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DEEP SEA
GREAT LAKES
INLAND WATERS

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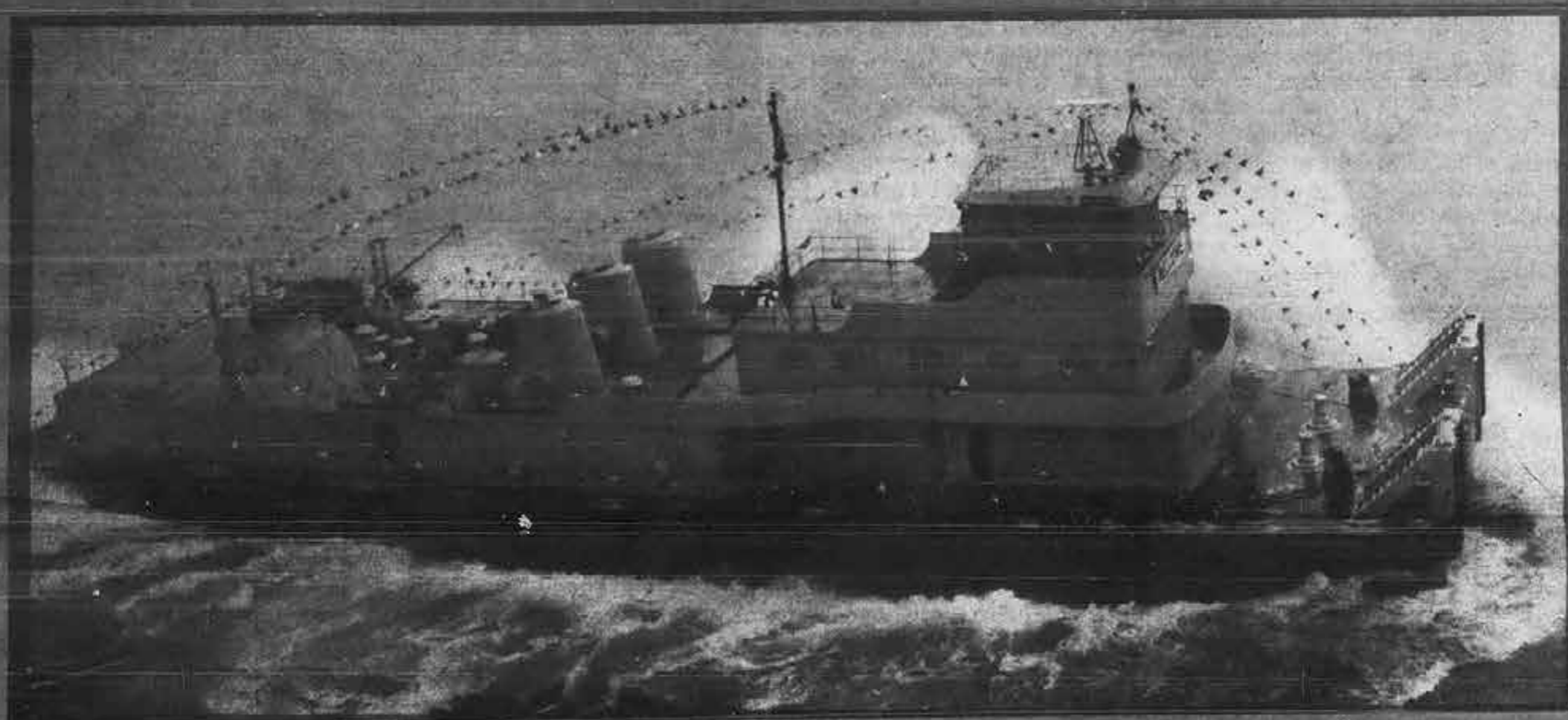
July, 1977

Log



Carter Backs 9.5% Oil Cargo Preference

See Page 3



New Union-Contracted Tug Dennis Hendricks

See Page 7

Supertanker Stuyvesant

SIU Attacks Coast Guard at Hearings

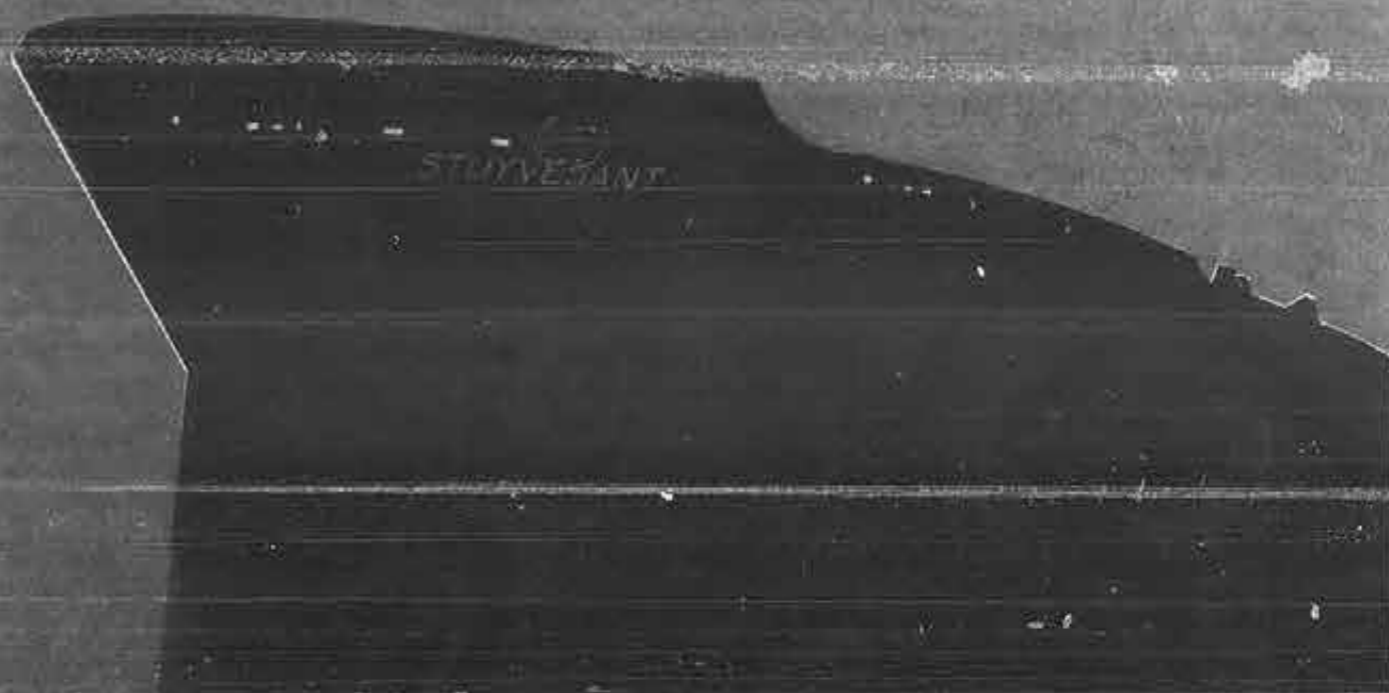
See Page 5

Alaskan Oil Swap Plan Rejected

See Page 10

SIU, NMU Sign Agreement to Study Merger

See Page 11



Ready for Her SIU Crew

See Page 27

Boatmen at Caribe Towing Approve 3-Year Contract

A new three-year contract with Caribe Towing was recently wrapped up and overwhelmingly ratified by SIU Boatmen employed by Caribe in San Juan, Puerto Rico and on Caribe's offshore boats running from the U.S. mainland to the islands.

At a special contract ratification meeting in the Santurce Union Hall on June 18, the members voted unanimously to accept the new agreement. It was also ratified aboard each offshore boat and by the two crews on the har-



bor boat in Jacksonville, Fla.

The new contract was drawn up along the lines of the "standard agreement" which the SIU is negotiating for all the members in the towing industry. What happened with Caribe, therefore, is a step forward for all SIU Boatmen.

The new contract won SIU Boatmen in both Caribe operations significant wage increases, welfare benefits and many beneficial work rule changes. Most important, it established an industry-wide SIU Vacation Plan for Caribe Boatmen.

Vacation benefits will now be based on the number of days worked and will be paid to qualified employees for every 90 days worked after the effective date of the contract, July 1, 1977.

The contract also made major im-

provements in the Seafarers Welfare Plan, including:

- Full cost coverage for hospital extras
- Full cost coverage for intensive care
- Increased maternity benefits from \$300 to \$500
- Increased maximum surgery coverage from \$450 to \$600
- Increased coverage for doctor calls
- Increased death benefit to \$5,000, and
- A new benefit up to \$5,000 for accidental dismemberment or loss of eyes.

Higher pension benefits were another major gain. All SIU Boatmen employed by Caribe are currently eligible for a \$240 per month pension. The new contract increases the monthly payment to \$340 for anyone eligible to retire after July 1, 1979.

The contract made an important change in the grievance and arbitration procedure requiring Caribe to give employees written notice of disciplinary action and the reasons, with a copy to the Union.

Seniority provisions were also established within each job classification. Layoffs and recalls must be in accordance with seniority and present employees must be considered first in making promotions.

The new contract also provides that in the event of a death in the immediate family, the employee shall be given three days off with pay.

Pay Transportation Costs

Another highlight of the contract—one that benefits both the SIU Boatmen and the Union as a whole—is that Caribe agreed to pay round trip transportation costs incurred by an employee going to the Harry Lundeberg School

for upgrading courses.

So that unlicensed personnel can get the necessary practical experience to upgrade, the Union was also successful in getting Caribe to carry trainee engineers and trainee mates on its boats.

The Caribe contract is an important step toward achievement of the SIU's long range goal to make benefits like these standard for employees of all its contracted towing companies.



SIU Inland Boatmen from Puerto Rico gathered in the Union Hall to consider the new contract with Caribe Towing. Several of the members brought along their children—Boatmen and Boatwomen of the future.



Paul Hall

The PRESIDENT'S Report

Oil Cargo Preference Nears For the U.S. Maritime Industry

The U.S. maritime industry is on the verge of achieving a landmark goal that we, especially in the SIU, have been fighting to win for a long, long time. That goal is oil cargo preference for American-built, American-manned tankers.

The breakthrough in this battle came earlier this month when President Carter announced that he will support a bill to require that 9.5 percent of all U.S. oil imports be carried in American bottoms by 1982.

Under the provisions of this bill, U.S. tankers, which now carry only 3.5 percent of America's oil imports, would immediately be guaranteed a 4.5 percent share. The U.S. fleet's share would then increase 1 percent each year for five years until the 9.5 percent mark is achieved. (See full news story on Page 3)

Before I talk about the benefits of this bill, however, I think everyone should be aware of two very important points.

First, oil cargo preference is not now, nor has it ever been, strictly a maritime issue. When we talk about cargo preference, we are also talking about the economic and job structures of this nation, as well as America's overall national security picture.

Second, President Carter's proposal concerning cargo preference is still just that—a proposal. The bill must clear both the House and the Senate, and we can expect strong opposition on this issue from our traditional opponents, the multinational oil lobby and foreign maritime interests.

However, with the Administration's support, coupled with the continued grassroots political work of maritime labor, I am very confident that the new oil bill will soon be law.

Now the question. What does it all mean?

First of all, 9.5 percent oil cargo preference means the creation of as many

as 3,600 new jobs for American seaman on U.S.-flag tankers.

It also means the creation of tens of thousands of new shipyard and related industrial jobs for Americans in the construction of new tankers. These vessels will represent both new additions to the existing U.S. tanker fleet, as well as replacements for older, worn-out ships that otherwise would simply be scrapped.

In this regard, the new oil bill will further guarantee that America's peacetime shipbuilding industry, the life blood of the U.S. merchant fleet, will continue to expand its activities and help launch the U.S. fleet into a better competitive position among world merchant marine powers.

In addition, the legislation will reduce America's dependence on the use of unsafe, undependable foreign-flag and flag-of-convenience ships for the carriage of our oil imports.

Also, the increased use of U.S. ships will substantially help the U.S. balance of payments picture, which so far this year has been operating in the red.

Despite all these positive benefits, though, I believe that the single most important point concerning this legislation that must be made here is this: for the first time in many, many years, a national Administration has recognized the fact that a modern, industrial nation cannot expect to remain a world economic or military power without a modern, competitive merchant marine.

And I believe that it is only this kind of positive attitude toward maritime, both in the White House and in Congress, that will enable us to achieve our ultimate goal of a completely revitalized, globally competitive U.S. merchant fleet.

One more thing. Whether this particular bill makes it or not, SIU members in general should be proud of the critical role they have played in carrying the fight for oil cargo preference for U.S. ships this far.

It was this membership's support of the Union's political apparatus that enabled the SIU to begin this fight in the first place. That was nearly seven years ago in the 92nd Congress. At that time, cargo preference was defeated in the Senate by seven votes.

A few years later, the SIU succeeded in mobilizing virtually the entire labor movement in support of a new oil bill, the Energy Transportation Security Act of 1974. As you know, we got that bill as far as President Ford's desk, where it died.

Even though we were ultimately defeated both of these times, the SIU's work and perseverance throughout is what has now brought us to the threshold of victory on oil cargo preference.

It has been a long and difficult fight, and it would be wrong to say that the fight is over.

Quite the opposite, the fight to perpetuate our industry to the point where American ships carry a significant percentage of all U.S. cargoes is just beginning. It won't be easy. But then again, it never has been.

Starts at 4.5%

Carter Backs 9.5% Oil Cargo Preference

WASHINGTON, D.C.—In a move that could nearly triple the amount of oil cargoes presently carried in American bottoms, President Jimmy Carter announced this month that he will support a bill to require that 9.5 percent of all U.S. oil imports be carried in U.S.-built, U.S.-manned tankers.

The Carter supported bill would initially set a 4.5 percent quota for U.S. tankers, with that figure rising 1 percent a year for five years until the 9.5 percent figure is reached in 1982. Presently, U.S. ships carry only 3.5 percent of America's oil imports annually.

SIU President Paul Hall called President Carter's decision to support oil cargo preference for U.S. ships "an important step" towards strengthening the national security and creating needed jobs.

Robert J. Blackwell, assistant secretary of commerce for maritime affairs, estimates that the bill will create between 2,500 and 3,600 "additional and much-needed jobs for American seamen" by 1982.

The bill, of course, must still pass both the House and Senate before becoming law. However, Rep. John Murphy (D-N.Y.), chairman of the House Merchant Marine and Fisheries

Committee, predicted that with the President's support "this legislation will pass the Congress and be signed into law in very short order."

Murphy, whose committee has already begun hearings on such a bill, added that the move to oil cargo preference for U.S. ships "is the cornerstone of a realistic national maritime policy," and it marks "the beginning of a new era for America, which may well achieve again the number one position in the world as a maritime nation as we were during World War II."

Shipyard Jobs

In addition to new seagoing jobs, the bill will also create thousands of new jobs for Americans in shipbuilding and related industries.

An extremely important aspect of the bill rejects the so-called concept of "reflagging," that is, allowing U.S. operators to buy idle foreign tankers, register them under the U.S. flag and participate in the oil trade.

The rejection of the "reflagging" concept guarantees that American yards will be kept busy in the construction of numerous new tankers, representing both new additions to the U.S. merchant fleet, as well as replacements for old

tankers scheduled to be scrapped.

Also in regard to the shipbuilding aspect, Secretary of the Navy W. Graham Clayton, in testimony before the House Merchant Marine Committee, said that the increased activities of American yards in the construction of commercial tankers caused by a 9.5 percent oil cargo preference bill, would not interfere with the Navy's shipbuilding program for the future.

Presently, the entire U.S. tanker fleet consists of about 250 ships.

In addition to the thousands of jobs the new bill will create on ships, in shipyards and related industries, the bill will also:

- Reduce America's dependence on unreliable, often unsafe, foreign-flag vessels for the carriage of America's oil imports.
- Provide for the maintenance of the shipbuilding industrial base required by our national security.
- Substantially help relieve the deficit in the U.S. balance of payments picture.

Opposition Expected

Despite the support of the White House on the 9.5 percent oil preference bill, stiff opposition is still expected

from the oil companies and foreign maritime interests.

In fact, President Carter ignored a last minute effort by 11 maritime nations, including Great Britain, Norway and Japan, to get the President to change his mind.

In a note delivered to the State Department two days before Carter made his announcement, this coalition of 11 nations said that they would be opposed to even a compromise plan on cargo preference for U.S. ships. They con-



cluded the note by saying that they hoped "the United States will bear in mind the common interest of her maritime trading partners."

The oil companies are expected to come up with their old argument that consumer prices would be pushed up if a percentage of oil cargoes were reserved for U.S. ships.

However, a Commerce Department report on the legislation has already shot some holes in this argument.

The report noted that even at maximum use of U.S. tankers, added trans-

Continued on Page 34

Flexibility, Education Answering Maritime Industry's Needs

Flexibility—it's the key to the SIU and the Lundeberg School's answer to industry needs. Our union and its contracted companies are always studying shipping trends to forecast the need for men and skills in our industry.

HLS has programs to give Seafarers new and better skills to meet these industry needs.

Today, the future of American merchant shipping looks very bright. All signs point to more and more ships under the U.S. flag. This means many good jobs for Seafarers. HLS has the programs to help every member get ahead. At the same time, HLS graduates are ready to meet every manpower need of our industry.

Seafarers know this. In recent months, many members have come to the school to upgrade. So, the school has scheduled more courses and has even doubled the size of some programs.

During the month of July, for example, 260 Seafarers completed courses at HLS and moved up to higher ratings. Most of these Seafarers now hold jobs in the middle ratings—AB, FOWT and Assistant Cook.

As these Seafarers move up, their

former entry jobs will be filled by graduates of the Basic Vocational Program at the school. The trainee classes at HLS are growing, too. In the last three months, 163 trainees graduated and signed on their first vessel. This means there are trained Seafarers aboard every SIU ship at all job levels.

But even with these large numbers of students, quality is never lost at the Lundeberg School. New staff members have come to HLS as full- or part-time instructors, teachers, tutors and aides. Individual help for each student is responsible for the success of HLS graduates. These graduates have the reading, math and job skills to do their work with real know-how. This quality of education at the school will never change.

Of course, the present growth of the U.S.-flag fleet is not the first time the Lundeberg School and the SIU have met the need for flexibility. There are many examples of this approach to education.

A few years ago, many big tankers and other new ships were launched. To get ready for these vessels, 623 Seafarers upgraded to QMED. They stood ready to handle the complicated pump-



ing and engineroom operations of these ships. Their former ratings were filled by graduates of other HLS upgrading courses, who were followed in the entry ratings by HLS trainees.

An even more recent example of career growth for Seafarers and skilled crews for industry is the manning of the *LNG Aquarius*. Every unlicensed crewmember aboard this vessel graduated from the Lundeberg School's LNG Program. The entire standby crew also completed this program. As the *Aquarius*' 11 sister ships are launched, there will be qualified Seafarers standing by to man them.

Most Seafarers remember, too, those gray days not too long ago when American shipping was very slow because of third flag ships and cut throat rates. So, many Seafarers spent their time on the beach studying at HLS. They pre-

pared for better jobs and a brighter future.

Today, these members are meeting the manpower demands of U.S.-flag ships finally coming out of their long lay-ups. When the industry was ready, so was the SIU.

Flexibility is the key to this readiness. Through the educational programs at HLS, Seafarers can meet any industry need and build good careers, too.

Every Seafarer should be ready to take advantage of the great job opportunities that are available now. Take a big step ahead in your shipping career—fill out the upgrading application in this edition of the *Log* and mail it to HLS today.

Six Months' Discharges
Entry-rated seamen
in all ports must show their last six months' discharges before they can register for shipping.

INDEX

Legislative News

- Washington Activities . . . Page 9
- Coast Guard hearings . . . Page 5
- Oil cargo preference . . . Page 3

Union News

- President's Report . . . Page 2
- Caribe contract . . . Page 2
- SIU-NMU agreement . . . Page 11
- Headquarters Notes . . . Page 7
- Brotherhood in Action . . . Page 38
- Lakes Picture . . . Page 8
- Inland Lines . . . Page 6
- At Sea-Ashore . . . Page 17
- Sabine; Dixie contracts . . . Page 27
- SPAD honor roll . . . Page 39
- MCS and SIU merger . . . Page 6

New Houston Hall . . . Pages 12-13

General News

- National unemployment . . . Page 27
- Locks and Dam 26 . . . Page 18
- Laborers Union . . . Page 32
- Oil swap rejected . . . Page 10
- PHS facilities . . . Page 6
- Adm. Moore telegram . . . Page 9
- Ringling Bros. . . . Page 9

Shipping

- Tug *Dennis Hendricks* . . . Page 7
- TT Stuyvesant* . . . Page 27
- LNG Aquarius* . . . Page 10
- Around Houston harbor . . . Back Page
- Will Colonna-Christine E.* . . . Page 25
- Ships' Committees . . . Page 4
- Ships' Digests . . . Page 23

Overseas Chicago . . . Page 7

- Dispatchers' Reports:
- Great Lakes . . . Page 30
- Deep Sea . . . Page 24
- Inland Waters . . . Page 34

Training and Upgrading

- Inland upgrading . . . Page 36
- Meeting manpower needs . . . Page 3
- Seafarers participate in 'A' seniority upgrading . . . Page 38
- HLS courses and application . . . Pages 36-37

Membership News

- Former scholarship winner . . . Page 26
- Engineer Lonnie Dooley . . . Page 17
- Boatwoman Bandeleon . . . Page 37

Laker Martinussen . . . Page 26

- Boatman Whightsil . . . Page 27
- New Pensioners . . . Page 35
- Final Departures . . . Page 33

Special Features

- Louisiana sweep and conference . . . Pages 19-22
- PL 489 cargoes . . . Page 29
- Swedish labor . . . Pages 14-16

Articles of particular interest to members in each area can be found on the following pages:

- Deep Sea: 3, 4, 7, 10, 17, 23, 24, 38
- Inland Waters: 2, 6, 18, 19-22, Back Page
- Great Lakes: 8, 26, 30

Pisces Committee



Last month at a payoff in the port of Baltimore, the Ship's Committee and a crewmember of the *ST Pisces* (Westchester Marine) were lead by (right) Recertified Bosun Burton Owen, ship's chairman. Others of the committee and the crewmember are (l. to r.) Deck Delegate F. M. Rose, Education Director Thomas Long, Steward Delegate C. Loper and AB S. Thomas.

