, T.  
 Donovan, P. Goff, W.  
 Downon, P. Goldberg, J.  
 Drebin, L. Golder, J.  
 Drozak, P. Gonzalez, J.  
 Drury, C. Gooding, H.  
 Dryden, J. Goodspeed, J.  
 Ducote, A. Gorbea, R.  
 Ducote, C. Gosse, F.  
 Dudley, K. Graham, E.  
 Dukel, P. Graham, R.  
 Durden, D. Green, A.  
 Dwyer, J. Greene, H.  
 Dyer, A. Grepo, P.  
 Edmon, F. Grima, V.  
 Edmonds, F. Gross, G.  
 Guarino, L.

Guillen, A. Hackenberg, D.  
 Hagerty, C. Hale, E.  
 Hall, K. Hall, L.  
 Hall, M. Hall, W.  
 Hannibal, R. Harildstad, V.  
 Hart, R. Harris, E.  
 Harris, W. Harris, W.  
 Haskins, A. Hatton, M.  
 Hatton, M. Hatton, M.  
 Hauf, M. Haynes, B.  
 Heimal, W. Hendricks, C.  
 Heniken, E. Heroux, A.  
 Hersey, G. Hess, R.  
 Hidalgo, M. Hill, G.  
 Hines, L. Hines, T.  
 Holmes, W. Homas, D.  
 Homayonpour, M. Hooker, G.  
 Horn, F. Howse, A.  
 Hunter, W. Hurley, M.  
 Hussain, A. Iovino, L.  
 Iverson, J. Iwaski, M.  
 Jacobs, R. Jackson, J.  
 Jansson, S. Japper, J.  
 Jaslin, L. Jimeny, C.  
 Johnson, C. Johnson, D.  
 Johnson, R. Johnson, R.  
 Johnson, R. Johnsted, R., Jr.  
 Jones, C. Jones, R.  
 Jones, T. Jones, W.  
 Jorge, J. Juhasz, S.  
 Kahllo, R. Karlak, W.  
 Kastina, T. Kauffman, R.  
 Keller, D.

**SEAFARERS POLITICAL ACTIVITY DONATION**  
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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 \_\_\_\_\_ Port \_\_\_\_\_  
 Solicitor's No. \_\_\_\_\_