Overseas Vivian Committee



The *ST Overseas Vivian* (Maritime Overseas) paid off late last month at the GATX Dock in Carteret, N.J. Having their group photo aboard are the Ship's Committee and a crewmember of (l. to r.) Steward Delegate R. Gonzales, Chief Steward Dario Martinez, secretary-reporter; BR Herman Miller, Recertified Bosun J.W. Parker, ship's chairman; Deck Delegate A. G. Wilson.



Carter Braxton Committee



Recertified Bosun Richard "Blackie" Thoe (2nd right) ship's chairman of the Mariner *SS Carter Braxton* (Waterman) poses with the rest of the Ship's Committee of (l. to r.) Chief Cook Johnny Young, Deck Delegate Joseph Blanchard, Steward Delegate Fred N. Lindsey and Education Director George Connell. The ship paid off recently at Brooklyn's Pier 7 in the port of New York.

Baltimore Committee



Here's the full Ship's Committee of the *SS Baltimore* (Sea-Land) at a payoff in Newark, N.J. They are (l. to r.) Deck Delegate Frank Buhl, Engine Delegate Frederick W. Neil, Recertified Bosun Bill Osborne, ship's chairman; Education Director N. Reiddi, Chief Cook E. Dale, Chief Steward Joseph De Lise, secretary-reporter and Steward Delegate Oscar Gatlin.

Boston Committee



Early last month in Port Elizabeth, N.J. at a payoff, Recertified Bosun Leyal Joseph (right) ship's chairman of the *SS Boston* (Sea-Land) is with the Ship's Committee and some of the crew. They are (l. to r.) Chief Cook S. Beli, steward delegate; Oiler R. Rodgers, Wiper Charles A. Campbell, OS Tom Carroll, Chief Steward James Keno, secretary-reporter; AB T. Ryan, deck delegate and Education Director D. R. Pase.

Sam Houston Committee



N.Y. Patrolman Teddy Babkowski (seated right) answers question of Engine Delegate Richard Hannon (seated center) as the rest of the Ship's Committee of the LASH ship *Sam Houston* (Waterman) await a payoff. They are (l. to r.) seated Recertified Bosun Homer Workman, ship's chairman and standing, Deck Delegate Gordon L. Davis and Steward Delegate Ahmed Alammari. The payoff took place at Pier 7, Brooklyn, N.Y. on June 24.

At House Hearings on Coast Guard:

Drozak Blasts USCG Failures on Safety

The SIU fired its first round of heavy criticism at the Coast Guard in hearings which began last month in Washington, and which could prove to be an historic step forward for the health and safety of American seamen.

"The Coast Guard's actions have had dire implications for merchant seamen," SIU Executive Vice President Frank Drozak testified on June 23 before the House Coast Guard Subcommittee's hearings on merchant marine safety.

"The time is long overdue for Congress to undertake an extensive comprehensive investigation of the Coast Guard practices," he insisted, and "to decide whether another Federal body should be entrusted with jurisdiction over the merchant marine."

A group of about 25 concerned SIU members came to Washington from a conference at Piney Point, Md. to hear Drozak's important testimony. His presentation is the first of several to be made at the Subcommittee hearings by SIU representatives.

The hearings are the culmination of the SIU's intensive efforts over the past



SIU members came to Washington to see the actual presentation of the Union's important testimony on the Coast Guard.



SIU Executive Vice President Frank Drozak shown testifying before the House Coast Guard Subcommittee.

year to bring the Coast Guard's long-standing failures to public attention. They follow the Union's unsuccessful attempts to gain the Coast Guard's cooperation in correcting widespread marine safety problems.

The hearings are also Congress' first long look at Coast Guard activities since it gave the Coast Guard the legal responsibility for merchant marine safety in 1946.

Drozak's testimony was backed up by the Union's interviews with approximately 40 Seafarers, and by documented examples of accidents and deaths that might have been prevented by the Coast Guard. Incident after incident, Drozak said, proves that "the Coast Guard cannot be trusted to enforce Congressionally-mandated national policy."

Instead of preventing hazardous ship-

board conditions, the Coast Guard has allowed these conditions to exist and, in some cases, has even created them, he explained.

The conditions exist on deep sea, Great Lakes and inland vessels and include excessive overtime, too little port time, excessive engine room noise and dangerous vertical climbs aboard ship. Drozak's examples revealed that these conditions lead to fatigue, tension, psychological isolation, alcoholism, deafness, marine accidents and death.

"For too long, American merchant seamen have been subject to the unilateral whims of the Coast Guard. The results have been disastrous."

Drozak explained to the Subcommittee in detail how the Coast Guard's manning standards have caused excessive overtime and severe health and safety risks for merchant marine crews.

He cited overtime rates as high as 120 to 160 percent on the Falcon tankers and from 115-120 percent on the super-tankers *Brooklyn*, *Williamsburg* and *Massachusetts*, where reduced manning has been in effect.

The reduced crews on these ships and others such as the *Chevron*, *Zapata* and *Sugar Islander* class tankers, where the Coast Guard has eliminated all engine room ratings, not only must work excessive overtime in order to operate the vessel, but suffer an "intolerable burden" if one seaman becomes ill and cannot perform his duties, Drozak said. Even in port, he continued, seamen often cannot take adequate time off because the Coast Guard's manning scales do not allow the necessary relief manpower.

Three men were killed, the Master,
Continued on Page 30

Schulman: U.S. Seaman Have Rights, Too

Howard Schulman, SIU general counsel, attacked the Coast Guard before a Congressional hearing last month for refusing to recognize that merchant seamen, "as American employees, are entitled to the protection of our national labor laws."

Schulman testified along with SIU Executive Vice-President Frank Drozak on June 23 before the House Coast Guard Subcommittee which is holding hearings on merchant marine safety.

Both men strongly criticized the Coast Guard's reduced vessel manning policies because they threaten the safety of merchant seamen and violate their rights as American workers.

Schulman stressed that labor and management have the sole rights, under national labor law, to determine work loads, hours and the number of workers on the job. The Coast Guard has a "limited veto power," he said, to interfere in these agreements if they conflict with safe navigation.

But the Coast Guard has reversed this procedure by determining vessel manning in advance without consulting the maritime unions, he explained. Moreover, it has done so in spite of its commitment before a House Coast Guard Subcommittee meeting in 1975 that it would consult with labor on vessel crews, he added.

"We believe the Coast Guard's unwillingness to carry through on its commitments is a clear indication of its indifferent attitude towards the overall safety and well being of the seagoing work force."

Instead of setting manning scales that would insure safe navigation of vessels, the Coast Guard has eliminated ratings and caused the remaining crew to work excessive overtime, Schulman said. The result has been overworked crews operating vessels with a high risk of accident due to fatigue.

Violates OSHA Standards

This policy not only violates labor law, but also the Occupational Safety and Health Act of 1970, which was passed to establish safe and healthful working conditions. Seven years after the passage of this act, Schulman pointed out to the Subcommittee, the Coast Guard has still not done anything to carry out its provisions in the maritime industry.

Schulman also attacked the Coast Guard's "brazen disregard for the law by permitting the use of riding crews," that is, laborers who are employed to do maintenance and repair work on vessels instead of regular merchant seamen crew members. The law allows only regular crewmembers or passen-



gers to sail aboard merchant vessels. This practice "not only increases the risk of accident and injury," Schulman said, "but also, again runs counter to the Congressionally-mandated labor policy" of collective bargaining. By allowing riding crews, he explained, the Coast Guard encourages employers to contract out work, which is "a proper matter of collective bargaining between representatives of merchant seamen and vessel operators."

The Coast Guard also has failed to exercise its authority for safety of life on Outer Continental Shelf oil drilling rigs, Schulman charged. Many accidents

resulting in death and destruction of property continuously occur in this industry, yet the Coast Guard has not issued any safety regulations for work on this equipment, he said.

Its only response has been to establish an advisory group to set regulations, which has no labor representation. The group, composed almost entirely of industry representatives, has proposed regulations which would allow workers with no maritime training, or experience to work on these mobile, self-propelled rigs, he protested.

Schulman criticized another Coast Guard proposal, an amendment to the Independent Safety Board Act of 1974 which requires investigations of major marine casualties.

"The Coast Guard would consider a major marine casualty only if six persons were killed. We find such a proposal the most shocking. The death of one person in a civilized society such as ours is a major marine casualty. Obviously the Coast Guard believes otherwise."

Schulman concluded his remarks by asking for a Congressional investigation of the Coast Guard's practices, for new legislation to correct its failings and consideration for giving its authority for merchant marine safety to another Federal agency.

GAO Study Proves PHS Needs More Money

After a General Accounting Office (GAO) study revealed that service and care in the PHS hospitals has been sliding since 1973, Senator Warren Magnuson (D-Wash.) went to bat to get the hospitals and clinics more money. The GAO study, which was completed in May, blamed the problems in the PHS hospital system on spiraling inflation and limited budget increases.

Based on the report, in June the Senate Committee on Appropriations voted \$270 million for the PHS system: \$210 million for patient care and back debts and \$60 million for hospital and construction and modernization which will help put the eight hospitals and 26 clinics in line with present life-safety and fire codes.

Magnuson is chairman of the Senate Labor, Health Education and Welfare Appropriations Subcommittee which handles the PHS budget. He has closely followed the situation in the PHS system and back in 1973 authored a bill requiring the hospitals to provide a level and range of services at least equal to that provided on Jan. 1, 1973.

However, since 1973, the GAO report revealed, the PHS system has had to reduce the level and range of health related activities, including training and research. It has not been able to maintain the staff at the authorized level, or keep an adequate inventory of drugs and other supplies. Obsolete equipment is not replaced, new advanced equipment is not bought, while the whole system is deteriorating because there is not enough money to repair existing equipment and facilities.

Alarmed at Trend

The GAO expressed concern that "some hospitals and clinics are reduc-

ing direct patient care services or are increasing the waiting time to obtain such services." The study said that hospital employees and officials were also alarmed about the trend. The GAO is the investigative arm of Congress.

The \$60 million for modernization of the buildings and facilities was included as a result of an HEW study that Magnuson requested last year. "HEW reported to us that more than \$110 million would be needed to do the job completely," he said, noting that the \$60 million would get the program under way.

Magnuson favors more money for the PHS system partly because he thinks that the hospitals can expand their function in the future. He suggested that PHS hospitals which are located in medically underserved urban areas would be used as special community health centers. "Why should we spend millions of dollars for new programs and new facilities when we should be able to use a sound PHS hospital system which is already in existence," he asked. "The hospitals could conduct some important studies which would help us get ready for any national health insurance program. And their professional staffs are more than capable of doing that type of work."

Although there was some opposition, the PHS appropriation passed the Senate vote as part of the general appropriations for the Departments of Labor and Health Education and Welfare. As the *Log* goes to press, the bill is in conference between the House and Senate. The House had voted only \$135 million for the PHS hospitals and clinics, which is exactly the amount the Carter Administration requested, so the final appropriation has not yet been decided.

Barker Elected NMC Chairman

WASHINGTON, D.C.—The National Maritime Council Board of Governors recently unanimously elected as their new chairman, James R. Barker who is chairman and chief executive officer of Moore-McCormack Resources, Inc., in Stamford, Conn.

He will succeed Paul R. Richardson of Paul Richardson Associates, Inc., Holmdel, N.J. Barker previously served as chairman of the NMC's Executive Committee.

SIU President Paul Hall is also a member of the Board of Governors along with 34 other chief executives

of U.S.-flag ocean carriers, maritime labor unions, and shipbuilders.

The NMC, a non-profit organization founded in 1971, has been credited with the creation of a new climate of unity within the entire U.S. maritime industry. It has also been influential in bringing about the existing labor-management stability and the development of a more responsive relationship between the exporter-importer community and the U.S. shipping industry.

The organization consists of representatives from labor, management, and Government.

Belle River Gets Set to Sail



On July 12 the new 1000-ft. Great Lakes carrier *M/V Belle River* was christened at the Bay Shipbuilding Corp. Yard, Sturgeon Bay, Wisc. After trial runs it will join the SIU-contracted American Steamship Co. fleet in August. The self-unloader will go into exclusive service as a carrier of low sulfur Western coal to the Detroit Edison Co.



Detroit

An SIU-manned tug, the *Maryland*, operated by Great Lakes Towing Company, won this year's International Tugboat Race on July 4th. The *Maryland* beat out 13 other American and Canadian tugs in the race which is part of the annual Freedom Festival held between Detroit and Windsor, Ontario.

Jacksonville

A new three-year contract has been unanimously ratified by SIU Boatmen working for Caribe Towing Co. The wages and conditions in the new contract, which includes the SIU Vacation Plan, are among the best in the industry.

St. Louis

A week of rainfall has raised the water level of the Mississippi River above the dangerously low level it had reached last month, but more rain will be needed this summer to assure unhampered navigation when the low water season hits this fall.

Here's another weather-related item (and a nice cooling thought!): The Coast Guard hopes to have at least one and possibly two air-cushion ice-breakers operating in the St. Louis District next winter, in order to keep the Illinois Waterway free of ice. The ice-breaker will hopefully prevent major ice gorges which halted navigation last winter.

Norfolk

The SIU-manned *Eileen McAllister* of McAllister Brothers Towing has just been crewed and put into service in the Hampton Roads harbor area. The new 6290 hp. tug joins a fleet of seven other company tugs in the area and is the most powerful of them all.

Cleveland

The SIU-contracted Great Lakes Dredge and Dock Co. was the low bidder on a harbor-deepening project to begin soon in Ashtabula, Ohio near here.

Mobile

Construction of the Tennessee-Tombigbee Waterway is moving along right on schedule. This important new waterway, which will connect the Ohio River system with the Gulf of Mexico at Mobile, should be completed by 1980. According to SIU Port Agent Gerry Brown, the port of Mobile is busy getting ready for the large increase in traffic which is expected upon the completion of the Tenn-Tom project.

Port Arthur

Two SIU-contracted companies, Sabine Towing and Moran of Texas, are constructing new harbor tugs to be crewed sometime in the late summer or early fall.

SIU representative Don Anderson reports that shipping is excellent in this port and all SIU book men are welcome.

MC&S Merger With SIU A&G District Is Proceeding

The SIU A&G District and the Marine Cooks and Stewards' Union members, at recent regular membership meetings, voted overwhelmingly in favor of a proposal for MCS to merge with the A&G. This action, as further directed by the membership, has been followed by meetings between committees representing both unions working out the details of the merger.

The committees have agreed upon many of the merger details so as to assure that each respective membership's job rights, security, pension and all other benefits are fully protected.

At the same time, the committees have explored and tentatively developed programs which would make available greater job security and opportunities for each union's membership.

Of course, all final proposals which the committees may agree upon will

ultimately be acted upon by the respective memberships in a referendum vote.

Conferences and checking of legal documents and similar materials are continuing between representatives of the MCS and the A&G lawyers, accountants and other technicians. In this way, the merger, when submitted to and if adopted by the memberships, will be in accord with the many legal requirements and governmental rules and regulations.

It is anticipated that the legal and paper work which the merger requires, including governmental action of approval of certain items where necessary, will be completed shortly.

When finalized, the committees' action which will constitute the merger proposal, will be submitted to appropriate membership meetings of both unions, publicized and then voted upon in a referendum by the memberships.



Headquarters

Notes

by SIU Executive Vice President
Frank Drozak

Since its beginning, the SIU has faced a special challenge within the American labor movement: to maintain unity and solidarity for a membership that is always on the move.

At any given time, most of our members are away from home, spread out on waters throughout the country and the world. Yet we have never allowed our members to remain at sea in the sense of being out of touch with the Union.

The Union is not just the officials and the hiring halls on the beach. It is for the most part, the shipboard members themselves who must keep up the flow of Union activity that binds us all together whether on land or sea.

And the shipboard member who plays the most important part in this essential activity is the Ship's Chairman.

The responsibilities of the Ship's Chairman are set forth in the SIU contract and in general Union procedures. Whether or not he carries them out can affect not only the crew aboard an individual vessel, but also the entire Union membership.

The Ship's Chairman, designated by the contract as the Bosun, is the link between the shipboard crew and the Union leadership in the nearest Union Hall and in Headquarters. His duties in this capacity begin even before the vessel sails.

It is the Ship's Chairman who must notify the Union if any member of the unlicensed crew do not report for duty. And he must do so within ample time for the Union to contact the missing member or to find a replacement.

This is a major responsibility because it is the Union's last chance to prevent a ship from sailing short. And this is especially important now so that the Union can continue to prove its ability to meet the maritime industry's growing need for manpower.

If the Ship's Chairman fails to do his part in seeing to it that all SIU crew positions are filled, he endangers the job security of all members. We have a contractual obligation with our operators to provide necessary personnel. If we don't, we are hurting our own reputation and our own chances to negotiate that next contract.

But it hurts us in other ways too.

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 crewmember should have been on the job.

A vessel that sails short also means the remaining crew has to bear the burden of performing the missing member's job in addition to their own.

With vessel manning scales already at a minimum, this makes excessive overtime, fatigue and high accident risk inevitable.

The Ship's Chairman also must notify the Union if the vessel will arrive in port short any crewmembers she sailed with. This gives the Union adequate time to line up relief manpower for shoreside duties.

Once the ship sails, the Ship's Chairman takes on the important job of acting as the primary spokesman for the unlicensed crew. He presides at weekly shipboard meetings where he has the responsibility to bring any problems to light and to resolve them as quickly as possible.

Since the crew cannot attend the membership meetings in port, these shipboard meetings are the crew's only chance at sea to exercise their rights as Union members.

The SIU learned early in its history that a successful union is one that runs on strong leadership and a well-informed membership. And we have worked hard to make this ideal a reality for our highly mobile membership.

A good Ship's Chairman not only deals with problems at shipboard meetings but uses this time to keep the crew up-to-date on important maritime issues. This is the time when he should bring out copies of the *Log* and other material sent to the ship.

Reading and discussing articles at shipboard meetings is the way the Ship's Chairman can foster understanding and solidarity among the membership on the issues that affect our livelihood as merchant seamen.

One Ship's Chairman at sea cannot alone meet the challenge of uniting a mobile, isolated membership, no more than one port agent or other Union official can, working alone on the beach. But if we all work together and carry our share of Union responsibility, we will achieve a network of effective communication and action that will defy our physical barriers.

SIU-Contracted Overseas Chicago Used for Training

The *ST Overseas Chicago* may not be the very first tanker to load oil from the Alaska Pipeline, but this SIU-contracted ship will probably know her way around the port of Valdez better than any other tanker by the time she takes on her first load of Alaskan crude.

The *Chicago*, Maritime Overseas Corp.'s (MOC) new 89,700 dwt tanker, is seeing her first service as she trains ship's officer personnel for pilot and port familiarity in the Valdez area during July and August.

She is the first SIU-contracted vessel used for this purpose.

But before her training sessions even began, the *Chicago* carried off a rescue operation for the four survivors of a commercial fishing vessel that sank in the Gulf of Alaska. She picked up the four and the body of a fifth crewmember from a liferaft they used after their fishing vessel, the *Pacific Surf*, sank on July 11.

The *Chicago* is being used in two training sessions, the first from July 15 to July 22, and the second scheduled for July 23 through the first week in

August. About 35 officer personnel from MOC and other companies are participating in each session.

The ship carries a full SIU crew during this time, plus additional members in the steward department to handle the extra officer personnel.

The training takes place primarily from Cape Hinchbrook to Bligh Reef, and includes familiarization operations from Bligh Reef up to the port of Valdez.

The *Chicago* is one of four brand new SIU-contracted MOC tankers under time charter to Standard Oil Company of Ohio (SOHIO). She is due to load her first oil around Aug. 13.

The first SOHIO oil out of the Alaska pipeline will be loaded by another SIU-contracted MOC tanker, the *Overseas Alaska*, on Aug. 5, to be followed by the SIU-contracted *Overseas Arctic* on Aug. 7.

These dates may change, however, because of the several accidents that have plagued the pipeline operation since the oil started flowing on June 20.

The most serious caused a 10 day

shutdown following an explosion on July 8 that destroyed Pump Station No. 8 on the pipeline and took the life of one worker. This occurred after a two-day shutdown on July 4 due to cracks in a section of the pipe near Pump No. 8.

Two other accidents happened this month, each time when a construction vehicle hit a section of the line. As of

July 20, the oil was flowing again.

The three other new SIU-contracted MOC tankers which will transport Alaskan oil are: the *ST Overseas Ohio*, due for service in October, the *Overseas New York*, due in November, and the *Overseas Washington* due in February, 1978. All four sisterships were built at the National Steel Shipyards in San Diego, Calif.



SIU Executive Vice-President Frank Drozak, third from left, took part in the naming ceremony of the SIU-contracted *SS Overseas Chicago* in April at the National Steel Shipyard in San Diego, Calif.



The SIU-contracted *SS Overseas Chicago* saw her first service this month training ship's officer personnel for pilot and port familiarity in the Alaska pipeline trade. She is shown here after leaving San Diego, Calif. for Alaska.

The Dennis Hendricks

The newest (and one of the prettiest) SIU-contracted towboats is the *M/V Dennis Hendricks*. The new 8,400 hp. boat was built at the Jeffboat Yard in Jeffersonville, Ind. for Northern Towing Company, also of Jeffersonville.

Because of its large size the *Hendricks* will operate primarily on the Lower Mississippi River, which has a relatively

wide, deep channel. The new boat will push large tows of general cargo barges.

Northern Towing currently operates three boats and plans to add several more to their fleet in the coming months. The company's next new boat will be another 8,400 from Jeffboat, the *Joe Bobzien*, to be christened this fall.



The Lakes Picture

Cleveland

Port Agent George Telegadas was taken suddenly ill in his office in June and is now recovering at the Huron Road Hospital, 13951 Terrace, Cleveland, Ohio. He will be away from the office for a while.

Chicago

Business is going on as usual with Lakes freighters bringing limestone and taconite (iron) pellets to the Inland Steel Company in East Chicago, Ind., and carrying coal out of Chicago, Ill. to the Michigan and Wisconsin power plants. SIU ships stop in Chicago almost every day.

Alpena

The steamer *J. B. Ford* (Huron Cement), which laid up May 16, was scheduled to fit out on July 20. Her crew is looking forward to getting back to work.

Duluth

On July 14 the old *Ben Morell* (Kinsman) was christened the *Alastair Guthrie* (Kinsman). The ship is named after Alastair Guthrie, who owned a shipping company in Duluth. More ships have been pulling into Duluth lately to pick up loads of low sulfur coal.

Shipping

The 1000-ft. self-unloader *M/V Belle River* was christened July 12 in Sturgeon Bay, Wisc. After the trial runs, the bulk carrier will begin her first voyage during the first week in August.

The SIU-contracted sandsucker *Niagara* recently celebrated her 80th birthday. The *Niagara* was launched at the Wheeler and Co. Shipyard in Bay City, Mich. on May 29, 1897. In recognition of this, her captain was presented with a plaque by the Bay Area Chamber of Commerce on May 23.

According to the Lake Carriers' Association, iron ore and grain shipments on the Great Lakes in May totaled 20,137,172 tons, slightly more than during May 1976. This is the best monthly figure during the past three years.

Shipping is good for SIU Lakes sailors as well.

Detroit

The Great Lakes may get a Federal Maritime Commission office next year, if the Senate approves the funding. Although the Administration did not request money for a Great Lakes district office, the House of Representatives added the money to the Administration's budget proposal. Rep. James Oberstar (D-Minn.) was instrumental in getting the appropriation passed.

The Federal Maritime Commission enforces the maritime commerce laws of the United States and works against discriminatory practices. Oberstar felt that a Lakes office would help the growth of U.S. flag service in Lakes ports, equalize competition with the ports of the East, Gulf and West Coasts, and help slow down the diversion of U.S. cargo through Canadian ports.

The FMC now handles Lakes affairs through the New York office. Even though the Merchant Marine Act of 1970 named the Great Lakes as the fourth seacoast, the Government has been slow in implementing this. Officials in the area feel that a local office would be more sensitive to the needs of Lakes shipping interests.

Mariners' Church Remembers Sons Lost to the Great Lakes



Altar boys lead procession in commemorative ceremony at the Mariners' Church in Detroit. The ceremony is held annually in memory of those seamen who lost their lives to the Great Lakes during the year.

"In a musty old hall in Detroit they prayed, in the Maritime Sailors' Cathedral. The church bell chimed 'till it rang twenty-nine times for each man on the Edmund Fitzgerald."

Even before Gordon Lightfoot made the Mariners' Church famous nationwide in his song, *"The Wreck of the Edmund Fitzgerald"*, it was a landmark in downtown Detroit, Mich. Built in 1849 to serve the seamen of the Great Lakes, the stone Gothic church was

during the past year. The ringing of the bell is part of the Annual Blessing of the Fleet, which many SIU Lakes Seafarers attend. The bell also rang over a sad city the day the *Edmund Fitzgerald* went down.

During the Annual Blessing of the Fleet, the captains of Lakes vessels bring their ship's flags to be blessed and wreaths are presented to memorialize "all the Mariners of our Great Lakes who have lost their lives by storm . . . by reef . . . by fire and by collision." This unique service uses the Seaman's Version of the 23rd Psalm and ends with the Mariners' Hymn. It is broadcast over Detroit radio and television stations.

The Octorara Bell was originally built for the passenger steamer *Octorara* which began sailing the Lakes in 1910 on a Detroit-Buffalo run for the Pennsylvania Railroad. It is the largest bronze bell ever cast for a Great Lakes vessel. Many decorations on the walls and ark of the church also depict the waters and the seaman's trade.



moved en masse in 1955 to become a part of Detroit's new multi-million dollar Civic Center. Since Lightfoot's song became popular, however, the Mariners' Church has included the new-found title "Maritime Sailors' Cathedral" on all its bulletins.

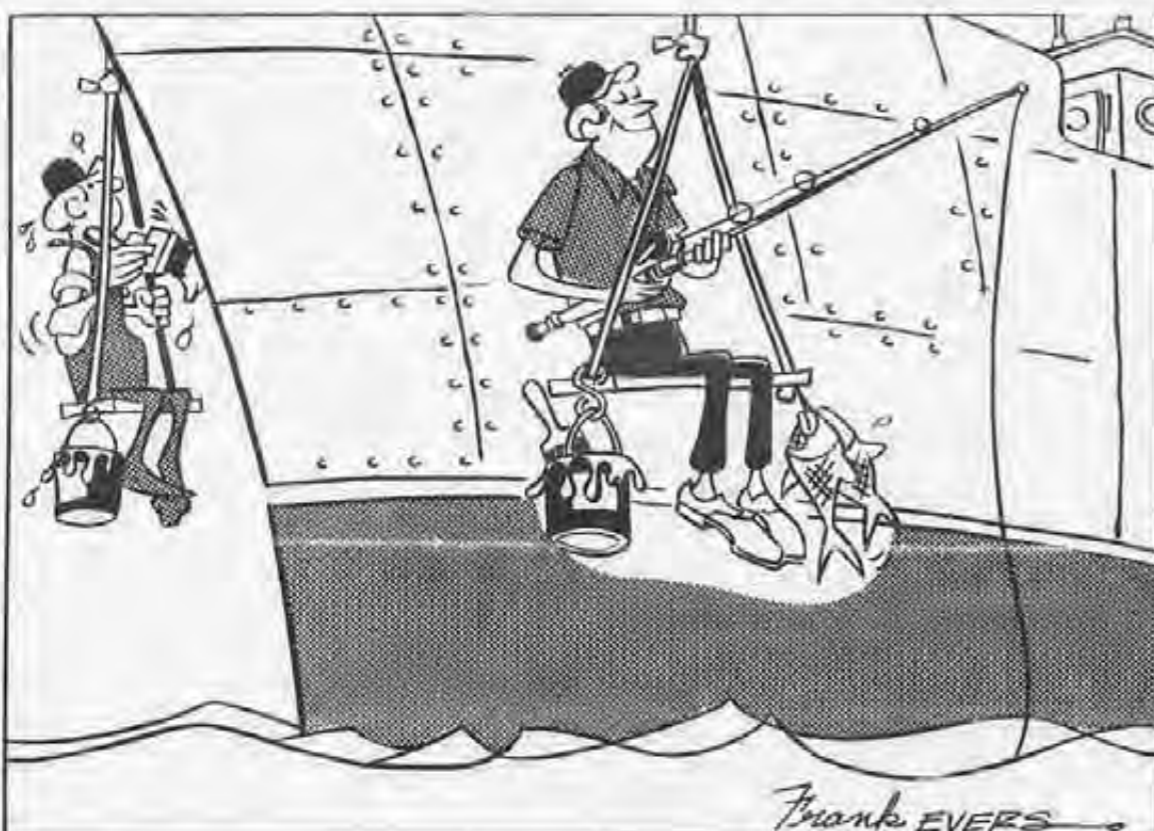
Each year, on the third Sunday in Lent, the Octorara Bell of the Mariners' Church chimes once for each seaman who lost his life on the Great Lakes

Announcing the First Annual 'Living Sober' Reunion August 19, 20, 21, 1977

Schedule of Events

Friday, August 19	8:00 p.m.	Open AA Meeting Everyone is invited to share their experiences with others	The Center
Saturday, August 20	9:00 a.m.	Open House	The Center
	6:00 p.m.	Come and visit the Center staff and your old friends	
	6:30 p.m.	"Living Sober" Banquet	Anchor Dining Room
Sunday, August 21	8:00 p.m.	AA Speakers Meeting Guest speaker—Harvey M., fellow Seafarer, Seattle, Wash.	Anchor Dining Room
	12:00 p.m.	Open AA Meeting Everyone is invited Renew your decision to stay sober	The Center
	1:00 p.m.	Cookout	The Center

Call the Center at (301) 994-0010, Ext. 311.



Washington Activities



By B. Rucker

ALASKA GAS PIPELINE

The President's recommendation for a route to transport Alaska natural gas is due Sept. 1.

Three routes are being considered. The route which SIU strongly supports is the one proposed by El Paso Gas, also referred to as the All-America Trans-Alaska Project. The other two proposals are for routes across Canada.

El Paso Gas has agreed to buy all possible goods and services in the United States. It will mean a total of 765,500 man years of labor for Americans.

The 20-year financing of the project would pay approximately \$10 billion in taxes to the U.S.

Canadian routes would have to be approved by each province and native claims must be negotiated. Each year of delay is estimated to add a cost of \$1 million.

If a Canadian route is chosen, it will always be subject to Canadian Government taxes and control.

The El Paso route consists of a 801 mile, 42-inch pipeline parallel to the oil pipeline, terminating at Gravina Point where gas would be liquefied and shipped on LNG carriers to California.

Congress has 60 days after the President's decision to approve or reject it.

LOCKS AND DAM 26 AND USER CHARGE

The Senate has passed and sent to the House a bill to place user charges on barge lines. However, it may not come to the floor of the House because of a Constitutional question. If it is determined to be a revenue measure, only the House has authority to originate revenue bills and the Senate's move would be invalid.

Several senators favored an 18-month study of the consequences of waterway user charges; the point was made that railroads operate on rights-of-way given them by the Government. The debate lasted nine hours.

Under the Senate provisions, the Secretary of Transportation would be required to set up a schedule by Jan. 1, 1979, to return 100 percent of Government cost of operating and maintaining the inland waterways and 50 percent of Federal construction costs.

The House Ways and Means Committee is asking that conferees not be appointed, since they consider it a tax bill.

MARITIME AUTHORIZATION

The legislation to provide funds for fiscal year 1978 and 1979 has been reported out of the House Merchant Marine and Fisheries Committee and is expected to go to the floor within the next week or two.

The Senate has already completed action on a similar bill.

COAST GUARD AUTHORIZATION

House and Senate conferees have finished work on H.R. 6823, to authorize \$1.26 billion for the Coast Guard for fiscal year 1978.

The conference report, which is a compromise between the House and Senate proposals, has passed both houses and is awaiting the President's signature.

COAL SLURRY PIPELINE

The Subcommittee on Mines and Mining of the House Interior and Insular Affairs Committee adopted by a 13-12 vote Congressman Philip Ruppe's (R-Mich.) amendment to postpone until next year, action on H.R. 1609 which would grant the right of eminent domain over private lands to coal slurry pipeline operations.

OCEAN MINING

The Subcommittee on Oceanography is to begin mark-up after the July recess of H.R. 3350 to allow Federal licensing programs for deep seabed mining. Congressman John Breaux (D-La.) is chairman of the Subcommittee.

OUTER CONTINENTAL SHELF

Chairman John Murphy (D-N.Y.) has announced mark-up of H.R. 1614, on management and development of oil and gas on the outer continental shelf.



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.

Seafarers are urged to contribute to SPAD. It is the way to have your voice heard and to keep your union effective in the fight for legislation to protect the security of every Seafarer and his family.

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.

Retiring MSC Chief Says Seapower Essential to U.S.

"Maritime labor and maritime management constitute an industry which perhaps has contributed more to the security and economic well being of our nation than any group of comparable size."

These are the words of Rear Adm. S. H. Moore, commander of the Military Sealift Command, who retired this month after 35 years of active service in the U.S. Navy. The statement is part of a telegram Rear Adm. Moore sent to SIU President Paul Hall in announcing his retirement from the Navy.

We think it appropriate that Rear Adm. Moore's statement be reprinted here in full. It reads:

"As I end 35 years of active Navy life and relinquish command of the Navy's Military Sealift Command to Rear Admiral John D. Johnson, Jr., I take this opportunity to again express my appreciation for the support and cooperation provided MSC by the SIU during the period I have served as MSC Commander.

"The ships, services, counsel, management experience, skills, general expertise and other forms of assistance which have been provided to the Department of Defense by commercial

maritime organizations and the Unions have enabled the military services to fulfill demanding logistical requirements of U.S. military forces in both peacetime and emergency situations.

"As was demonstrated during the evacuation of South Vietnam when merchant mariners employed by commercial maritime organizations exerted tremendous personal efforts the skills and dedication of American seamen are as evident today as they have been throughout 200 years of U.S. history.

"Together, maritime labor and maritime management constitute an industry which perhaps has contributed more to the security and economic well being of our nation than any group of comparable size. As in all forms of endeavor, however, that record reflects the accomplishments of many organizations and individuals.

"During my many years in Navy uniform, I have developed a great admiration for the U.S. merchant marine, which has been an indispensable element of U.S. seapower. Though I am retiring, I intend to continue my efforts to support those who understand that seapower is as essential to maintenance of U.S. power and policy as it has been

throughout the past 200 years.

"Despite the technological achievements which have revolutionized the transportation industry, seafaring men and the ships they sail move the bulk of U.S. international trade and stand always ready to maintain the logistical lifelines necessary to sustain the opera-

tions of any military forces we may need to deploy. Please extend my best wishes for a satisfying and rewarding maritime career to the many members of the SIU as well as my thanks for the contributions they have made to MSC's successful accomplishment of its own sealift missions."

AFL-CIO Ends Boycott Of Ringling Bros.

The AFL-CIO's nationwide consumer boycott of the Ringling Brothers-Barnum & Bailey Circus was ended on June 6 when the American Federation of Musicians (AFM) signed "a satisfactory contract."

The boycott was started in March by the AFL-CIO Executive Council after the circus demanded elimination of long-standing contract provisions that the Musicians' Union said would have seriously eroded working conditions. The new contract provides for the employment of local musicians in conjunction with a traveling cadre of musicians.

During the dispute, the circus had arranged for band music from a group

described as "an avowed bitter enemy" of the Musicians' Union.

An official of the union said the boycott "was very effective. Many, many block tickets weren't sold."

AFL-CIO President George Meany joined AFM chief Hal C. Davis in thanking AFL-CIO affiliates and their members and state federations and local central bodies for giving full support to the boycott.

Meany asked that all union members be told that "the circus is all union again." He added that, "those loyal sons and daughters (of union members) who supported the boycott" be given "that age-old reward for good children—a trip to the circus."

Alaskan Oil Swap Plan to Japan Rejected

Plans to sell surplus Alaskan Prudhoe Bay oil to Japan have been rejected by the Carter Administration. Under the "Alaska oil swap", in exchange, Mideast oil bound for Japan would have been shipped to the U.S. East Coast and Gulf Coast ports.

As a result of Carter's decision, all the oil flowing through the Alaska pipeline will be reserved for American use. An estimated 500,000 barrels a day of oil that cannot be used by West Coast refineries will be shipped on American-flag tankers through the Panama Canal to the Gulf Coast and Northeast.

The President's energy advisor, James Schlesinger, made the announcement July 10 while appearing

on the NBC-TV interview program "Meet the Press." He said the oil swap was nixed "partly for political grounds, partly for other technical reasons."

After sizing up the national mood, the President's advisors told him the public would have trouble believing in an energy crisis if American oil were sold abroad. Apparently, letters to the White House have been overwhelmingly against it. In addition, the advisors maintained, selling Alaskan oil to Japan would make it harder for Carter to get his energy program through Congress.

Already Congress has passed legislation allowing either house to overrule any presidential decision to exchange Alaskan oil. That law was

passed as a compromise after the House had voted to ban the exchange.

SIU Opposed Swap

The SIU had opposed sending American oil overseas while there is an energy crisis at home. Exchanging Alaskan oil for Mideast oil, the SIU said, would only increase this nation's dependence on an insecure oil supply. Ironically, while the "swap" was being considered, the Administration was making plans for a strategic oil reserve to tide the nation over in the event of another Arab oil boycott.

The oil industry had favored the swap partly because it would have allowed them to use their runaway-

flag tankers both to ship the oil to Japan and to bring the oil from the Mideast. Under the Jones Act, only American ships can carry oil from Alaska to other U.S. ports.

Advocates of the oil exchange said that it would save money on transportation costs. However Schlesinger noted that the Administration has been "unable to demonstrate clear-cut savings to consumers" as a result of the swap.

He added that the rejection of the oil exchange "will have the advantage of increasing pressure on the companies to bring pipelines from the West Coast into the interior part of the country." It would take at least two years to complete these lines.

Aquarius Completes Trial Cargo Runs in England

The facts that the 936-foot LNG *Aquarius* is the first liquified natural gas carrier ever built in the United States, and the first such vessel to fly the American flag, are not the only distinctions that set her apart from all other U.S. merchant vessels.

She is also the most carefully engineered vessel ever built in the U.S., or for that matter, anywhere else in the world. And her unlicensed crew of Seafarers and licensed crew of MEBA District 1 members have probably undergone more intensified training for the operation of this ship than any crew has for any type ship in the history of the American merchant marine.

Presently, the *Aquarius*, which is operated by Summit Marine Operations, a subsidiary of Energy Transportation, is on her maiden voyage. According to Joe Cunio, president of Energy Transportation, the ship has a 25-year time charter to carry liquified natural gas between Indonesia and an LNG terminal in Osaka, Japan.

Before she actually took on her first full load of cargo in Indonesia, though, the *Aquarius*, the first of 12 identical sisterships planned to be built at the General Dynamics Shipyard in Quincy, Mass., visited various ports in England for extensive testing of her cargo tanks under actual sailing, loading and unloading conditions.

SIU Executive Vice President Frank Drozak visited the *Aquarius* while she was in England to observe the vessel during one of her trial cargo runs. Upon his return to Union Headquarters, Dro-

zak stated that "the *Aquarius* is functioning beautifully, and all crewmembers are carrying out their duties in the highest tradition of professional seamanship."

Safety Is the Thing

The entire thrust of the *Aquarius*' special engineering features, coupled with the extensive training of the crew, is aimed at one very important goal—safe operation of the vessel.

Among some of her more outstanding safety features are a double bottom hull; a collision avoidance system, and the most sophisticated kind of navigation and electronics equipment. She is also equipped with extensive firefighting capabilities, including automatic sprinkler systems and eight dry chemical firefighting stations located at strategic points on deck.

Safety was also the top priority in the design of the ship's five spherical cargo tanks and the cargo loading and unloading systems.

The eight-inch thick aluminum cargo tanks are 120 feet in diameter and weigh 800 tons each. And they are protected by a thick steel outer shell, in addition to the protection of the ship's double hull.

The cargo loading, unloading and ballast systems are completely monitored from the ship's automated Cargo Control Room, located on deck just above the manifold.

The Cargo Control Room is supervised by a Cargo Engineer, a new rating developed specially for LNG vessels.



SIU Executive Vice President Frank Drozak, left, conducts Union meeting aboard *Aquarius*. With him is Leon Shapiro, secretary-treasurer of MEBA District 1. Drozak met the ship in England where she underwent extensive sea tests on her cargo tanks.

Because of the sophistication of the cargo system, the *Aquarius* can load or unload a full cargo of 125,000 cubic meters of LNG in 12 hours. The LNG is maintained in the tanks at a temperature of 265 degrees below zero Fahrenheit.

Also in relation to her cargo, the *Aquarius* is equipped with a huge inert gasification plant to purge the cargo tanks of active gases, such as oxygen, after unloading.



No matter how many safety features are incorporated into a vessel's design though, the ship will not function properly without a well-trained crew.

In that case, there should be no problems at all in the operation of the *Aquarius* because her crew of Seafarers underwent two full months of training before taking the vessel out on her maiden voyage.

The crew spent one complete month at the Lundeborg School in Piney Point participating in the School's special LNG Program.

During the Piney Point course, the crew had classes dealing with the properties and handling of liquid natural gas, and of course, classes on the potential dangers of LNG and how to handle emergencies should they arise.

The crew also studied the automated features of the *Aquarius*' engine room and special Cargo Control Room, as well as participating in a two-day course in firefighting. They also went on a field trip to the LNG terminal in Cove Point, Md., where they received special safety hints from a Coast Guard expert in the area of cryogenics (the

study of very low temperatures).

On top of their training at Piney Point, the entire licensed and unlicensed crew participated in a month-long training program in Quincy, Mass. just prior to boarding the *Aquarius* for her maiden run.

This program included more classes on the properties and handling of the special LNG cargo. And the crew was able to get a first hand look at the *Aquarius* and become more familiar with her specifics before actually taking the vessel to sea. The course in Quincy also included an intense firefighting program, given with the aid of the Boston Fire Department.

Praise From Captain, Engineer

The most important thing, though, is that all this training has paid off. In separate letters to the *Log*, both the Captain and the Chief Engineer of the *Aquarius* have commended the crew for their professional work aboard ship.

Chief Engineer R. Boerner wrote: "The crew of this vessel has been outstanding during the first weeks of operation. They have been cooperative, knowledgeable and willing in the performance of their duties.

Capt. H. Van Leuven wrote: "I would like to advise you of the professionalism that all members of the crew have shown in the performance of their work since delivery of the *Aquarius*."

"During the voyage from Boston to England and during the gas trials, all personnel exhibited a wide spectrum of expertise in handling all situations."

The next LNG ship, to be named the *Aries*, is scheduled to be out in late August. Like the crew of the *Aquarius*, the crew of the *Aries* will undergo the same kind of rigorous training schedule.



Some of the unlicensed crewmembers of the *Aquarius* (Summit Marine) get together in the crew messroom while the ship was in England for a photo with SIU Executive Vice President Frank Drozak, standing center, and Leon Shapiro, secretary-treasurer of MEBA District 1, standing to Drozak's left. Seated from the left are SIU members Neil McGowan, ordinary seaman; Emmett Albert, utility messman; Ed Sullivan, ordinary seaman; James Mullally, Billy Mitchell and Joe Morrison, able-seamen, and Tom Murray, wiper. Standing from left are Billy Nuckols, recertified bosun; Imro Solomons, QMED; Frank Drozak and Leon Shapiro; Frank Costango, steward/cook; Vasco Worrell, QMED, and Gene Bousson, able-seaman.