# SPAD Honor Roll

- |                  |                |                  |                  |
|------------------|----------------|------------------|------------------|
| Kelley, E.       | Meaden, G.     | Reck, L.         | Stearns, B.      |
| Kendricks, D.    | Mehert, R.     | Reed, A.         | Stevens, W.      |
| Kenny, L.        | Mesford, H.    | Reinosa, J.      | Strand, J.       |
| Keough, J.       | Mielsem, K.    | Reiter, J.       | Stubblefield, P. |
| Kerr, R.         | Miller, D.     | Reyes, M.        | Stubblefield, B. |
| Ketchbad, D.     | Mollard, C.    | Rhoades, G.      | Sulaiman, A.     |
| Kimbrough, W.    | Mongelli, F.   | Richoux, J.      | Sullins, F.      |
| Kingsley, J.     | Monteton, H.   | Riddle, D.       | Sumroll, N.      |
| Kirsch, J.       | Moody, O., Jr. | Ries, C.         | Surrick, R.      |
| Kitchens, B.     | Mooney, E.     | Riley, E.        | Swiderski, J.    |
| Kizzire, C.      | Moore, L.      | Rios, R.         | Tanner, C.       |
| Klavand, S.      | Morgan, J.     | Ripoll, G.       | Taylor, F.       |
| Klein, A.        | Morris, W.     | Rivera, H.       | Taylor, J.       |
| Knutsen, E.      | Morrison, J.   | Roades, O.       | Telegadas, G.    |
| Koffowitch, W.   | Mortensen, O.  | Roberts, C.      | Terpe, K.        |
| Kouvardas, J.    | Mosley, W.     | Roberts, H.      | Theiss, R.       |
| Kramer, M.       | Muniz, W.      | Roberts, J.      | Thomas, J.       |
| Kudults, K.      | Munsie, J.     | Robertson, T.    | Thompson, F.     |
| Kwiatek, G.      | Murray, G.     | Robinson, J.     | Tillman, W.      |
| Kydd, D.         | Murray, J.     | Robinson, W.     | Tobin, G.        |
| Lambert, H.      | Murray, M.     | Rodgers, J.      | Tobio, J.        |
| Lang, R.         | Murray, R.     | Rodriguez, F.    | Toluison, R.     |
| Lankford, J.     | Musaid, A.     | Rodriguez, R.    | Towsigart, A.    |
| Larkin, J.       | Mynes, A.      | Rondo, C.        | Troy, S.         |
| Lawrence, L.     | Myrex, L.      | Rosenthal, M.    | Truenski, C.     |
| Lawrence, R.     | Nagib, S.      | Roshid, M.       | Tsminrx, L.      |
| Lawrence, W.     | Naji, A.       | Ross, J.         | Turay, C.        |
| Lee, H.          | Napoli, F.     | Roubek, J.       | Turner, B.       |
| Lee, K.          | Nash, W.       | Roy, B.          | Turner, L.       |
| Legg, J.         | Nauarre, T.    | Royal, F.        | Tuttle, M.       |
| Lelonek, L.      | Neffe, J.      | Rudnicki, A.     | Ulrich, H.       |
| Lennon, J.       | Nielsen, R.    | Rush, R.         | Underwood, G.    |
| Lent, D.         | O'Brien, E.    | Rusheed, J.      | Vanluyn, W.      |
| Lesnansky, A.    | O'Brien, T.    | Ruzyski, S.      | Vasquez, J.      |
| Lewis, L.        | O'Donnell, J.  | Sacco, J.        | Velandra, D.     |
| Libby, H.        | Olds, T.       | Sacco, M.        | Velazsuel, W.    |
| Liles, T.        | Olson, F.      | Saeed, S.        | Velez, R.        |
| Lindsay, G.      | Omar, Y.       | Salanon, G.      | Vick, J.         |
| Lindsey, H.      | Pacheco, E.    | Salazar, H.      | Viles, J.        |
| Logue, J.        | Paderes, P.    | Saleh, H.        | Villanova, A.    |
| Loleas, P.       | Paladino, F.   | San Fillippo, J. | Vorchak, J.      |
| Lomas, A.        | Papuchis, S.   | Sanchez, M.      | Vukmir, G.       |
| Lombardo, J.     | Paradise, L.   | Santana, E.      | Walker, F.       |
| Long, F.         | Parnell, J.    | Santos, M.       | Walker, T.       |
| Lundberg, J.     | Paschal, R.    | Schneider, H.    | Wallace, E.      |
| Lynch, C.        | Patterson, D.  | Schov, T.        | Washington, E.   |
| Lyness, J.       | Patton, S.     | Schuffels, P.    | Webb, J.         |
| MacFadden, M.    | Paulovich, J.  | Scott, C.        | Weber, J.        |
| MacInnes, K.     | Payle, M.      | Scully, J.       | West, D.         |
| Magruder, W.     | Pecquex, F.    | Seabron, S.      | Westbrook, A. L. |
| Maldonado, M.    | Penrose, K.    | Seagord, E.      | Westerholm, G.   |
| Malesskey, G.    | Penry, R.      | Selzer, R.       | White, J.        |
| Mana, A.         | Perez, J.      | Selzer, S.       | White, K.        |
| Manafe, D.       | Perez, L.      | Sepulveda, P.    | White, R.        |
| Manen, J.        | Periora, J.    | Serall, R.       | Whitmer, A.      |
| Manry, L.        | Peth, C.       | Shabian, A.      | Whitsitt, M.     |
| Mansoob, A.      | Phillips, D.   | Shelley, S.      | Widman, J.       |
| Marchaj, R.      | Piczonetti, M. | Shellubrad, R.   | Wilburn, R.      |
| Martin, T.       | Piper, K.      | Shelton, J.      | Williams, L.     |
| Martinez, L.     | Pollard, G.    | Sigler, M.       | Williams, R.     |
| Martinussen, C.  | Pool, D.       | Silva, J.        | Williams, S.     |
| Mattioli, G.     | Porter, B.     | Silva, M.        | Wilms, T.        |
| Maxnell, B.      | Powe, P.       | Silverstein, H.  | Wilson, C.       |
| McAvay, J.       | Praza, L.      | Simpson, S.      | Wilson, D.       |
| McCarthy, L.     | Prentice, R.   | Singleton, R.    | Wilson, J.       |
| McCartney, G.    | Pretare, G.    | Sirignano, F.    | Winder, R.       |
| McCartney, K.    | Prevas, P.     | Smith, L.        | Wingfield, P.    |
| McCaskey, E.     | Price, R.      | Smith, T.        | Wolf, P.         |
| McClinton, J.    | Primero, F.    | Smith, W.        | Wood, C.         |
| McCorvey, D.     | Prirette, W.   | Snell, F.        | Woodhouse, A.    |
| McCullough, L.   | Prott, T.      | Snellgrove, L.   | Woody, J.        |
| McElroy, E.      | Pulliam, J.    | Snyder, J.       | Wooten, H.       |
| McGeorghagan, F. | Purgvee, A.    | Somerville, G.   | Worley, M.       |
| McHearney, B.    | Quinnonez, R.  | Soresi, T.       | Worster, R.      |
| McKay, D.        | Quinones, J.   | Sovich, C.       | Yarmola, J.      |
| McMahon, T.      | Quintella, J.  | Spencer, G.      | Yelland, B.      |
| McMillion, W.    | Quirk, J.      | Spencer, H.      | Young, R.        |
| McNabb, J.       | Raineri, F.    | Stancaugr, R.    | Zalusky, S.      |
| McNally, M.      | Rankin, J.     | Stankiewicz, A.  | Zalusky, T.      |
| McNeely, J.      | Rattray, W.    | Stanton, W.      | Zeagler, S.      |