Will Set Up Committee

SIU, NMU Sign Agreement to Study Merger

On June 20, 1977, SIU President Paul Hall and NMU President Shannon Wall signed an agreement to set up a joint committee "to develop steps which can be taken by both organizations to work more closely together in the maritime industry, and to outline steps that should lead to the eventual merger of the two organizations."

According to the agreement, the Committee will begin work as of Oct. 1, 1977, and will submit its first report by the end of the year.

The complete text of the SIU-NMU agreement is reprinted below:

MARITIME, NMU-SIU

1. The NMU and the SIU agree that it would be in the best interest of American seamen to have one union of seamen. This unity would make a contribution to the American merchant marine, its management, and to the national interests as well.

In the past decade the number of jobs and the number of seamen and officers has declined sharply. In many ports there are duplicate halls,

buildings and training facilities. Consolidation could provide more effective services to seamen. In the declining merchant marine, the conflict over the union representation of new vessels is a source of serious conflict.

2. In the same way, it would be in the best interests of maritime officers—represented by MMP-ILA, MEBA and two radio officers unions—to have one union of officers.

3. The NMU and the SIU, in cooperation with all other maritime unions, have agreed to begin regular meetings in Washington to be better informed and more effective in the legislative arena and before executive and administrative agencies.

4. The NMU and the SIU have agreed to establish by October 1st a joint committee to develop steps which can be taken by both organizations to work more closely together in the maritime industry, and to outline steps that should lead to the eventual merger of the two organizations. An initial report shall be submitted by the joint committee by the end of 1977.

Ad Hoc Committee Has Helped Union Cooperation

If you had to describe the relationship of America's major maritime unions in the last three years in just one word, that word would have to be—cooperation.

It wasn't always that way, but since the formation of the Ad Hoc Committee on Maritime Industry Problems in June 1974 by AFL-CIO President George Meany, America's maritime unions have worked together in a spirit of cooperation on vital issues regarding maritime legislation; training and education; international maritime affairs; jurisdictional disputes; Coast Guard regulations, and Federal maritime policies.

When the Ad Hoc Committee was first set up, no one was really sure how effective the Committee would be in dealing with the many difficult problems facing the U.S. maritime industry. Yet, in its 36 months of existence, the Committee has proven over and over again that it is an effective body in promoting the growth and stability of the industry as well as jobs and job security for U.S. maritime workers.

For instance, in the last two months alone, the grass roots work of the Ad Hoc Committee has helped bring about three significant developments concerning the health and well-being of the U.S. maritime industry and its workers. These developments are:

- President Carter's announced support of 9.5 percent oil cargo preference for American-flag ships.

- The Administration's veto of any plan that would include the export of Alaskan oil to Japan or any other foreign nation.

- The establishment of hearings by the House Merchant Marine and Fisheries Committee to study the Coast Guard's failures in fostering safety on America's merchant vessels.

SIU-NMU Agreement

One other recent development that is a direct result of cooperation through meetings of the Ad Hoc Committee is last month's agreement between the SIU and the National Maritime Union to establish "a joint committee to develop steps which can be taken by both organizations

to work more closely together in the maritime industry, and to outline steps that should lead to the eventual merger of the two organizations." (see statement reprinted on this page.)

The issue, itself, of one unlicensed seamen's union is not a new one. In fact, in the SIU's original proposals in 1974 to the Ad Hoc Committee, the SIU called for the eventual "merger of all unlicensed AFL-CIO seamen's unions into one AFL-CIO unlicensed seamen's union."

However, the latest SIU-NMU agreement to talk about merger is a more concrete proposal for one very important reason. In the past three years, the SIU and NMU have met at intervals under the auspices of the Ad Hoc Committee and have both talked about the possibility of merger, and have worked out some long-standing disputes between the two unions.

West Coast Merger

In addition to the SIU-NMU agreement, the open forum provided by the Ad Hoc Committee has also helped to bring the SIU A&G District a good deal closer to a merger with at least one of the SIUNA's affiliated West Coast seamen's unions—the Marine Cooks and Stewards Union.

The SIU A&G District offered a merger proposal to all three West Coast unions last February, but to date only the MC&S leadership has agreed to the merger, while the leadership of the Sailor's Union of the Pacific and the Marine Firemen, Oilers and Watertenders Union have temporarily delayed any actions in this area. (The membership, of course, of the SIU and the MC&S will have to vote on any final merger proposal.)

Not a Cure-All

Taking an objective look at the Ad Hoc Committee on Maritime Industry Problems, it is not a cure-all for the many difficulties facing today's merchant marine. And no one ever expected it to be.

The original intent in setting up the Committee, as noted by AFL-CIO President George Meany, was

simply "to provide an opportunity for all the unions in the maritime industry to meet on a regular basis and discuss their problems."

It was totally left up to the member unions of the Committee to develop the structure of the Committee, and of course, by their actions or inactions, decide whether the Committee would be a success or a failure.

The member unions took this opportunity very seriously. They set up a number of Subcommittees to deal specifically in such areas of importance as legislation, training, and Coast Guard regulations. And they fulfilled their commitment to meet on a regular basis.

As a result of the total effort, there is no question that the cooperative work of the member unions in the Committee has made it a definite success.

In the past, the Committee's work

has led to victories involving the bilateral shipping agreement covering U.S. grain shipments to Russia, as well as several successful defenses of the Jones Act.

Presently, the Committee is working on a coordinated legislative effort on such vital maritime issues as ocean mining; oil rig drilling on the U.S. Outer Continental Shelf; oil cargo preference for U.S. tankers; maritime authorizations for fiscal 1978, and legislation to require the Defense Department to use the private merchant marine sector to the fullest possible extent.

As important as all these legislative issues, however, is the simple fact that the Ad Hoc Committee is functioning, and that maritime labor is working together for the good of all concerned in the industry. Most importantly, though, it looks like more of the same for the future.

Member Unions of Ad Hoc Committee

- Seafarers International Union of North America

- National Maritime Union

- International Longshoremen's Association (Masters, Mates and Pilots Union)

- National Marine Engineers Beneficial Association

- American Radio Association
- United Steelworkers of America

- Oil, Chemical and Atomic Workers International Union



The Ad Hoc Committee on Maritime Industry Problems meets regularly to discuss pressing issues involving the U.S. merchant marine. Above photo shows one of these meetings that took place in February 1975.



SIU members are standing at the counter on the second floor of the new Houston Hall awaiting job postings.



The spacious new lounge and TV area was designed for the convenience of SIU brothers.

New Houston Hiring Hall

The Houston Hiring Hall has recently been moved to a more modern, spacious and very impressive building, just in time to house this month's regular membership meeting.

The Houston Seafarers and staff all admit that the new Union facility is much more comfortable, better equipped and more accessible now that it is in the downtown area at 1221 Pierce St. (the new phone number is: 713-659-5152).

Joey Sacco, headquarters representative in Houston, agrees that many more members come in now that the facility is centrally located and has better accommodations, including modern furnishings, air conditioning, a TV



An outside view of the new Houston Hall at 1221 Pierce St.



Taking advantage of the air-conditioned Hall are (l. to r.): Fernando Urias, cook-baker; M. Degollado, cook-baker, and Johnny Corso, a visitor.



Assisting Robert Black (far left), chief cook, and Patrick Henry Key, fireman-watertender, are, from left behind the counter: SIU Patrolmen "Sal" Salazar and Joe Perez, and Port Arthur Agent Don Anderson.



Browsing through the Seafarers Log are (l. to r.): Donald Foster, chief cook; T. Garcia, fireman; Frank Radzvila, chief steward and a charter member of the SIU, and Tony Rabago, bedroom utility.



Headquarters Representative in Houston, Joey Sacco, addresses the membership at the July meeting.



The Houston staff agree that this new facility is better equipped and more comfortable. From (l. to r.) are: Flossy Peak; Margaret Jett; Christina Frybarger (standing at the copy machine), and Dale Trahan.



Some Seafarers are gathered in the lounge to await the regular membership meeting.

Opens; July Meeting Held

room, and a larger shipping board.

The Houston Hall is just one of many planned changes in a series of general upgrading for all the SIU's hiring facilities. The Jacksonville Union Hall in Florida has already moved and the one in San Francisco, Calif. has been renovated.

Later in August or early September, the Detroit Union Hall will be moved to Algonac, Mich., where a new building is now being completed.

Although the surroundings were different, business went on as usual at the July membership meeting where Seafarers heard updated reports on the many issues and problems facing the maritime industry today.



The July membership meeting was held in the new meeting room on the third floor.



Houston Seafarers listen attentively to reports given at the regular membership meeting on July 11.



Patrolman Joe Perez (right) helps to fill out forms for Seafarer E. Wilson to take AB job on the *Zapata Courier*.



A Seafarer listens attentively at the regular membership meeting.



Brother Oscar Raynor of the steward department stands to ask a question at the membership meeting, while others look on.

Workers' Progress Stands Out in Visit to Sweden as

by Marietta Homayonpour
Editor, Seafarers Log

"Production must be organized in such a way that human labour comes first."

This simple sentence from an LO "Report on Labour Market Policy" helped sum up for me the many good feelings I had about the Swedish labour movement—what it has done and is striving to do to insure that the worker "comes first."

As editor of the *Log* I was invited to be part of a 10-member AFL-CIO delegation that visited Sweden for six days in April.

The Swedish trade union movement and the Swedish Government had asked the AFL-CIO to send over a group of labour editors to meet with their union publicists and labor representatives.

Never having gone on a trip like this, I was both looking forward to the visit and a little apprehensive. Two things can be said right away: the visit proved to be far beyond my expectations, and there was no need to worry.

First of all, the people were delightful. The warmth and friendliness of those I met made the trip personally rewarding.

Secondly, the range of places visited and the type of program that was planned made the trip extremely meaningful to me as a labour editor and strong supporter of the working man's rights.

I also learned that one of the biggest problems confronted by Swedish seamen is the same one that plagues their American brothers, namely, flags-of-convenience ships.

Perhaps the best way to provide a good rundown of the trip is to first explain the Swedish labour movement structure and to then give a day-by-day account of the trip's highlights.

A Way of Life

Unions and unionism are a way of life in Sweden. Ninety-five percent of all blue collar workers in Sweden belong to unions and 75 percent of Swedish white collar workers are union members.

Most blue collar workers are members of unions that belong to a national confederation called Landsorganisationen i Sverige, or LO. Founded in 1898, LO consists of 25 trade unions that represent 1.9 million workers. (The total population of Sweden is approximately eight million. Of that number,



Participating in a discussion with union and management representatives at the Saab-Scania plant are, seated from left: Ken Lohre, editor of the *Utility Reporter*; Al Zack, who headed the delegation and who is director of the AFL-CIO Department of Public Relations, and Olle Rytterbrant, press officer for LO. (Photo by Bjorn Myrman)

about four million are in the workforce.)

Most white collar workers belong to unions that are members of an organization founded in 1944. Called the Tjanstemannens centralorganisation, or TCO, the group now has 24 member organizations that represent 950,000 workers.

A much smaller confederation of unions in Sweden contains professionals, such as doctors, and is called the Sveriges adademikers centraorganisation, or SACO. In 1975 it merged with the National Federation of Civil Servants (SR). Together they represent 165,000 people.

But if workers in Sweden are well organized, so too are the employers. There are very strong employer organizations, the largest of which is the Swedish Employers' Confederation (SAF) founded in 1902. Within this confederation there are 26,000 companies affiliated to 38 employer associations.

On the whole, bargaining takes place between the labour confederations and the employer confederations. Of course, individual unions and employers would negotiate for their particular situation but the general terms would be worked out by the confederations. For instance, a six percent wage increase for one year might be negotiated by the Confederations. How that six percent is actually used by particular unions would be the decision of the individual union.

The outline I've given of the Swedish labour movement is of course rough and oversimplified. For instance, there are some white collar workers in LO and some blue collar workers in TCO.



Looking at a truck diesel engine at the Saab-Scania plant in Sodertalje are, from left: Elizabet Hoglund, from the LO press department; Mel Stack, assistant editor of the *Retail Clerks Advocate*; Joan Kelley, managing editor of the *Michigan AFL-CIO News*; Marietta Homayonpour, editor of the *Seafarers Log*, and Mr. Selzer, a representative from Saab-Scania. (Photo by Bjorn Myrman)

officers and one union for all unlicensed seamen.

We discussed shipping in both our countries and I learned that flags-of-convenience vessels are also hurting Swedish shipping and shipbuilding considerably. (Sweden is the third largest shipbuilder in the world.)

LO School

The LO school we visited this day is truly breathtaking. Located at Hasseludden, about 20 kilometers from Stockholm, the school is set in the midst of beautiful forest and sparkling water.

Finished in 1974, it is the fourth school built by the LO. It contains 160 individual bedrooms with private bath. There are 15 teachers at the school and the courses can run anywhere from one week to three months.

Among the courses offered to LO trade union members are: political science; economics; negotiations; information and communication.

Individual trade unions can also conduct courses at the school.

The school itself is a pleasure to be in. Plenty of clear glass used throughout the facility lets in a great deal of natural light as well as wonderful views of the magnificent scenery. Quite modern, uncluttered and neat, the school also seems to be very solidly built. There are a wide variety of recreational facilities in the school including an Olympic-size swimming pool in a room whose right wall is clear glass.

DAY TWO: Democracy at the work place was the theme of the day as we visited the Saab-Scania plant in Sodertalje, not far from Stockholm. Producing trucks, buses and diesel engines, the plant employs approximately 5,000 workers. Since 1969, this plant, together with the trade unions, has been experimenting with new work forms. The purposes have been: (1) to let the worker have a greater say in his job situation (2) to make work more pleasing (3) to increase production.

We toured the truck engine assembly plant where a very unique work form is in operation—group assembly. Instead of the traditional assembly line, workers form teams and each team assembles a complete engine. Each group determines how it wishes to distribute the work among themselves.

This innovative work scheme is the result of worker-management participation groups known as *production groups* and *development groups*.

A *production group* is a number of workers who make a finished product. Basically their job is to produce and they can make certain decisions on how

But it should serve as a good general outline in describing the Swedish visit.

DAY ONE: It was a day for meeting and learning. We met with some of the people who would accompany us on much of our travels. For instance, there was Bjorn Petterson, Swedish labour attache to the U.S.; Olle Rytterbrant, press officer for LO, and Nils Ellebring, press officer for TCO.

These men and their assistants not only helped us in learning about Sweden and the trade union movement, but were very helpful in aiding us with any traveling problems. Their warmth and friendliness were an outstanding feature of the trip.

On this first day we also met a number of union publication editors as well as union officials. Among them was Lennart Bodstrom, president of TCO, who expressed the desire for continued cooperation between his confederation and the LO. He noted that LO and TCO have similar aims and objectives and that the only real difference is in the area of politics. This was something that had also been pointed out to us earlier in the day at the lovely LO school outside Stockholm.

LO actively supports and closely cooperates with Sweden's Social Democratic Party. LO is a socialistic trade movement and supporting the Social Democrats is one of the ways it expresses its beliefs.

TCO, however, does not support any particular party. It is a very progressive confederation, though, and of course it does back legislation which it feels is good for the working man.

One of the editors I met the first day was Borje Hammargren of the Swedish Ship Officers' Association. In Sweden there is one union for all ships

10-Member Delegation That Visited Sweden

The following people comprised the ten-member AFL-CIO delegation that visited Sweden:

- Albert J. Zack, Director of the AFL-CIO Department of Public Relations—he headed the delegation
- Albert Herling, Managing Editor, B & C News, Bakery and Confectionery Workers
- Mel Stack, Assistant Editor, Retail Clerks Advocate, Retail Clerks International Union
- Marietta Homayonpour, Editor, Seafarers Log, Seafarers International Union
- Joan Kelley, Managing Editor,

Michigan AFL-CIO News, Michigan State AFL-CIO

- Sal Perrotta, Editor, Los Angeles Citizen, Los Angeles County Federation of Labor
- Kenneth Lohre, Editor, Utility Reporter, International Brotherhood of Electrical Workers Local 1245
- Bob Kalaski, Associate Editor, The Machinist, Machinists and Aerospace Workers Union
- Ted Bleecker, Editor-in-Chief, The New York Teacher, New York State United Teachers
- Bill Lawbaugh, Editor, The Ironworker, Iron Workers International Union

Participant in 10-Member AFL-CIO Delegation

to accomplish their work. *Development groups* were formed so that workers could have some say in the development and improvement of working methods and conditions. Made up of management, industrial engineers and representatives from the product groups, anyone inside or outside the development group may make suggestions.

Another form of work place democracy—one that has been going on for 27 years at Saab-Scania—is the Works Council. The Works Council has nearly 400 members who come from management and from the three unions whose members work at the plant. This Council is "a body for information and consultation between the management and employees." The purpose of the Council is to increase both job satisfaction and productivity.

A Mini-Library

After visiting other parts of the Saab-Scania complex, such as the truck chassis plant where there was a mini-library and green "plants" in the middle of the factory floor, we met with union and management representatives at the factory for a question and answer session.

Among the points made during this session, two stand out in my mind: (1) the company is working toward the elimination of any layoffs (2) when there are changes to be made in vehicle design, the changeover is made during the four-week vacation period. In the U.S., when there is a design change, workers are often laid off till the change is completed.

When the session ended, Al Zack who headed our delegation, noted a big difference between union-management relations in Sweden and the U.S. He said that "management has accepted unions in Sweden." Zack pointed out that in the U.S. it is an uphill struggle for workers; management still has not accepted the concept of unionism.

DAY THREE: Beautifully combining old and new designs in architecture, the TCO operates a lovely school called Bergendal on an inlet of the Baltic Sea not far from Stockholm.

Around a solid wood horeshoe shaped table, our group discussed the issues of industrial democracy and work environment with LO and TCO representatives involved in these areas.

A booklet put out by the Swedish Ministry of Labour entitled "Towards Democracy at the Workplace," begins: "Means of providing workers with a larger say in the running of their workplaces—whether described as workers' participation, co-management, co-decision, co-determination or joint regulation—are at present a topic of lively discussion in many parts of the world."

It was a topic with our group too, one that came up quite often during our visit since a law went into effect in Sweden on Jan. 1, 1977 called "The Joint Regulation in Working Life Act."

The author of the above quote points out that the terms he used are not necessarily synonymous. The term our group seemed to use most often was co-determination. What is co-determination? This morning in Bergendal the Swedish union representatives made some points about co-determination. It might include such things as: the right of workers to negotiate in all fields; the fact that an employee should be able to exert strong influence on the work situation—for instance, he could be in a position where he could influence the elimination of layoffs.

These are general ideas. As we will

learn later that afternoon, exactly how the new Swedish work law will be applied has not been worked out yet.

Work Environment

A good part of our discussion in Bergendal this morning was on a subject of great importance to Seafarers—work environment. Ingrid Wahlund from TCO gave us an excellent run-down of a survey conducted by TCO entitled "Work Environment of White Collar Workers." I felt that many of its points could easily be valid for blue collar workers too.

One of the survey's main aims was to study mental well-being. To quote from a booklet on the survey: "In a contemporary perspective, the working environment forms part of the worker's total environment. Accordingly the concept of work environment is now taken to include both the physical and the psychosocial conditions in which work is done. Work for the improvement of the working environment, therefore, should not be confined to the elimination of factors which are known to be capable of causing injury and disease; importance should also be attached to the establishment of positive conditions conducive to mental health and job satisfaction." (Italics are my own.)

The survey was begun in 1975 when a questionnaire (consisting of about 100 questions) was sent to every 70th member of TCO, that is, about 12,000 people. There was a very high response—10,000 replies. Of those, one third felt mental strain while one fourth seldom or never felt mental strain.

Some things that lead to mental strain were: inability to take time off; being too controlled by customers or patients; demands for high concentration.

Among those who felt mental strain, nervous problems, gastric problems, etc., were experienced.

The survey also found that two thirds of those surveyed felt their jobs gave them personal satisfaction.

It is hoped that the results of the survey, which have been made into a film and slide presentation, will bring changes in the workplace.

Also, TCO hopes to use the results in future labor-management negotiations.

Union Safety Representative

In talking about work environment, a very interesting point was made. If a union safety representative thinks there is enough danger, he or she can close down a plant, mine, etc. While the work is stopped the company must still pay its employees. Of course, if the Swedish equivalent of the U.S. Occupational



The above photo shows part of a new work form at Saab-Scania called group assembly. Instead of being on the traditional assembly line, these workers are members of a group helping to assemble a truck diesel engine. They decide among themselves how the work is to be distributed.



At the mini-library in the Saab-Scania chassis plant, Al Herling, managing editor of the *B&C News*, holds up a plastic bag that says, "I have visited the library. Have you?" With him is Sal Perrotta, editor of the *Los Angeles Citizen*.

(Photo by Björn Myrman)

Safety and Health Administration finds there was insufficient reason to have the work place shut down, then the company must be reimbursed.

Also discussed was the Swedish labor movement's belief in job security for all, including making work available for people who would like to be employed but who feel there are no openings for them, such as, the handicapped and elderly.

This feeling is well expressed in a January 1977 publication, *Current Sweden-No. 143*.

"The following principles have acted as a guideline for labor market policy in Sweden in recent years:

"Work is the basis of all welfare and every human being has the right to participate in working life according to his ability. Every human being also has the right to work which can be experienced as meaningful. . . .

"The right to work is asserted with particular force in the case of persons with handicaps. By means of labor market policy society tries to give special protection to handicapped persons' opportunities for work. Working life should be designed according to the changing requirements of individuals, and work and work places must be adapted to individual needs."

Meeting in Parliament Building

One of the highlights of this trip was an afternoon meeting in the Parliament Building in Stockholm with the heads of LO and TCO and with Olof Palme, former Swedish Prime Minister and leader of the Social Democratic Labor Party, the party that had been in power for 44 years until the September 1976 elections.

We met with each man separately, starting with Gunnar Nilsson, a man in

his early fifties who is president of the two-million member LO and is also a member of Parliament as a Social Democrat.