## Overseas Juneau Committee

At Anacortes, Wash. recently at a payoff, Recertified Bosun Pablo Barrial, ship's chairman (seated l.) of the *ST Overseas Juneau* (Maritime Overseas) poses with the Ship's Committee and one of the crew. Seated right is: Chief Steward Jesus D. Reyes, secretary-reporter and standing (l. to r.) are: Engine Delegate Al Funk; QMED Perry Ellis; Deck Delegate Henry Lanier, and Steward Delegate Carrol Boudreaux.



## Virgo Committee

Late last month at a payoff at the GATX Dock in Carteret, N. J., is the Ship's Committee of the *ST Virgo* (Westchester Marine). From left are: Deck Delegate Whitey Grigg; Steward Delegate Glenn Bamman (standing); Engine Delegate H. Robert Hill, and Recertified Bosun Joseph Donovan, ship chairman.



## Westward Venture Committee

At Tacoma, Wash. recently, in the TV lounge of the new *RO/RO Westward Venture* (Inter Ocean Mgt.) is the Ship's Committee. Sitting (l. to r.) are: smilin' Deck Delegate Ken Richardson; Engine Delegate Charles L. Gard with the sombrero; Recertified Bosun Tom "Frenchy" Martineau, ship's chairman, and Steward Delegate James Woods. Standing are (l. to r.): Chief Electrician John Ross, educational director, and Chief Steward George Pretare, secretary-reporter.



## "Sonny" Simmons:

# He's One of the Men Who Built This Union



# LOG

Official Publication of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters District • AFL-CIO VOL. 17 NOVEMBER 1977

Some people considered them a bunch of young turks. Most people didn't give them much chance for survival.