Much of the discussion with Mr. Nilsson, as well as with Mr. Palme, concerned the recent transition of the government from Social Democratic to a coalition of Center, Liberal, and Conservative Parties. As of the September 1976 elections the Swedish Parliament contained 349 members, broken down as follows:

Communists	17
Social Democrats	152
Center	86
Liberals	39
Conservative	55

LO supports the Social Democrats and for 44 years that party was in power. But the Center Party gained seats in the 1976 elections and together with the Liberals and Conservatives they formed a coalition which has one more vote than the Social Democrats and Communists.

Mr. Nilsson noted that conservative forces are quite strong.

He also pointed out that negotiations with employers had been going on for five months (this was in mid-April) with no result. Industrial actions, he said, were a possibility for the future.

(A number of people we talked with in Sweden felt that employers were toughening their positions because they felt that they had the new government behind them.)

Energy and inflation took up a good part of the discussion. Inflation is eating away at the Swedish worker's paycheck. Energy in a country like Sweden where there is no oil and coal, is of course, a vital issue.

Mr. Nilsson also noted that "we try to have full employment." This is a belief and practice I found expressed quite often during our Swedish visit. The unemployment rate is rarely over two percent. Right now it is 1½ percent and that is felt to be much too high.

Wide Variety of Issues

The head of TCO, Lennart Bodstrom who we had already met at a dinner, and some of his staff, discussed a wide variety of issues with us.

Talking about world inflation, the TCO representatives said they had studied the problem and felt the internationalization of capital was the main cause. They felt that increased trade union cooperation around the world would help combat the problem.

Turning to work methods, the TCO

Continued on next page

10-Member AFL-CIO Delegation Visits Sweden

Continued from preceding page

group then discussed some successful experiments that have been done to eliminate the piece rate system. For instance, in a shipyard in Molmo, Sweden a system of monthly salaries was tried and productivity has increased.

Mr. Bodstrom then talked about how important trade union education is. Right now in TCO's local study circles there are 40,000 participants. TCO thinks the number will eventually climb to 60,000-70,000.

It was pointed out that co-determination and how it will or should work is a topic that has very much interested the members.

Talking about labour laws, it was noted that there is very little legislation on trade union matters. The law simply states that labour and management must negotiate if either side requests it. After that, the government does not interfere. There is a Swedish Labour Court whose job is to interpret contracts when there is a problem. Otherwise, it is up to labour and management to control their own members.

In Sweden a heavy responsibility is therefore placed on both labour and management, Bodstrom noted, and so a high degree of information is needed by both sides.

Meet With Palme

A man who obviously enjoys discussion, Olof Palme was a delight to talk with.

He noted that the Social Democrats lost by a small margin and that the Center Party had tried to scare people over the issue of nuclear power plants. The Social Democrats feel that cautious use of nuclear power is necessary in Sweden. However, the Center Party, stressing possible environmental dangers, had contended it would greatly curb the use of nuclear power and would build no more plants.

Citing the backdown on the pledge to curb nuclear power as one example, Palme said there has been "a period of broken expectations from the present government."

He noted that the future of the Social Democrats "looks good" and that he sensed a revitalization of the labour movement in the 1970s.

Pointing to three phases of democracy—political, social and economic—Palme said that the first two have been achieved in Sweden. He defined economic democracy as the power of production lying in the hands of the people.

DAY FOUR: In a suburb of Stockholm called Solna, we visited the BPA Byggproduktion AB, or simply, BPA. A construction firm, BPA is different from most businesses in that it is owned by the Swedish Trade Union movement and the Swedish Co-operative Union.

The largest builder of private houses in Sweden, the BPA also builds many other structures, including administrative buildings, hospitals, schools, and reservoirs, to name a few.

Founded in 1967, BPA can handle a construction job from planning the site to putting in the last doorknob.

We met with company and union officials of BPA. They told us that the construction industry was doing well in Sweden and that, in fact, there was a need for more people in carpentry and plumbing.

In order to maintain full employment and to plan properly, any builder in Sweden who wishes to construct something worth more than 200,000 Swed-

ish kronors (1SwK=\$.23) must inform a general planning board.

The BPA representatives explained that piece rate is based on the team. They also noted that there is a great deal of debate going on now about the forms of work and about the work environment. Of special concern are dangerous materials. Because of possible dangers, they explained that many young people don't go into construction.

For those who do, however, they can learn their crafts in public school and then can go on to gain more hours of experience as an apprentice. We saw recruitment signs encouraging young people—both male and female—to go into construction.

The BPA representatives, in answer to our questions, pointed out that construction does not stop in the long, cold winter months. The buildings are planned so construction can continue throughout the year.

Visited Building Site

Visiting a BPA building site near Solna, we met with some of the workers who have almost completed a low rise



The Saab-Scania plant at Sodertalje, near Stockholm, Sweden.

apartment complex. One of the men we met was the club chairman of Building Workers Union Local 1. He explained that the workers were getting a very good hourly wage, since they were finishing the complex ahead of schedule and their pay went up accordingly.

He also explained that almost all their work is done in normal working hours—approximately 7 to 4 with lunch break—since the workers do not believe in overtime if it can be avoided. A project that is not finished on schedule, we learned, is subject to heavy fines.

We were shown around some of the completed apartments as well as some units still being built. I have no expertise in construction but some of my fellow delegates who do, felt that the buildings were very well constructed. The site confirmed what we felt from the men we met—a real pride in workmanship.

DAY FIVE: Early in the morning we left Stockholm for the third largest city in Sweden, Malmo, which is located in the extreme south of the country, just across the water from Copenhagen, Denmark.

Here, in the morning, we visited a modern, highly mechanized farm called the Trolleas estate and had a chance to talk with union representatives there.

The foreman of the farm explained that of the estate's 2,700 hectares (approximately 6,700 acres), 1,065 were actually worked by the owners while

the rest of the land was either rented out to others or was forest.

Those 1,065 hectares were worked by a total of 26 people: nine men in agriculture; eight running the tractors; three in the cattle factory; four people, two of whom worked half a day, in the hen house; one hunter; one steward; one clerk, and one foreman.

Annual production was: 3,300 tons of corn; 1,500 tons of sugar beets, and 450 tons of green peas. There were 60,000 hens on the farm as well as cattle.

The foreman explained that the workers were in LO and the administrators in TCO unions. As far as union activities, he noted that one of the differences between a farm and a factory is that there is no union club on the farm (mainly because there are so few people.) There is, however, a union representative.

An important point made at the farm was that farm workers have the same rights as all other workers in Sweden.

We met with the farm workers' union representative who, in answer to our questions, explained that there are really no migrant farm workers in Swe-

den for a number of hours to discuss problems, production and other issues.

DAY SIX: We visited one of the largest affiliates of LO, the Swedish Commercial Employees' Union, or Handels. Founded in 1906, the Union represents shop employees, warehouse staff and clerical staff.

Our group toured Handels' headquarters in Malmo and met with a number of the union officials. In answer to our questions, they explained that there is an equal wage principle for men and women (women comprise the vast majority of their members.) But in reality, they noted, women get less qualified jobs. Although minimum wage standards have been set, men will sometimes be paid higher than women by the employer, they pointed out.

One of the union's biggest problems is that only 50-60 percent of their field is organized.

We discovered also the fact that sales personnel, work, in general, on the basis of a group piece rate rather than on an individual one.

Talking about unusual store hours, the officials explained that workers receive compensation for inconvenient working hours.

Also, the union is trying to get employers to keep more than one person in a store at night in order to lessen the risk of robbery.

Consumer Co-operative Movement

From Handels headquarters we went to a cooperative store to learn a little about the Swedish consumer cooperative movement, a movement that is an important part of Swedish economic life.

According to information published by the movement, more than 50 percent of Swedish households are members of one or more coop organizations.

Wherever we had gone in Sweden, we often saw on the sides of buildings the mathematical sign for infinity ∞ . It stands for a large cooperative movement called the Kooperativa förbundet (KF)—the Swedish Cooperative Union and Wholesale Society. In existence since 1899, KF is owned and managed by the Swedish local consumer coop societies which in 1974 numbered 1,757,000 people.

We met with representatives of one of the KF affiliates—Solidar, a cooperative retail society located in the southwestern part of Sweden. At the end of 1976, Solidar had 155,782 members. Many operations are run by Solidar including 89 supermarkets, 15 restaurants and 15 apartment stores. Solidar employs 4,300 people.

Among its operations are two "hypermarkets," called *Obst*. It was one of these that we visited and were told it contained 30,000 items. The store carries clothing, household items, and lots of food. (I bought two kilos of a delicious and wonderfully strong Swedish coffee blend). The hypermarket also has a bakery, a restaurant and lots of space. It was a very pleasant place in which to shop.

* * *

To say the least, I was highly impressed with what I saw in Sweden. Of course, everything is not perfect and there is always room for improvement—as Swedes would agree since they seem to have very critical personalities themselves. But from what I saw, Sweden has gone tremendously far in achieving a just and meaningful life for working men and women.

See Food Processing Plant

In the afternoon our group visited Foodia, a food processing plant built in 1971.

Belonging to the Consumers Corporation, the factory employs 400 people who are members of three different unions. The workers' hours are 7 to 4 with 48 minutes for lunch and 12 minutes for a coffee break.

There is a testing laboratory at the factory where each day the foremen and technicians check the processed food for its quality.

A management representative, after a tour of the plant, explained to some of us that union and management representatives get together once a week



Governors Island, N. Y.

New international rules of the road to prevent collisions at sea went into effect on July 15, according to the U.S. Coast Guard.

Among the rules are new dividing boundary lines between the high seas and inland waters.

Other changes include strict responsibilities for lookouts, safe speed operation at all times, new sound signals and new lights.

The boundary changes require both pleasure boaters and commercial operators to observe international navigational rules in some areas where U.S. inland rules apply.

Major boundary changes in the Mid Atlantic area are at the entrances to N.Y. Harbor, Delaware Bay and L. I. Sound.

San Pedro, Calif.

President Steve Edney of the SIU-affiliated United Cannery and Industrial Workers of the Pacific, who is also a vice president of the California AFL-CIO, has been given the "Man of the Year" Award for 1977 by the Southern California Ports Council of the AFL-CIO Maritime Trades Department.

Head of the AFL-CIO California Labor Federation, John F. Henning, praised Edney for his outstanding contributions to the cause of advancing workers rights.

SS Robert E. Lee

Disabled after an explosion in her engine room caused major damage was the 32,269 dwt LASH SS *Robert E. Lee* (Waterman) at Lat. 23.96 N., Long. 36.56 E. The vessel proceeded in tow to the Suez Canal. No injuries to personnel aboard the ship were reported by the company.

SS Delta Mar

Twenty-five year old Seafarer Anthony Benedict aboard the LASH SS *Delta Mar* (Delta Line) fashioned a 1,700-knot shawl, 11 inches wide and 60 inches long. It took him 20 days to make. He noted that if any Seafarer wants to learn how to make a belt he would gladly teach him.

New York, N. Y.

SIU-contracted Ogden Marine has chartered part of her fleet to Maritime

Transport to haul 200,000 tons of coking coal until June 1978 from ports in Hampton Roads, Va. and the port of Baltimore to Alexandria, Egypt.

ST Columbia or ST Potomac

From Aug. 10-21, the *ST Columbia* or the *ST Potomac* (Hudson Waterways) will carry 21,652 tons of bulk wheat from a Gulf of Mexico port to Port Said or Alexandria, Egypt.

SS Flor

From Aug. 15-31, the *SS Flor* (Altair Steamship) will transport 23,000 metric tons of wheat from a Gulf port to Beirut, Lebanon.

San Juan, P.R.

Sea-Land Service has begun a direct containerships run between the ports of Baltimore, Charleston, S.C., Jacksonville and San Juan.

Previously, the run had been routed through Port Elizabeth, N.J.

New Orleans

Delta Line reports new trouble with Guatemala and wants the Federal Maritime Commission (FMC) to push its fine fees (50 percent of cargo value on her ships calling at U.S. ports) against that country's merchant fleet.

On June 9, the Guatemala Congress enacted a law which allegedly deprives 600 importers of U.S. goods there of tax benefits if other than Guatemalan National Line or runaway vessels are employed.

The FMC had until July 29 to impose the fines. Delta has had trouble with Guatemala since 1974.

SS Delta Norte

The SIU-contracted *SS Delta Norte* (Delta Line) has become the first LASH vessel to receive a Capt. Jones F. Devlin Safety Award. The ship sailed 827 days without a lost-time accident. The line's fleet had the lowest accident rate among dry cargo ships with a record average of 3.36 accidents for the year ending Dec. 31, 1976.

The award was given by the American Institute of Merchant Shipping in New York.

Where Did Lonnie Dooley Get The Time to Do It All?

If you look at all the things Lonnie Dooley has achieved in his 22-year career as a merchant seaman, you have to wonder where he found the time to do it all.

He sailed on the old passenger ships as purser, yeoman, storekeeper and more. He sailed in every entry rating in

the deck, engine and steward departments.

He has completed such courses at the Lundeberg School as QMED, Welding, LNG/LPG, Lifeboat and Fire-fighting.

He achieved his 3rd Assistant Engineer's License at the School of Engi-

neering and Navigation in Brooklyn, N.Y. in 1966. He got his 2nd Assistant's license 14 months later, and his 1st Assistant's license in 1973.

And to do all this, the 52-year-old Seafarer, a life-long resident of Liberty, S.C., maintains a book in both the SIU and District 2 MEBA.

Brother Dooley speaks modestly of his accomplishments as a merchant seaman. He attributes much of his success to the Union's educational programs at the Lundeberg School, which he calls "nothing short of excellent."

Dooley also notes that "if an SIU member expects to ship in the future, he must get his training now," adding that "no other School (than HLSS) can offer this kind of comprehensive training in seamanship."

Brother Dooley also had some advice for SIU members just starting out. He says that young seamen "should set their goals early in their careers and then pursue them vigorously."

He added that a young seaman should not bounce around from department to department, noting that "a seaman should choose his department when he first comes into the industry, and then work his way up the ladder until he reaches the top of this department."

Dooley says that this type of specialization will "better equip a young seaman for the future, and will make it easier for him to get a license if he wishes to do so."



Lonnie Dooley

Lonnie Dooley knows what he's talking about because has just about every engine room rating and license except Chief Engineer.

Presently, Brother Dooley, who joined the SIU in 1955 after serving in the Army during the Korean War, is waiting to catch a ship "to accumulate some seetime."

Personals

Edward Eric "Scotty" Kunchich

Your daughter, Shirley, asks that you contact her at (201) 335-7734, 812 Cedar St., Boonton, N.J. 07005.

George M. Miller

Please contact the Log office at (212) 499-6600 ext. 242, 243.

Crewmembers of the SS Overseas Natalie

Crewmembers of the *SS Overseas Natalie*, Voyage 3B, which left Corpus Christi, Tex. around June 16, 1975 headed for Odessa, Russia with a wheat shipment: the wife of AB Chadwick Tarkenton asks that you contact her at Route 3 Box 38A, Powhatan, Va. 23139.

Martin J. Irwin

Mr. Hasey asks that you contact him as soon as possible.

Personals

George Pierre

(Day man on the *Delta Argentina*, summer of '75.) Mark S. Johnson asks that you contact him at 1805 Kemper Lane, Knoxville, Tenn. 37920, (615) 577-0548.

Orville Stitch

M.A. "Bud" Gamblin asks that you contact him as soon as possible at Mike's, 98 Mason St., San Francisco, Calif., DO-2-0326.

Joseph Michael Novotny

Your son Michael asks that you contact him at 817 Main St., Portage, Pa. 15946 or call collect (814) 736-8236.

Joseph A. McDougall

Your daughter Jacy asks that you contact her at 5603 Haywood St., Houston, Tex. 77016.

User Fee Not Answer to Locks & Dam 26

The improvement of Locks and Dam 26, the sorely outmoded navigation facility on the Mississippi River at Alton, Ill., continues to run into delays and difficulties.

In the latest round of trouble, the Senate tied the authorization for reconstruction of Locks and Dam 26 to the establishment of a system of user charges for commercial users of the waterways.

Just this month, the House Ways and Means Committee approved its own version of the controversial issue, linking the new project to the imposition of a towboat fuel tax in some areas of the inland waterways.

While some segments of the inland industry support the proposed House bill, the SIU and the Transportation Institute, a Washington-based research and educational group for the maritime industry, have been the only voices consistently and flatly opposed to any user charge or tax in any area.

And the SIU maintains this position because we believe it is the only way to prevent a dangerous precedent for financing Federal navigation improvements.

A user charge is too high a price to pay for Locks and Dam 26. It would further delay and finally defeat the benefit of this badly needed new project.

The present complex is 38 years old, deteriorating badly, and is too small to handle the increasing flow of barge traffic between the Lower Mississippi and the Upper Mississippi and Illinois Rivers. Designed as a key facility in the entire river system, it has become a major bottleneck causing costly delays.

Cost efficiency and energy conservation—the great advantages of water transportation—are seeping away day-by-day at Alton. But if a user charge is tied to the improvement of Locks and Dam 26, the widespread benefits the new project could bring to the towing industry and the economy of the Midwest may go down the drain.

There is good reason to fear that the added cost of a user charge could not be absorbed by the inland waterways industry without hurting the industry itself, its labor force and finally the American consumer.

We believe that the much-needed replacement of Locks and Dam 26 must be considered separately from the controversial and complex user charge issue. As a recent *St. Louis Post-Dispatch* editorial maintained:

"In holding the Alton project hostage in the user fee issue, the U.S. Senate has unnecessarily added complications to a waterways project that even the strongest supporters of barge line fees say is necessary."

Locks and Dam 26 has been under consideration for replacement for almost 10 years. During that time inflation has increased its estimated construction cost by millions of dollars and rapidly growing barge traffic on the Mississippi has overreached

the facility's capacity by millions of tons.

We can't afford another 10 years of complications. Locks and Dam 26 must be authorized now, on its own, as a much deserved Federal navigation project.



LETTERS TO THE EDITOR

Rep. McKinney: 'Ship American' Should Be More Than Slogan

The current edition of the *Log* and the June 17 issue of *The Oil Daily* arrived in the same mail today and both contained stories concerning the possible export of Alaskan oil to Japan. The *Log* noted my efforts to prevent that from occurring and quoted the question I posed on the House floor: "Why, then, should we create more work for the foreign tanker industry by transporting the oil to Japan while our merchant tank fleet suffers through hard times?"

The story also quoted Federal Energy Administrator John O'Leary as saying that a U.S. flag fleet could be put together to handle the surplus of Alaskan crude.

The *Oil Daily* story recounts a speech delivered in San Francisco by the president of Chevron Shipping Co., Lawrence Ford, wherein he advocates the deal with Japan and he points out that this arrangement "would save both money and fuel; a dollar per barrel in shipping costs."

I instructed my staff to contact Chevron's Washington office to ask if it was correct that this \$1 per barrel saving could only be accomplished with the use of foreign flag tankers. The answer: "Yes."

While it's true, as Mr. O'Leary says, a U.S. flag fleet could be put together, let me assure you that if Alaskan oil is sent to Japan, that fleet won't be used. Believe me, the phrase "Ship American" has got to become more than just a slogan.

Sincerely,

Rep. Stewart B. McKinney
4th District, Connecticut

Pensioner Misses Friends, Sea

My good brothers and friends of the Great Lakes and seas. Being retired, I miss all of you from Captain to Messman. I miss the great spirit of brotherhood that is found among good seamen.

There has been so much we learned from one another while working and sailing together. Thoughts of this, and the keen interest good seamen show in mankind remain with me. I am grateful for the experience.

Fraternally,
Moses Crosby
Seattle, Wash.

LOCKED UP!

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The SIU needs your latest address so that we can maintain an up-to-date mailing list and can be sure that important correspondence gets to you at your home. So please fill out the address form below and mail it to SIU Welfare Plan, 275 - 20th St., Brooklyn, N.Y. 11215.

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On the steps of the Capitol in Washington, D.C. are the 21 Boatmen who attended the Louisiana Conference at Piney Point from June 20-6, along with Union officials.



Transportation Institute President Herb Brand (center) explains the role of the Institute to the Boatmen when they visited there on June 23.



SIU Executive Vice President Frank Drozak (front left) with counsel Howard Schulman testifies June 23 before Rep. Mario Biaggi's (D-N.Y.) House Subcommittee on the Coast Guard. An attentive audience includes the 21 Boatmen and a Coast Guard delegation at the (right) rear.

21 From Louisiana Learn About SIU, Industry

5th Boatmen's Conference Is an Education

PINEY POINT, MD. — "Times are changing" in the towing industry, SIU Vice President Paul Drozak told 21 Inland Boatmen from eight Gulf companies who came to find out how it's changing at the 5th Boatmen's Educational Conference at the Harry Lundberg School of Seamanship here from June 20 to June 26.

One who found out by the end of the conference was Deckhand Lester

Ledet who's been sailing with the Crescent Towing Co. for five years up the Mississippi. He exclaimed that "Times are changing fast." So fast that before he came to the conference he "... didn't know what his \$50 (Union) dues and \$600 (Union) initiation fee were for. Before I didn't go to the Hall or vote." Now he says he'd "fight" for the Union.

Two weeks before in conjunction

with the start of the Conference, the SIU sent two-man service teams to "sweep" the New Orleans Harbor and surrounding areas. Besides servicing Inland Boatmen on the boats there, they opened new channels of communication with Louisiana members of such companies as Dixie Carriers, National Marine, Red Circle and Baroid Co.

A top highlight of the conference

was seen on June 23 when the Boatmen went to Washington, D.C. to hear SIU Executive Vice President Frank Drozak blast the Coast Guard for lax safety and manning enforcement in testimony before Rep. Mario Biaggi's House Subcommittee on the Coast Guard. Later they saw and heard more House of Representatives' politics in action in a floor de-

Continued on Page 22



Here's a front view of the pushboat *Dixie Power* tied up to a Mississippi River dock last month in New Orleans Harbor.

INLAND WATERS



N.Y. Patrolman George Ripoll (seated center) heads meeting aboard the *Dixie Power* (Dixie Carriers). Listening are (l. to r.): Tankerman Ron Noble; Chief Engineer Dudley Bonvillain; Engineer Fred Adams; HLSS VP Mike Sacco, and Patrolman Lou Guarino.



HLS President Hazel Brown tells the group that the School is free for all SIU Boatmen who want to attend any of the academic or vocational courses. She encouraged members to participate and also urged them to recruit young men for the Entry Training Program.



SIU Vice President Paul Drozak (center) gives "A" Seniority books to Deckhand Mike Henson (left) of Crescent Towing and AB James Larkin Jr. of Red Circle in Tampa, Fla. Not shown is Deckhand Allen Rudd of Inland Tugs who also received his "A" book.



Deckhand Mike Henson of Crescent Towing says that "the knowledge he gained here (at the conference) is the bread."



New Orleans Patrolman Don Tillman (right) tells Deckhand Curtis Ledet that "organizing is the key to calling the shots."



Oiler Larry "Red" Minchew (left) of Mobile's Radcliff Materials swears to Union oath given by N.Y. Patrolman George Ripoll. After the ceremony, Boatman Minchew said the "Union book made me someone."



Tankerman Harold Whightsil, Jr. of Dixie Carriers shows off his SPAD receipts.



"The Union helped me," says Oiler Paul Solid of Radcliff Materials.



"It's a nice school you have here. It's YOURS!" HLSS Port Agent George Costango tells the conferees.



He's "All for it" (the Union) says Dale L. "Primo" Primmo, a 10-year veteran of Dixie Carriers.



SIU Inland Coordinator Chuck Mollard explains the economics of the industry.



Giving a tour of the HLSS library is librarian Mrs. Zenaida Schuffels (left) with vocational instructor Joe Wall. From left are: Dale Koenig; Capt. Paul Latiolais; Jim Larkin, Jr.; Kirby Jones; Graylow Hester, and SIU Representative Byron Kelley.

After 2-Man Service Teams Swept Louisiana, 5th Boatmen's Education Confab Held



The Theresa F. nudges a giant barge, the Freeport 2 of Cincinnati, Ohio, near the shoreline of the river.



AB James Larkin, Jr. (2nd left) who later took part in the 5th Boatmen's Conference at Piney Point, Md., watches as HLSS VP Mike Sacco (right) hands Log to Chief Engineer Frank Labrache of the Theresa F. (Red Circle). A.B.s John C. Columbo and Nick Lomas (center l. to r.) are interested spectators.



Aboard the Baroid 108 (Baroid Co.) Pilot Larry Martin (center) has Patrolman Lou Guarino (right) straighten out a paycheck problem as Deckhand J. Boudreaux looks on.



Pilot B. Hines (seated center) of the National Venture (National Marine) asks a question of Patrolman Lou Guarino (left). Tankerman Adell Gauthier (right) and HLSS VP Mike Sacco (far left) await their turn to join in on the conversation.

Reading Log is Capt. R. Asbride of the Venture. Tankerman O. Sullivan of the National Venture.



Engineer Dale Koenig of Whitman Towing declares that "It's good to know you have someone behind you."



"It's a strong Union," says Engineer Jimmy Rosser of Crescent Towing.



"I learned a lot, too," emphasized Engineer W. Webb of Whitman Towing about the conference. "Before I was ignorant, now I have a clear understanding." He plans to get others to join the Union.



Capt. Marion Goodman of National Marine says he "learned a lot (at the conference). More than in the last 39 years."



The conference was "The best opportunity in my life," said Capt. Paul Latiolais of Dixie Carriers.



"I didn't know about the Union until now," exclaims Capt. Tim Donner, 23, of Crescent Towing.



Capt. Gus "Harmonica" Le Blanc of Crescent Towing says the "SIU gave him his license and job as a captain."



Deckhand Morris Thibodeaux of Whitman Towing said he likes the Union's "esprit de corps" and brotherhood.

21 From Louisiana Learn About SIU, Industry

5th Boatmen's Conference Is an Education

Continued from Page 19

bate on economic aid to South Korea. In the afternoon, they toured the Transportation Institute and the AFL-CIO's Maritime Trades Department.

On the Conference's first day the Boatmen were shown the value of upgrading as they toured the HLSS educational facilities, especially the

new Vocational Building. They then visited the Valley Lee Farm nearby which provides Piney Point with most of its food. By day's end, they viewed films and slides on the history of the American labor movement and the inland towing industry.

The next morning they learned more about the maritime labor movement and the SIU Constitution. Next, all welfare benefits and forms were

explained.

Continuing the following morn, pension benefits and the new U.S. pension law were gone over. Later the politics and economics of the inland field were discussed. That night the delegates visited the Seafarers Alcoholic Rehabilitation Center.

The last few days were spent in observing the HLS Hiring Hall and

the Shipping Rules and going over the new standard contracts for both the unlicensed and the licensed in the towing business.

Summing it all up, Deckhand and Boat Delegate Allen Rudd of Inland-Tugs confessed to one and all, "I was a dummy about the Union. When I got questions on the boat I couldn't answer them. Now I can. Soon I hope to get more members into the Union."



HLSS Vice President Mike Sacco (left) talks to Boatman Daniel E. Liddie (right) of the *Dixie Charger* (Dixie Carriers) who was the first inland grad at the HLSS in March this year. At (center) is New Orleans Patrolman Jim Martin.



SIU Patrolman Lou Guarino (right) makes a point with Tankerman Ray McLain of the *Charger*.

ALLEGIANCE (Interocean Mgt. Corp.), May 22—Chairman, Recertified Bosun A. Lasnansky; Secretary G. Richardson; Educational Director J. Boyce. \$24 in ship's fund. Some disputed OT in engine department. Secretary read the minutes of the last meeting. Chairman reports that the *Seafarers Log* is received regularly and read by all crewmembers. A vote of thanks to the steward department for a job well done. Next port Lake Charles.

NEWARK (Sea-Land Services Inc.), May 12—Chairman A. Vilanova; Secretary Ken Hayes; Educational Director R. Coleman; Engine Delegate W. West; Steward Delegate Edward J. Kilford Jr., \$8 in the ship's fund. No disputed OT. Chairman reported that the last payoff ran very smoothly. Harvey Mesford, Seattle port agent who attended the payoff left reading matter in regards to the merger with the MCS which will be read and discussed at the next weekly meeting. The April issue of the *Log* is aboard the ship and the crew is requested to read the *Log* to find out what is going on in the Union. There are some vacation plan applications on ship and they are available to those who want them. Educational director will hold a discussion on Union business for all crewmembers, on the topic, "Your Union and What It Means to You" in the coming week. A card was received from Marietta Homayonpour, editor of the *Seafarers Log* which was filled in and forwarded to the Log office advising them of our receipt of the *Seafarers Log* aboard ship. Next port Seattle.

MASSACHUSETTS (International Ocean Transport), May 8—Chairman, Recertified Bosun J. L. Bourgeois; Secretary Abdul Hassan. No disputed OT. Received the February and March issue of the *Seafarers Log* which was passed around and enjoyed by all. Chairman held a discussion on these issues on the Maritime Trades meetings and AFL-CIO Executive Council maritime energy resolutions. Noted that every member who reads the *Log* should realize the effort and the time it takes our Union officials to keep the membership working. Also discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Next port Brazil.

ZAPATA RANGER (Zapata Bulk Transport), May 14—Chairman, Recertified Bosun Don Hicks; Secretary G. DeBaere; Educational Director J. Bailey. Chairman reports that the *Seafarers Log* is received regularly. Also that he would like to extend his appreciation to Captain S. S. Griffin for his consideration, effort and thoughtfulness during this trip and during the hospitalization of the chairman in Leningrad. A vote of thanks to the steward department for a job well done.

OGDEN WABASH (Ogden Marine Transport), May 12—Chairman, Recertified Bosun J. Frazier; Educational Director A. Ratkovich. No disputed OT. Chairman reported that the April issue of the *Log* was received in Panama and the crew was asked to pass it around so everyone will have a chance to read it. The crew gave a vote of thanks to the steward and the BR for the good food and service when they were short three men. The steward did the chief cook's work and his own job. The BR did the bakers job and his own job. Our Union needs more men like this steward and BR in the steward department. We repeat our thanks to these Union brothers.

Digest of SLU Ships' Meetings



SEA-LAND CONSUMER (Sea-Land Service Inc.), May 1—Chairman, Recertified Bosun F. Pehler; Secretary J. Davis; Educational Director K. Hart. No disputed OT. Chairman discussed the article in the *Seafarers Log* concerning upgrading. Also on the merger with Marine Cooks and Stewards Union and the move of the USPHS hospital from Galveston to Houston. Next port Rotterdam.

PANAMA (Sea-Land Service Inc.), May 7—Chairman, Recertified Bosun T. Chilinski; Secretary Higgins; Educational Director Subbillo. \$12.20 in ship's fund. Some disputed OT in deck department. Educational director requested all crewmembers to bring back educational material that is placed out, and magazines that have to do with our trade so everyone can enjoy them. Executive Vice President Frank Drozak's letter on matter sent to Headquarters during April meeting was read and will be posted. We appreciate the prompt reply that we received. A vote of thanks to steward department from ship's chairman for good food and a job well done.

SEA-LAND GALLOWAY (Sea-Land Service Inc.), May 29—Chairman, Recertified Bosun George Burke; Secretary A. Seda. No disputed OT. Chairman suggested that all crewmembers should read the *Seafarers Log*. Also discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Next port Elizabeth.

SEA-LAND FINANCE (Sea-Land Service Inc.), May 5—Chairman, Recertified Bosun J. Pulliam; Secretary Benish; Deck Delegate J. Long; Engine Delegate A. Austin; Steward Delegate F. Pappone. Received the April issue of the *Log* which contained coverage of the Pension Supplement. Also received the Education Series No. 8 and the March Maritime News which were passed around for all to read. Next port Seattle.

PISCES (Apex Marine Co. Inc.), May 22—Chairman, Recertified Bosun B. Owen; Secretary C. Loper; Engine Delegate James McDermott. No disputed OT. The following motion was made and voted on: "Whereas, the present agreement lacks an index and without an index it is time consuming and difficult for many members to find the section they want. Many of them give up in disgust and lose money because they do not realize the benefits they have. Therefore, be it resolved that an index to the contracts be prepared and included in all future printings." Next port San Juan.

SEA-LAND VENTURE (Sea-Land Service Inc.), May 22—Chairman, Recertified Bosun Joe I. Justus; Secretary Roy R. Thomas; Educational Director Sam Hacker. No disputed OT. Chairman led a discussion on the good things in the April *Log* and that every crewmember should read the *Log* more. Also on the importance of donating to SPAD. Next port New Orleans.

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

TRANSCOLORADO
SEA-LAND MARKET
BOSTON
GALVESTON
DELTA MAR
CAROLINA
SAN FRANCISCO
EXCHANGE
DEL RIO
LONG BEACH
SAMUEL CHASE
OGDEN WILLAMETTE
WACOSTA
OVERSEAS ARCTIC
SEA-LAND COMMERCE
WESTWARD VENTURE
MERRIMAC
DEL ORO
SEA-LAND ECONOMY
PONCE
TRANSINDIANA
AQUILA
DELTA NORTE
EAGLE TRAVELER
LOS ANGELES
MONTPELIER VICTORY
COLUMBIA
COASTAL CALIFORNIA
TRANSCOLUMBIA
MARY

CHARLESTON
TAMPA
GOLDEN DOLPHIN
JAMES
EAGLE VOYAGER
SEA-LAND PRODUCER
TEX
YELLOWSTONE
DELTA BRASIL
MAUMEE
CARTER BRAXTON
BALTIMORE
INGER
SEA-LAND MC LEAN
PUERTO RICO
SEA-LAND TRADE
RAPHAEL SEMMES
BORINQUEN
BAYAMON
MAYAGUEZ
ARTHUR MIDDLETON
ALEX STEPHENS
AGUADILLA
SEA-LAND RESOURCE
JOHN PENN
ARECIBO
FORT HOSKINS
ROSE CITY
TAMARA GULDEN

ROBERT TOOMBS (Waterman Steamship Corp.), May 29—Chairman, James L. Danzey; Secretary John S. Burke, Sr.; Educational Director William F. Egan. No disputed OT. Chairman reported that Brother John M. Cataldo, OS, fell and he was put ashore in the Azores, San Miguel Islands. The crew gave a vote of thanks to the captain for acting as fast as he did by wiring in to have the injured man removed from the ship. Observed one minute of silence in memory of our departed brothers. Next port Suez Canal.

GUAYAMA (Puerto Rico Marine Mgt. Inc.), May 23—Chairman, Recertified Bosun W. Velazquez; Secretary A. Aragones; Educational Director C. Mainers; Engine Delegate H. F. Welch; Steward Delegate R. Evans. No disputed OT. All communications received were read and posted. Chairman discussed the importance of donating to SPAD. Educational director reported on the rehabilitation program going on at Piney Point and how it was of great advantage and benefit to those who need it. Advised all brothers who need it to attend. Also, to contact Piney Point or any Union representative and they will gladly help any member with information. Observed one minute of silence in memory of our departed brothers. Next port Elizabeth.

ZAPATA COURIER (Zapata Bulk Transport), May 8—Chairman, Recertified Bosun Sal Sbriglio; Secretary Paul Franco; Educational Director A. Bell; Deck Delegate Jones Ard; Engine Delegate James Chiaese; Steward Ronald Fluker. No disputed OT. Chairman reported that all the crewmembers were pleased to read in the *Log* about the new pension benefit. Steward advised all members to read the *Log* to know what is going on in the Union. Next port Freeport, Tex.

BANNER (Interocean Mgt. Corp.), May 20—Chairman, Recertified Bosun I. Fahri; Secretary G. Rosholt; Educational Director F. Figuera; Deck Delegate Henry Perkins; Engine Delegate Joseph Schueler; Steward Delegate Walter Cutter. \$32.69 in ship's fund. No disputed OT. Chairman declared an open meeting and urged all members to speak on anything that was on their minds. The only way to have an open association is to have all problems brought forward at these meetings and have them resolved in the best possible way. Request lines at spaces where there are no rails on catwalk. Also ladders are slippery to the captain and pilot room decks. Also advised all crewmembers to fill in repair lists and everything possible will be done to see that these things are taken care of. Observed one minute of silence in memory of our departed brothers. Next port Flushing, Holland.

WORTH (Apex Marine Transport), May 14—Chairman, Recertified Bosun Emilio Sierra; Secretary J. W. Young. Some disputed OT in deck and engine departments. Two members of the crew were sent to the hospital in Singapore—James Ward with an apparent heart attack, and John Mattingly who had an accident. Next port Anacortes, Wash.

Six Months' Discharges

Entry-rated seamen in all ports must show their last six months' discharges before they can register for shipping.



Dispatchers Report for Deep Sea

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

PRESIDENT
Paul Hall

SECRETARY-TREASURER
Joe DiGiorgio

EXECUTIVE VICE PRESIDENT
Frank Drozak

VICE PRESIDENTS
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WILMINGTON, Calif.
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(213) 549-4000

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	3	0	0	5	1	0	7	2	1
New York	116	17	9	112	45	6	157	15	7
Philadelphia	14	1	0	7	6	0	16	0	0
Baltimore	26	1	0	14	8	0	46	4	0
Norfolk	22	5	3	11	3	3	29	6	1
Tampa	12	3	1	12	1	0	12	3	1
Mobile	29	1	0	30	1	0	31	3	0
New Orleans	90	16	1	68	29	0	137	13	1
Jacksonville	49	3	4	31	11	4	54	2	1
San Francisco	33	3	1	30	6	0	64	5	1
Wilmington	17	1	0	15	6	0	25	2	1
Seattle	47	6	1	38	8	1	66	7	0
Puerto Rico	7	2	0	6	2	0	19	2	0
Houston	68	4	5	76	26	6	104	7	5
Piney Point	0	0	0	0	6	0	0	0	0
Yokohama	4	0	0	1	1	0	6	1	0
Totals	537	63	25	456	160	20	772	72	19
ENGINE DEPARTMENT									
Boston	2	3	1	5	1	0	2	3	1
New York	99	20	5	73	48	3	139	17	6
Philadelphia	15	2	0	8	1	0	16	3	0
Baltimore	18	3	0	15	4	0	34	7	0
Norfolk	15	6	1	7	5	0	27	8	1
Tampa	9	1	2	11	1	1	3	2	1
Mobile	22	7	0	25	6	0	23	6	0
New Orleans	70	14	0	46	14	0	109	25	0
Jacksonville	25	7	2	21	5	0	36	6	3
San Francisco	31	6	0	38	7	0	39	7	1
Wilmington	8	4	0	9	6	0	12	3	0
Seattle	27	10	0	20	14	2	40	12	0
Puerto Rico	6	3	0	3	6	0	14	0	0
Houston	54	15	4	76	19	4	66	14	6
Piney Point	0	0	0	0	7	0	0	0	0
Yokohama	3	2	0	2	1	0	1	1	0
Totals	404	103	15	359	145	10	561	114	19
STEWARD DEPARTMENT									
Boston	0	1	0	2	1	0	0	1	0
New York	43	2	0	56	25	2	61	5	0
Philadelphia	6	0	0	2	2	0	15	0	0
Baltimore	18	2	0	13	5	2	27	4	0
Norfolk	14	0	0	7	2	1	17	0	0
Tampa	8	0	0	6	0	0	4	0	0
Mobile	14	0	0	16	5	0	21	1	0
New Orleans	34	8	0	42	18	0	57	5	0
Jacksonville	30	1	1	21	8	3	26	2	1
San Francisco	17	7	2	23	13	2	31	7	1
Wilmington	6	2	0	6	1	0	6	2	0
Seattle	14	1	1	13	9	1	21	1	1
Puerto Rico	1	2	0	6	6	0	7	2	0
Houston	37	2	0	48	12	4	48	2	0
Piney Point	0	5	0	0	15	0	0	2	0
Yokohama	0	0	0	0	0	0	1	0	0
Totals	242	33	4	261	122	15	342	34	3
ENTRY DEPARTMENT									
Boston	1	1	7				1	3	12
New York	32	89	55				47	127	122
Philadelphia	5	10	0				5	21	0
Baltimore	16	26	7				25	47	11
Norfolk	8	7	2				14	18	1
Tampa	4	5	1				2	7	1
Mobile	13	6	0				18	10	0
New Orleans	33	44	1				58	57	1
Jacksonville	11	24	4				15	31	2
San Francisco	28	15	7				39	37	10
Wilmington	5	3	0				7	11	2
Seattle	11	19	8				13	36	11
Puerto Rico	17	10	1				21	12	1
Houston	20	33	12				26	39	33
Piney Point	0	22	0				0	2	0
Yokohama	0	1	0				2	3	0
Totals	204	315	105				293	461	207
Totals All Departments	1,387	514	149	1,076	427	45	1,968	681	248

***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.

Shipping at deep sea A&G ports picked up considerably last month as 1,648 seafarers found jobs on SIU-contracted ships. That's an increase of 414 jobs over the previous month's figures, and an increase of 415 jobs shipped over the same period last year. Shipping is expected to remain from good to excellent at most ports for the foreseeable future.



While aboard the *Will Colonna*, Assistant Engineer John Thomas (l) and Deckhand Richard Finley take a break to glance at the Log.



Captain Charlie Bonniwell of the *Will Colonna* gives his book number and Social Security number to N.Y. Patrolman Ted Babkowski (left) for completion of a Patrolman's Report



Posing on the stern of the *Will Colonna* are crew members (l. to r.): Charlie Bonniwell, captain; John Thomas, assistant engineer; Jiles Hamon, cook, and Richard Finley, deckhand.

Will Colonna and Christine E Visit N.J.

The *Will Colonna* (owned by Colonna and presently chartered by Steuart Transportation) was serviced by an SIU patrolman on Apr. 19, while the tug unloaded a shipment of coal for the Kearney Generating Co. in Kearney, N.J. The patrolman helped clear up some problems and questions the crew had regarding pension, welfare and medical forms. He advised the crew members to always keep a completed medical claims form available at home in the event a member of their families became ill while they are on the boat.

Recently in the New Jersey area also was the *Christine E* (Marine Towing and Transportation), up for repairs at the Tug and Barge Dry Dock in Jersey City, N.J. Upon completion of these repairs, the *Christine E's* next scheduled stop was Port Everglades, Fla. to resume hauling oil.

INLAND WATERS



The crewmembers of the *Christine E* (Marine Towing and Transportation) are posing in the galley while the tug awaits repairs. From (l. to r.) are: Paul Parson, AB; Richard Robinson, AB; Tom Ferguson, Cook, and Ken Davis, captain.



The tug *Christine E* is shown laid up for repairs at the Tug and Barge Dry Dock in Jersey City, N.J.

'64 Scholarship Winner Joined the Peace Corps

For Larry Carleton, a college education provided the ticket for some far-off adventures and exotic study in graduate school. The 1964 winner of the SIU four-year scholarship majored in mathematics at Michigan State University, East Lansing, Mich. After graduating in 1968, he joined the Peace Corps and worked in Swaziland, Africa for three years.

Putting his education to good use, his job in the Peace Corps was to introduce the new math into the junior high school system. First he taught the students themselves. Then he spent a year training the teachers. "It was quite a challenge," Carleton said. "The native languages there are Swazi and Zulu. Although the students spoke English, they thought in their own language and as they translated back and forth in their mind, communication became difficult because languages have a different way of looking at the world."

He also had to track down tuberculosis patients and encourage them to go for treatment, build his own schoolroom, and teach basic science and English literature.



Larry Carleton

He was fascinated by teaching. When he came back to the States in 1973, he went for a Masters degree at Michigan State University. Studying philosophy, his particular subject was how knowledge is communicated or how people learn things. At present, he is continuing this study while earning a doctorate degree at the University of Minnesota, Minneapolis. He chose that school because it has a good psychology department. Unlocking the secret of how people learn is important for philosophy, psychology and education, Carle-

ton said. Later on he hopes to continue his work while teaching at a university.