They were the 2,000 or so original members who formed the SIU in 1938. At the time, the SIU was by far the smallest union in the entire maritime labor movement. It didn't have a tanker in its contracted fleet which included only a few passenger ships.

However, one year later the SIU's membership had grown to 6,000. And although no one would have said that the fledgling Union's future would be rosy, everyone agreed at least that the SIU definitely had a future.

Among those original 2,000 members was a 19-year old kid. He had first shipped out as deckhand on a coastal freighter at the age of 15. His shipmates nicknamed him "Sonny" on that first voyage, and the name stuck.

He was Claude "Sonny" Simmons, who later became one of the SIU's chief negotiators in the 50's and early 60's. He was the first man to hold the office of SIU vice president in charge of contracts and contract enforcement.

Oct. 30, 1977, just a few weeks ago, marked the 15th anniversary of his death.

### 43 Years Old

To say the least, Sonny Simmons' death from cancer in 1962 was untimely. He was only 43 years of age. But in the time (1945-1962) that he worked for the Union, Sonny Simmons left his mark on the maritime industry and the good fortunes of SIU members.

His job as negotiator was an especially tough one back then. He did his bargaining at a time when management would rather accept a strike than give in to the legitimate demands of the Union.

Probably the best way to understand what Sonny Simmons meant to the SIU is to recall what the people who sat across from him at the bargaining table thought about him.

**Before his death, one shipowner**



The Claude "Sonny" Simmons, an ex-Great Lakes freighter, became a permanent part of the Lundeberg School's fleet in 1967.

**called him "a tough, shrewd" negotiator. Another said he was able "to navigate through the winding clauses of a labor contract with the touch of a boatswain fathoming an unfamiliar channel."**

When he died, the mail and telegrams of regret came flooding into Headquarters. A surprising number of them came from the shipowners, his opponents across the table.

An official of Calmar Lines, in a letter to SIU President Paul Hall, wrote the following about Sonny Simmons: "He won my respect as an able, conscientious and sensible adversary, and I know that he will be

missed by you and the other officials of your Union."

Another shipowner wrote: "He was most willing to hear both sides of a discussion and to express even the most adverse demand of the Union in the most courteous terms."

Still another wrote, "the death of 'Sonny' Simmons marks an irreparable loss to the entire steamship industry, both management and labor."

The feeling you get by looking at this old correspondence is simply that Sonny Simmons was damn good at his job, and that he had achieved the respect of the entire U.S. maritime industry.

It's often tough to find a proper and lasting testament to men who do so much to improve an organization. But for Sonny Simmons, a guy with a quick wit and a slow Southern drawl, it was easy. The SIU named a ship after him—a ship that is a permanent part of the Harry Lundeberg School's fleet.

The ship, now the Claude "Sonny" Simmons, is a venerable Great Lakes freighter. She was originally christened the Mackinac in 1909.

For years, the vessel did a yeomen's job hauling freight and passengers on the Great Lakes. In later years she worked on the Chesapeake Bay.

The Lundeberg School bought the vessel in early 1967. The School then had the vessel completely overhauled. Later that year, she was rechristened the Claude "Sonny" Simmons. She is now used as a training vessel for deck skills, and lifeboat training.

It's good that the memory of Sonny Simmons, just an old country boy from Brewster, Fla., is preserved in the Lundeberg School's fleet. Because it no doubt prompts young SIU members who never knew him to ask, "who was Sonny Simmons?"

The best, and really the only answer to that question is simply, "he's one of the men that built this Union."



In this photo from 1953, "Sonny" Simmons, left, Joe Algina, center, and SIU President Paul Hall are in the midst of negotiations for a new deep-sea contract. Algina is now an International representative working with the SIUNA's fishermen's affiliates in New England.



In the early 50's, "Sonny" Simmons was a guest on the radio talk show, "Voice of America."



Just a few years before his death, "Sonny" Simmons, left, is shown talking with some members of the Japan Seamen's Union at SIU Headquarters in New York.