The SIU scholarship got him off to a good start. "I was offered other scholarships," he said, "but the SIU grant was the best. As a full scholarship, it allowed you to study fulltime."

While he was in college, his mother Ruth Carleton won a scholarship to

study English at the same school. So the family gave up the farm in St. Clair, Mich. and moved to East Lansing. Lawrence's father, Monroe Carleton, stopped sailing wheelsman with the SIU on the Lakes in 1966 when he became a licensed officer. Right now, he is sailing as a first mate on the Great Lakes. He recently earned his master's license.



Once an Arctic Ocean Fisherman, He Sails Deck on Great Lakes

Seamen from all over the world have settled on the Great Lakes. From Norway came Fridtjof "Fritz" Martinussen who has been an SIU member since 1946, sailing as an AB, wheelsman, quartermaster and bosun. He began his career in his native country in 1930, on a fishing boat in the Arctic Ocean.

During the Piney Point course, the crew had classes dealing with the properties and handling of liquid natural gas, and of course, classes on the potential dangers of LNG and how to handle emergencies should they arise.

The crew also studied the automated features of the *Aquarius*' engine room and special Cargo Control Room, as well as participating in a two-day course in firefighting. They also went on a field trip to the LNG terminal in Cove Point, Md., where they received special safety hints from a Coast Guard expert in the area of cryogenics (the study of very low temperatures).

On top of their training at Piney Point, the entire licensed and unlicensed crew participated in a month-long training program in Quincy, Mass. just prior to boarding the *Aquarius* for her maiden run.

This program included more classes on the properties and handling of the special LNG cargo. And the crew was able to get a first hand look at the *Aquarius* and become more familiar with her specifics before actually taking the vessel to sea. The course in Quincy also included an intense firefighting pro-

gram, given with the aid of the Boston Fire Department.

The most important thing, though, is that all this training has paid off. In separate letters to the *Log*, both the Captain and the Chief Engineer of the *Aquarius* have commended the crew for their professional work aboard ship.

Chief Engineer R. Boerner wrote: "The crew of this vessel has been out-

standing during the first weeks of operation. They have been cooperative, knowledgeable and willing in the performance of their duties.

Capt. H. Van Leuven wrote: "I would like to advise you of the professionalism that all members of the crew have shown in the performance of their work since delivery of the *Aquarius*."

"During the voyage from Boston to

England and during the gas trials, all personnel exhibited a wide spectrum of expertise in handling all situations."

The next LNG ship, to be named the *Aries*, is scheduled to be out in late August. Like the crew of the *Aquarius*, the crew of the *Aries* will undergo the same kind of rigorous training schedule. And no doubt, they will respond in the same professional manner.

Seafarers Welfare, Pension and Vacation Plans Cash Benefits Paid

May 26 - June 22, 1977

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
ELIGIBLES				
Death	10	83	\$ 27,500.00	\$ 275,043.06
In Hospital Daily @ \$1.00	256	2,218	256.00	2,220.00
In Hospital Daily @ \$3.00	130	1,413	390.00	4,239.00
Hospital & Hospital Extras	7	81	393.65	11,546.73
Surgical	1	13	100.00	1,679.00
Sickness & Accident @ \$8.00	4,626	31,571	37,008.00	252,568.00
Special Equipment	1	11	396.84	4,561.55
Optical	95	673	3,214.45	20,755.76
Supplemental Medicare Premiums	15	181	1,274.30	8,958.80
DEPENDENTS OF ELIGIBLES				
Hospital & Hospital Extras	354	2,434	128,120.87	752,072.69
Doctors' Visits In Hospital	53	466	3,132.10	23,869.33
Surgical	91	665	15,479.85	115,325.59
Maternity	10	113	4,800.00	42,634.00
Blood Transfusions	—	13	—	1,347.86
Optical	73	544	2,191.50	16,036.01
PENSIONERS & DEPENDENTS				
Death	19	85	68,000.00	336,600.00
Hospital & Hospital Extras	159	998	27,257.19	172,850.12
Doctors' Visits & Other Medical Expenses ..	91	623	3,304.82	27,795.28
Surgical	7	76	1,037.00	12,474.55
Optical	44	318	1,476.90	9,682.95
Blood Transfusions	1	3	92.50	162.50
Special Equipment	7	29	1,137.25	4,438.00
Dental	—	4	—	1,204.00
Supplemental Medicare Premiums	2,163	10,757	17,036.70	85,265.10
SCHOLARSHIP PROGRAM				
	3	69	2,924.92	28,216.57
TOTALS				
Total Seafarers Welfare Plan	8,216	53,441	346,524.84	2,211,546.45
Total Seafarers Pension Plan	2,738	13,549	697,139.51	3,458,152.37
Total Seafarers Vacation Plan	803	5,348	731,694.69	5,215,202.69
Total Seafarers Welfare, Pension & Vacation	11,757	72,338	\$1,775,359.04	\$10,884,901.51



"Fritz" Martinussen

Contracts Ratified at Sabine Towing; Dixie Carriers

In June, SIU Boatmen at Sabine Towing and Transportation and at Dixie Carriers voted to accept a new three year contract. The terms of these excellent new agreements brought all SIU Boatmen closer to the goal of establishing an industry-wide standard contract.

As the most important step, the members in both these Gulf Coast outfits will now receive vacation benefits which had previously been denied most Boatmen in the Gulf area.

The SIU aims to bring all the Union's contracted tug, towboat and dredging companies into the Seafarers Vacation Plan one by one as each company's contract comes up for renewal.

The decision to use standard language and plans was made by delegates at the Boatmen's Contract Conference held at the Lundeberg School in Piney Point, Md. last March.

In addition to the vacation benefit, both the licensed and unlicensed crews won wage increases that will amount to about 40 percent over the life of the agreement, an increase in overtime pay, cost of living adjustments, many new welfare and fringe benefits, and improvements in working conditions.

INLAND WATERS

After the negotiations were completed, the proposed contracts were first presented to the rank and file committee members who had attended the March confab. After the committee's recommendation, they were then sent to the members for a ratification vote.

Voting Results

At Dixie Carriers, crewmembers voted 104 to 13 to accept the contract. At Sabine Towing, the vote was 60 to 14 for acceptance.

The industry-wide vacation plan was the most important new benefit negotiated. The vacation pay depends upon the number of days worked and the rating sailed. Benefits may be cashed in every 90 days or accumulated for up to one year.

For example, in the third year of the contracts, based on 240 days of employment, the yearly vacation benefits for various ratings in Dixie Carriers and Sabine Canal Division would be:

- \$933.60 for deckhands
- \$1,065.60 for tankermen, cooks,

ABs, pilot trainees, engineer trainees and utility tankermen

- \$1,334.40 for pilots and licensed chief engineers
- \$1,600.80 for captains

Boatmen on Sabine harbor and off-shore boats will be receiving an additional sum over and above the vacation they already have.

Major improvements in the welfare plans for all ratings include: full coverage of hospital extras and intensive care and an increase in maternity benefits and death benefits. A new benefit has been added which provides up to \$5,000 for accidental loss of hands, feet or eyes.

The agreement with Sabine and Dixie includes many advances in terms of Union recognition. For example, not only the company but any subsidiaries it forms during the life of the agreement must recognize the Union as collective bargaining agent. Moreover, the company has agreed to give the Union 24 hours notice for replacements which will give the SIU enough time to send these replacements from the Union Hiring Hall.

Important language has also been included in the contracts that will assist

the SIU in meeting the manpower need in the industry. Seafarers at Sabine and Dixie will have their round trip transportation paid by the companies when they attend the Lundeberg School to upgrade. And so that unlicensed personnel can receive the necessary practical experience to upgrade, the Union was successful in getting the companies to carry trainee engineers and trainee pilots on the boats.

Both companies also agreed to grant three days off, with pay, to employees in the event of a death in their immediate families.

New contract provisions have been set up for seniority within each job classification and present employees will be considered first in making promotions.

Also, disciplined employees shall be given written notice of disciplinary action and the reasons for it, with a copy for the Union. In addition, the contract includes big improvements in the transportation provisions.

All in all, the new Sabine and Dixie contracts have brought SIU Boatmen in these companies important advancements which the Union hopes to extend to all members of the towing industry.

The Supertanker TT Stuyvesant Is Set for Crewing

The newly-completed 225,000 dwt supertanker, the *TT Stuyvesant* (Polk Tanker Corp.) now resting in the Seatrain shipbuilding facility in Brooklyn, N.Y., is scheduled to be crewed for her maiden voyage near the end of this month.

The SIU-contracted turbine tanker was chartered recently for three years to the Standard Oil Co. of Ohio (SOHIO).

Preceded by her SIU-contracted sisterships, the *TT Brooklyn* in 1973 and the *TT Williamsburgh* in 1975, the

1,000-foot long, six-stories high *TT Stuyvesant* has completed her sea trials.

The supertanker is powered by 55,000-hp turbines which turn a single screw. The ship can carry 1.5-million barrels of crude.

A fourth sistership, the *TT Bay Ridge* is just about half completed at the Seatrain facility.

All the ships were built by members of the SIU-affiliated United Industrial Workers of North America.

A New Inland Contract Saves Member \$9,604.35!

PINEY POINT, MD.—A new SIU inland contract meant a \$9,604.35 difference to Tankerman Harold Whightsil Jr., 47, who works for Dixie Carriers of New Orleans, La.

"I would have had to pay a \$9,604.35 hospital bill under the old contract. But I didn't have to pay a nickel, except for the telephone bill," Whightsil told his fellow Boatmen at the 5th Boatmen's Educational Conference held here from June 20 to 25.

Harold Whightsil Jr.

"I'm so happy now I don't believe

it!" he exclaimed to the conference delegates.

The SIU had been successful in negotiating a contract with Dixie Carriers which included an increased hospital and surgical benefits plan for dependents. Only three days after the new contract went into effect on Apr. 6, Whightsil's son, Allan Lee, was rushed to Chalmette (La.) General Hospital in a coma and convulsing due to lack of oxygen.

Surgeons there immediately performed open-heart surgery when the 12-year-old boy's heart stopped. They then corrected a congenital narrowing



INLAND WATERS

of the main heart artery to put Allan Lee on the road to recovery.

Under the new benefit plan at Dixie Carriers, the SIU paid the total \$11,164.35 hospital bill; the old plan would have paid only \$1,560!

Included in the bill was \$8,839.35 for the lad's hospital extras; the old plan paid only \$300 for hospital extras—a big difference to Whightsil of \$8,539.35!

Also included in the bill was inten-

sive care costs which came to \$1,740; the old plan would have picked up only \$675—a difference of \$1,065.

Hospital room and board came to \$585 and blood transfusions \$740—both paid in the old and new plans.

Whightsil, originally from Allenville, Ill., has another son, Harold III, 17. The Boatman joined the Union in 1966 when he came to work for Dixie Carriers.

June Unemployment Up to 7.1%

WASHINGTON, D.C.—June's U.S. unemployment rate rose to 7.1 percent from May's 6.9 percent though for the eighth straight month the number of Americans with jobs increased. According to the Labor Department, 271,000 people returned to work.

This brings the total workforce population to 90.68 million, reports Labor Commissioner Julius Shiskin.

Highlighting the jobless climb are the 483,000 adult women and teenagers out of school looking for work. Teenage unemployment climbed to 18.6 percent from 17.9 percent. The jobless rate for adult women rose to 7.2 percent from 6.6 percent matching February and March's levels.

AFL-CIO President George Meany said that unemployment, not inflation, "remains the nation's No. 1 economic problem."

He asserts that if one added to the

jobless those who sought fulltime work but found only parttime jobs and those who gave up looking for work as futile, the "true" unemployment rate in June would be 10 percent.

Unemployment for adult men dropped to a 5 percent rate from 5.3 percent. The jobless rate for fulltime workers has stayed at a steady 6.5 percent since April.

The longterm unemployed — 15 weeks and longer — dropped by 100,000 to 1.7 million in June. Their ranks have shrunk by 775,000 since December 1976.

Contrastingly, there was a sizable increase, 275,000, in those jobless for fewer than five weeks. The average duration of unemployment moved down to 14.4 weeks from 14.9 last month. The new level was the same as April and two-and-a-half weeks lower than June 1976.



Tankerman Harold Whightsil, Jr. (center) listens to SIU Claims Director Tom Cranford (right) explain welfare benefits at fifth educational conference in Piney Point, Md. Looking on (left) is Union Vice President Paul Drozak.

Social Security, Medicare, Medicaid Are for You

by A. A. Bernstein, SIU Welfare Director

This is the eighth part in a series of articles which the Seafarers Log will be running, over the next few months, concerning Social Security, Medicare and Medicaid and how these Government programs affect you and your families. (This installment deals with the Medical Insurance part of Medi-

care. The next article will deal with Medicaid.)

Eventually the series will be compiled into a booklet so that Seafarers can have all the information on these programs in one place.

I hope this series will be an aid to you. Please let me know if you have any questions. Just write to me, care of Seafarers International Union, 675 Fourth Ave., Brooklyn, N.Y. 11232.

MEDICAL INSURANCE

Medical insurance under Medicare helps pay for doctors' services and a number of other medical services and supplies not covered by hospital insurance. People who want medical insurance pay a monthly premium. (See information later in this article about the medical insurance premium.)

How you get medical insurance protection

Nearly all people who become entitled to hospital insurance are automatically enrolled for medical insurance.

If you can be enrolled automatically for medical insurance, you will receive information in the mail about 3 months before you become entitled to hospital insurance. The information you receive will tell you exactly what to do if you do not want medical insurance.

Automatic enrollment for medical insurance, however, does not apply to people living in Puerto Rico or in foreign countries or to people who continue to work past age 65. These people sign up for medical insurance if they want it.

Medical insurance has a 7-month initial enrollment period. This period begins 3 months before the month you become eligible for medical insurance and ends 3 months after that month. If you turn down medical insurance and then decide you want it after your 7-month initial enrollment period ends, you can sign up during a general enrollment period—January 1 through March 31 of each year. If you enroll during a general enrollment period, however, your protection won't start until the following July, and your premium will be 10 percent higher for each 12-month period you could have been enrolled but were not.

If you decide to cancel your medical insurance, your coverage and premium payments will stop at the end of the calendar quarter following the quarter that your written cancellation notice is received by the Social Security Administration. You can re-enroll in medical insurance only once after canceling your protection.

Medical insurance benefits

Medical insurance will help pay for the following services:

- ▶ Physicians' services no matter where you receive them in the United States—in the doctor's office, the hospital, your home, or elsewhere—including medical supplies usually furnished by a doctor in his office, services of his office nurse, and drugs he administers as part of his treatment which you cannot administer yourself. There is a limit on payment for covered psychiatric services furnished outside a hospital. Physicians' services outside the U.S. are covered only if they are furnished in connection with covered care in a foreign hospital.
- ▶ Outpatient hospital services in an emergency room or an outpatient clinic of a hospital for both diagnosis and treatment.
- ▶ Up to 100 home health "visits" each calendar year, if *all* the following four conditions are met:
 - You need part-time skilled nursing care or physical or speech therapy,
 - A doctor determines you need the services and sets up a plan for home health care,
 - You are confined to your home, and
 - The home health agency providing services is participating in Medicare.These visits are in addition to the post-hospital visits you get if you have hospital insurance.
- ▶ Outpatient physical therapy and speech pathology services—whether or not you are homebound—furnished under supervision of participating hospitals, skilled nursing facilities, or home health agencies; or approved clinics, rehabilitation agencies, or public health agencies under a plan established and periodically reviewed by a doctor.
- ▶ A number of other medical and health services prescribed by your doctor such as diagnostic services; X-ray or other radiation treatments; surgical dressings, splints, casts, braces; artificial limbs and eyes; certain colostomy care supplies; and rental or purchase of medically necessary durable medical equipment such as a wheelchair or oxygen equipment for use in your home.
- ▶ Certain ambulance services.
- ▶ Limited services by chiropractors.
- ▶ Home and office services by licensed and certified physical therapists, with certain payment limitations.

How much does medical insurance pay for these services?

Each year, as soon as your covered medical expenses go over \$60 (the annual deductible), medical insurance will pay 80 percent of the "reasonable charges"¹ for all covered services you have for the rest of the year regardless of the number of bills you have.

There are four exceptions to this general rule:

- ▶ Laboratory and radiology services by doctors while you are an inpatient of a hospital are paid at 100 percent without your meeting the \$60 deductible.
- ▶ Home health services are paid at 100 percent after the \$60 annual deductible.
- ▶ Payment for services of independent physical therapists is limited to a maximum of \$80 a year.
- ▶ Payment for physicians' psychiatric services outside a hospital is limited to a maximum of \$250 a year.

¹ "Reasonable charges" are determined by the Medicare carrier—the organization selected by the Social Security Administration to handle medical insurance claims in the area where you receive services.

What services are not covered?

Medical insurance does not cover some services or supplies. For example, the insurance does not cover:

- ▶ Services or supplies that are not necessary for the diagnosis or treatment of an illness or injury.
- ▶ Routine physical checkups.
- ▶ Prescription drugs and patent medicines.
- ▶ Hearing aids and examinations for hearing aids.
- ▶ Glasses and eye examinations to fit glasses.
- ▶ Immunizations.
- ▶ The first 3 pints of blood you receive in each calendar year.
- ▶ Dentures and routine dental care.
- ▶ Orthopedic shoes.
- ▶ Personal comfort items.

FINANCING MEDICARE

The hospital insurance part of Medicare is financed by special contributions from employees, their employers, and self-employed people. Each group pays the same rate. The contribution rate is 0.9 percent of the first \$14,100 of yearly earnings for 1975.

Medical insurance is financed by monthly premiums paid by people enrolled in this part of Medicare and by at least an equal amount paid by the Federal Government. If program costs increase because of higher charges for medical services, the premium may be increased. People who have medical insurance are always notified of any increase in the medical insurance premium.

The present basic premium is \$7.70 a month plus 10 percent for each 12-month period a person could have been enrolled for medical insurance but was not.

WHO CAN GET MEDICARE?

Practically everyone 65 or older is eligible for Medicare. Also, the following people under 65 are eligible:

- ▶ Disabled people who have been entitled to Social Security disability benefits for 2 consecutive years or more; and
- ▶ People insured under Social Security who need dialysis treatments or a kidney transplant because of permanent kidney failure. Wives, husbands, or children of insured people may also be eligible if they need kidney dialysis or a transplant.

An Important Victory for U.S. Seamen

How the 1954 Cargo Preference Act Helps the Fleet

This is the 13th in a series of articles which the Log is publishing to explain how certain organizations and programs affect the jobs and job security of SIU members. This particular article, however, is the second dealing specifically with cargo and cargo sources for American-flag ships.

It was one of the SIU's first and most successful campaigns conducted on Capitol Hill. And in the 23 years since its passage, it has probably provided more cargo for U.S. ships and more jobs for U.S. seamen than any single piece of legislation passed since the end of World War II.

It is the Cargo Preference Act of 1954, a measure the SIU fought to enact for a full seven years.

Essentially, the 1954 Cargo Preference Act provides that at least 50 percent of all U.S. Government-financed foreign aid cargoes, be carried on American-flag ships.

However, before more is said about the 1954 Act, Seafarers should be aware of the long and interesting history leading up to the bill's passage.

At the end of World War II the U.S. initiated extensive foreign aid programs for the rebuilding of Europe (under the Marshall Plan) and the Far East. Although U.S. ships were getting as much as 30 percent of the aid cargoes, there was no law on the books guaranteeing the U.S. fleet a substantial percentage of these cargoes, or for that matter, any percentage at all.

However, it was not until 1948 that the situation started to get out of hand. At that time, Paul Hoffman, head of the Economic Cooperation Administration, proposed to Congress that U.S. ships be totally ignored in transporting foreign aid cargoes on the grounds that U.S. ships were "too costly" to use.

The SIU rose to block this attempt to scuttle the U.S. merchant fleet, and the Union initiated the fight for the so called "50-50" bill.

Between the years 1948 and 1954, when the Cargo Preference Act was passed, the U.S. fleet managed to carry only 30 to 35 percent of the foreign aid cargoes. However, when the "50-50" bill was finally passed by Congress, it was done so against tremendous opposition from the State and Defense Departments, farm groups and foreign shipping interests.

Covered PL-480 Cargoes

One of the more important sections of the 1954 bill, though, provided that American ships were



Many LASH ship operators today depend on PL-480 cargoes to top off their regular commercial cargoes. PL-480 cargoes often mean the difference between making or losing money on a voyage. Shown here is the SIU-contracted *Robert E. Lee* (Waterman).

also entitled to at least 50 percent of all cargoes generated by the Agricultural Trade Development and Assistance Act, better known as Public Law 480, or simply PL-480.

Public Law 480, which was also passed in 1954, was actually broken down into two parts. First, it authorized the low cost sale of America's surplus agricultural commodities to friendly governments. It also authorized the donation of agricultural goods to underdeveloped nations for humanitarian purposes.

Originally, the emphasis of the PL-480 Program was on the sale of surplus agricultural goods. However, in 1966 Congress placed foremost interest on the humanitarian nature of the program by increasing shipments to underdeveloped countries.

Kept Fleet Employed

It is difficult to calculate exactly how much cargo has actually been carried in American bottoms since passage of the 1954 Cargo Preference Act. The important thing, however, is that the 1954 Act has provided U.S. shipping companies

with a constant source of cargo for more than two decades.

In addition, no one section of the merchant fleet has been able to monopolize carriage of the PL-480 cargoes. When it was first passed, the bill specifically benefitted the U.S.-flag tramp ship fleet, which had been in a constant state of decline since the end of World War II.

In later years, PL-480 cargoes helped the U.S. tanker fleet in the form of grain shipments to India, Bangladesh, Egypt and other nations in the Middle East and the Far East.

Presently, U.S. liner operators of LASH vessels and containerships depend heavily on PL-480 cargo.

In many cases today, PL-480 cargo for U.S. liners is the difference between sailing half full or fully laden, and the difference between losing money and going out of business or turning a profit.

From the standpoint of U.S. seamen, of course, PL-480 and other Government financed cargoes mean jobs on U.S.-flag ships. There is no question that since the 1954 Act's passage, American seamen literally have filled thousands of jobs that would otherwise have gone to foreign sailors.

Program May Expand

More important, though, than what PL-480 cargo has already done for U.S. ships and U.S. seamen, is what this program will continue to mean for us in the future.

Foreign aid in the form of agricultural commodities is still an important part of U.S. foreign policy, and will continue to be. In fact, the Carter Administration has indicated that this program may be expanded.

In other words, U.S.-flag operators will have more cargo for their ships, and U.S. seamen will have greater job opportunities from which to choose.

What has the 1954 Act really meant to the U.S. merchant marine? An independent study, conducted last year to research the merits of the Cargo Preference Act of 1954 and PL-480, came to the following conclusion:

"Whatever the merits for continuation or abandonment of the Cargo Preference Act, there is no dispute about the importance of the Act as a source of cargo for American carriers. . . . Plainly, without the Cargo Preference Act, the American merchant marine would not exist."



Containership operators also depend on PL-480 cargoes to run their vessels fully loaded.

Drozak Blasts USCG Failures on Safety

Continued from Page 5

Chief Mate and Second Mate of the SS *William T. Steele*, Drozak told the Subcommittee, in a tank loading operation of benzene in 1972. The National Transportation Safety Board found that a tank leak had occurred due to an oversight by the fatigued crew and licensed personnel, some who had been working over 24 hours at the time of the accident. Yet the Coast Guard chose to reject the NTSB's recommendation to establish guidelines to prevent such excessively prolonged duty periods.

The Coast Guard also ignored a similar NTSB recommendation which followed the tug *Carolyn's* collision with the Chesapeake Bay Bridge Tunnel in the same year. The Board had determined that the Master's state of fatigue had contributed to the accident, Drozak reported.

"How many more marine accidents must there be, and how many more merchant seamen must be injured or killed due to excessive overtime, fatigue and the resultant inability to respond and perform properly before the Coast Guard decides to act?" Drozak asked.

The NTSB is only one of many Government bodies ignored or opposed by the Coast Guard with regard to merchant marine safety, Drozak added. The Coast Guard also ignored its own commitments made in 1975 to the House Coast Guard Subcommittee to provide maritime labor with notice and an opportunity for comment on new manning scales.

And it has "vigorously opposed" the efforts of the Occupational Safety and Health Administration, Drozak said, to make maritime safety regulations. OSHA has the power to step in when another Federal agency does not issue necessary occupational safety and health regulations, which it proposed to do in the maritime industry last year.

"OSHA expressed the opinion that it can promulgate occupational safety and health standards for merchant seamen because the Coast Guard has failed to

to do so," Drozak stressed. This means that "not only do we, as representatives of maritime labor believe the Coast Guard has been derelict in implementing Congressionally-mandated national policy, but that another Federal agency has determined on its own that shipboard conditions have deteriorated to such an extent that it must step in."

Efforts Are 'Lip Service'

The Coast Guard's failure to insure merchant marine safety are becoming increasingly dangerous, Drozak pointed out, in our growing coastwise, inter-coastal and oceangoing tug and barge traffic. The Coast Guard has admitted that there is a problem here enforcing the three-watch statute on every tug and barge voyage over 600 miles, but its efforts to correct it have not gone beyond mere "lip service," he complained.

"We can no longer afford to allow the Coast Guard to shirk its responsibilities under the law and to disregard the national policies and purposes embodied in such laws as the Occupational Safety and Health Act of 1970 and the three-watch statute."

Barge traffic involves the dangerous operation of unloading oil or other hazardous cargo, yet here again, Drozak said, the Coast Guard has not enforced Congressionally-mandated safety regulations, namely the Ports and Waterways Safety Act of 1972 which authorized the Coast Guard to take all necessary steps to prevent pollution of U.S. waters. Rather it has proposed a manning regulation which does just the opposite, he explained.

The regulation would allow vessels carrying hazardous cargoes to be operated without a separate certified tankerman. Tankermen are already overburdened, working long hours alone

and often with no help from a dockman, lookout or helmsman to assure safe unloading, Drozak said. Yet the Coast Guard's regulation would allow a licensed member of the watch to also serve as a tankerman.

"We believe that combining the distinct and equally important responsibilities of a tankerman and an officer in one person precludes the proper performance of either," Drozak maintained.

The Coast Guard has refused to recognize that proper working conditions for vessel personnel can prevent pollution accidents as much as proper vessel design, he added.

Although the Coast Guard has done nothing to enforce the Ports and Waterways Safety Act, it ironically has used this law as an excuse for not carrying out a vital safety problem in another area, Drozak stated—one that has already taken the lives of Seafarers.

3 Lost on Lakes

Three SIU members were killed in 1976 in accidents involving the use of household ladders instead of gangways on Great Lakes vessels. But when the Union asked the Coast Guard for action to provide safe climbs aboard ship, Drozak reported, it responded (at the Coast Guard Marine Seminar in Cleveland, this year) that recent oil pollution incidents have made the development of OSHA regulations on Great Lakes vessels a low priority now.

Another area that demands close attention, Drozak told the Subcommittee, is the operation of uninspected towing vessels in the inland waters. Over 4,000 self-propelled vessels, many carrying hazardous materials, go uninspected and their crews are virtually free from Coast Guard training or work regulations, he said.

Yet of the 557 marine casualties re-

ported by the Coast Guard in 1975 on the inland waterways, 85 percent of the vessels involved are uninspected by the Coast Guard.

"The potential for accidents is great in this rapidly growing area," Drozak said, as is the risk of loss of life. In fact, the information we received in our discussions with inland boatmen is frightening and points up the need for swift corrective action."

Drozak reported that tankermen off-loading certain cargoes entails not only excessively long hours of work (12 to 40 hours) but inhalation of the fumes causes sickness, dizziness, fatigue and the chance of accidents.

Engine noise on tugs was also a frequent and serious complaint by interviewed crew members. "The men complained about reduced hearing capability; nearly all older engine room employees are said to experience deafness," Drozak said. Moreover, they said that the noise prevents the engine room crew from communicating with the deck crew in the event of an emergency such as a man overboard or an obstacle in the water.

In spite of the high risk and proven danger in the inland towing industry, the Coast Guard's recent proposed regulations (Navigation and Vessel Inspection Circular #76) continue to allow reduced, untrained crews, excessive overtime and a two watch system which are all contrary to protecting safety of life and property at sea, Drozak protested.

"We do not know," Drozak concluded, "if it is by design or if there is some reason why the Coast Guard has for so long failed to act in these important areas. We do know, however, that the reasons are immaterial and that no excuse would justify the continued neglect of merchant seamen who are the wards of the Coast Guard."

Dispatchers Report for Great Lakes

JUNE 1-30, 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
DECK DEPARTMENT									
Alpena	8	3	2	17	23	1	3	2	2
Buffalo	6	0	1	7	0	1	1	0	2
Cleveland	6	1	1	7	5	0	7	3	3
Detroit	11	0	2	26	13	6	8	0	4
Duluth	5	0	4	10	2	0	6	1	8
Frankfort	4	2	0	10	3	1	1	1	0
Chicago	4	0	0	5	1	1	2	1	0
Totals	44	6	10	82	47	10	28	8	19
ENGINE DEPARTMENT									
Alpena	9	5	0	15	15	0	3	0	0
Buffalo	1	0	0	2	1	0	0	0	3
Cleveland	0	0	0	0	0	0	4	0	0
Detroit	19	0	0	23	2	0	9	1	1
Duluth	5	0	4	2	5	0	6	3	8
Frankfort	2	1	0	4	0	0	1	1	1
Chicago	2	0	0	1	0	0	1	0	0
Totals	38	6	4	47	23	0	24	5	13
STEWARD DEPARTMENT									
Alpena	2	0	0	5	6	0	1	0	0
Buffalo	0	0	0	0	0	0	0	0	0
Cleveland	0	0	0	0	2	0	0	0	0
Detroit	3	2	0	10	8	2	2	0	0
Duluth	0	0	0	3	2	0	1	0	2
Frankfort	2	0	0	2	0	0	1	0	0
Chicago	1	0	0	1	0	0	2	0	0
Totals	8	2	0	21	18	2	7	0	2
ENTRY DEPARTMENT									
Alpena	6	18	12				2	9	26
Buffalo	3	2	4				3	1	20
Cleveland	4	4	7				10	4	17
Detroit	19	21	12				12	8	51
Duluth	5	5	21				4	3	53
Frankfort	8	1	5				2	3	17
Chicago	2	0	2				2	1	1
Totals	47	51	63				35	29	185
Totals All Departments	137	65	77	150	88	12	94	42	219

***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.

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 seamen must show their last six months discharges.

Two Old Battlers Remember Snug Harbor and Its Founder

It was once a place where old, homeless seamen could go and live in comfort with other men who had shared the trials and good times of long careers as merchant seamen.

The place is Sailor's Snug Harbor, located on the picturesque rolling hills of the Kill Van Kull on Staten Island, in full view of New York City's sprawling harbor. But today it houses only memories, as New York City prepares to turn it into a cultural center.

All but a few of the old "Snuggies"

have been moved to the Harbor's new facility in Sea Level, N.C., a move that many of the residents did not want, but a move that they were powerless to stop.

Two of these old battlers, though, fought the system and won. When every one else was moved from the Staten Island grounds to Sea Level, these two men refused to go. They wanted to stay in New York near their friends, so they fought it out in the courts for an equitable settlement.

They won their settlement late last

year, and now live in a pretty apartment complex not far from the old Snug Harbor itself.

The two men, Captain John Bugel and Anthony Pujol, will never forget their old home, and last month on Memorial Day, they got together some friends, returned to the Harbor, and carried out an annual tradition. They placed a wreath, and said a prayer over the grave of Capt. Robert Richard Randall, who founded the home for "aged, decrepit and worn out seamen" in 1831. The wreath ceremony was a simple task, but one these men will faithfully try to carry out each year at this time.

The two men, themselves, are quite a couple of characters, who Captain

Randall, himself, would have enjoyed knowing.

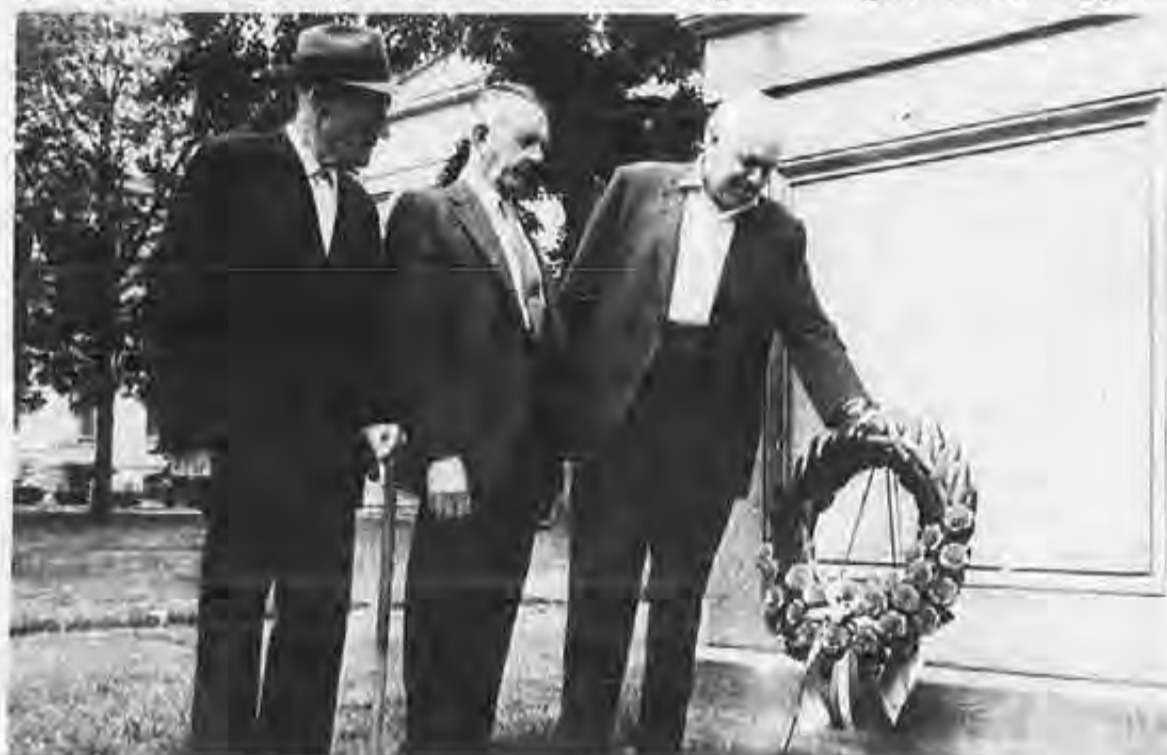
Capt. Bugel as a young seaman and a member of the SUP, remembers well conversations he had with Andrew Furuseth, the father of the American seamen's labor movement. And Anthony Pujol sailed on the famous Liberty ship, the *Marcus Daly*, in World War II, one of only a score or so of merchant ships that have been granted the title "Gallant Ship" of the U.S. merchant marine.

From time to time, the two old sailors pass by the *Log* office to say hello, and treat us to some of the best sea stories ever told. We wish them, and all the other "Snuggies" down in Sea Level, good sailing for the coming year.

MEMBERSHIP MEETINGS' SCHEDULE



Port	Date	Deep Sea Lakes, Inland Waters	UIW
New York	Aug. 8	2:30 p.m.	7:00 p.m.
Philadelphia	Aug. 9	2:30 p.m.	7:00 p.m.
Baltimore	Aug. 10	2:30 p.m.	7:00 p.m.
Norfolk	Aug. 11	9:30 a.m.	7:00 p.m.
Jacksonville	Aug. 11	2:00 p.m.	—
Detroit	Aug. 12	2:30 p.m.	—
Houston	Aug. 15	2:30 p.m.	7:00 p.m.
New Orleans	Aug. 16	2:30 p.m.	—
Mobile	Aug. 17	2:30 p.m.	—
San Francisco	Aug. 18	2:30 p.m.	—
Wilmington	Aug. 22	2:30 p.m.	—
Seattle	Aug. 26	2:30 p.m.	—
Piney Point	Aug. 13	10:30 a.m.	—
San Juan	Aug. 11	2:30 p.m.	—
Columbus	Aug. 20	—	1:00 p.m.
Chicago	Aug. 16	—	—
Port Arthur	Aug. 16	—	—
Buffalo	Aug. 17	—	—
St. Louis	Aug. 19	2:30 p.m.	—
Cleveland	Aug. 18	—	—
Jersey City	Aug. 15	—	—



Anthony Pujol lays a wreath over the grave of Snug Harbor founder Capt. Robert Richard Randall, as former "Snuggies", Capt. John Bugel, center, and Lars Enberg join in the simple ceremony. The old sailors performed the annual ceremony appropriately on Memorial Day.

KNOW YOUR RIGHTS

FINANCIAL REPORTS. The constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and Union finances. The constitution requires a detailed audit by Certified Public Accountants every three months, which are to be submitted to the membership by the Secretary-Treasurer. A quarterly finance committee of rank and file members, elected by the membership, makes examination each quarter of the finances of the Union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of Union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. Your shipping rights and seniority are protected exclusively by the contracts between the Union and the shipowners. Get to know your shipping rights. Copies of these contracts are posted and available in all Union halls. If you feel there has been any violation of your shipping or seniority rights as contained in the contracts between the Union and the shipowners, notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Frank Drozak, Chairman, Seafarers Appeals Board
275 - 20th Street, Brooklyn, N.Y. 11215

Full copies of contracts as referred to are available to you at all times, either by writing directly to the Union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which you work and live aboard ship. Know your contract rights, as well as your obligations, such as filing for OT on the proper sheets and in

KNOW YOUR RIGHTS



the proper manner. If, at any time, any SIU patrolman or other Union official, in your opinion, fails to protect your contract rights properly, contact the nearest SIU port agent.

EDITORIAL POLICY — SEAFARERS LOG. The *Log* has traditionally refrained from publishing any article serving the political purposes of any individual in the Union, officer or member. It has also refrained from publishing articles deemed harmful to the Union or its collective membership. This established policy has been reaffirmed by membership action at the September, 1960, meetings in all constitutional ports. The responsibility for *Log* policy is vested in an editorial board which consists of the Executive Board of the Union. The Executive Board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official Union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he should not have been required to make such payment, this should immediately be reported to headquarters.

KNOW YOUR RIGHTS

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU constitution are available in all Union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time you feel any member or officer is attempting to deprive you of any constitutional right or obligation by any methods such as dealing with charges, trials, etc., as well as all other details, then the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All Seafarers are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU constitution and in the contracts which the Union has negotiated with the employers. Consequently, no Seafarer may be discriminated against because of race, creed, color, sex and national or geographic origin. If any member feels that he is denied the equal rights to which he is entitled, he should notify headquarters.

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including but not limited to furthering the political, social and economic interests of Seafarer seamen, the preservation and furthering of the American Merchant Marine with improved employment opportunities for seamen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the Union or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. Support SPAD to protect and further your economic, political and social interests. American trade union concepts and Seafarer seamen.

If at any time a Seafarer feels that any of the above rights have been violated, or that he has been denied his constitutional right of access to Union records or information, he should immediately notify SIU President Hall at headquarters by certified mail, return receipt requested.

LIU - On the job In the shop

More than a half million craftsmen, highly skilled in building and construction, proudly bear the title of member in the **LABORERS' INTERNATIONAL UNION OF NORTH AMERICA**.

The term "laborer" is a very general one, used to describe workers who perform a variety of tasks ranging from general construction workers to compressed air workers, who are among the most skilled in the construction industry.

The public can be assured that when they use a project constructed by union Laborers, it has been built by skilled workers. The Laborers' Union emphasizes training and education to keep members abreast of rapid technological developments.

The Laborers' International Union (LIU) was founded in April 1903 when 25 delegates met in Washington, D.C. They formed

the International Hod Carriers' and Building Laborers' Union of America. The Union's present name was adopted in 1965.

The charter delegates at that historic meeting represented 8,000 members of locals in 17 cities. Today, the LIU has more than 650,000 members, including more than 100,000 public sector employees, in some 900 locals in the U.S. and Canada.

The Union Label and Shop Card of the LIU were developed and used for the first time in 1968. Recognizing the Union's growth and increased organizing efforts in the building materials and related fields, the Union's leadership devised the label and card to signify the quality work done by LIU members.

Trade union members and their families can be assured that the LIU Union Label and Shop Card stand not only for decent wages

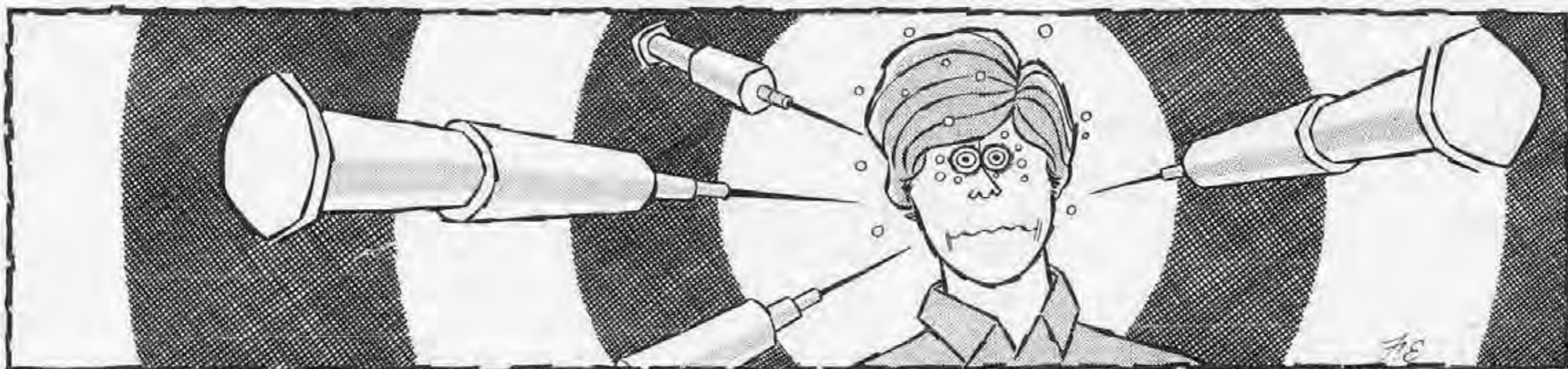


and benefits to Laborers, but also for excellence in craftsmanship as well.

Members of LIU adhere to the principle that by patronizing union shops and buying union goods they are helping to make their own jobs more secure and strengthening their own standards of living.



a **UNION LABEL** feature



'He Thought He Was Flyin' High at--MPH!'

If you smoke pot or hashish or use any kind of drugs at all on ship or ashore, you might be interested in the following unusual story. It's true, no kidding.

This guy, his name was Tom, went to a party this particular Saturday night, and between him and about five or six of his friends, smoked a couple of good sized pipes of hashish. In his own words, he "was smashed."

The party broke up at about 3 o'clock in the morning, so Tom figured he'd call it a night and head home. As he stumbled down the block humming a tune, all he could think about was sinking his oversized cranium into the soft pillow on his bed.

He fumbled around a bit looking for his car keys and then took a minute or two trying to find the keyhole in the car door. He finally got the door opened, positioned himself in the driver's seat, started it up and turned the radio on.

He let the car warm up for awhile as he listened to the music. He then turned the wheel and stepped on the gas but the car just whined a bit and wouldn't move. He went into a minor panic because he knew absolutely nothing about cars. But he glanced at the steering column and noticed the car

was still in neutral. Crisis over.

He eased away from the curb and drove a few blocks to the entrance of the Grand Central Parkway in Queens, N.Y. He had already gotten one speeding ticket on this exact same road the previous month, so he promised himself to be extra careful this night for two reasons: first, he was flying high and was afraid of killing himself; second, he had half an ounce of grass and a small chunk of hashish on him, and he was in no shape to face the law if he got stopped.

So as he drove along the parkway, he stayed exclusively in the far right lane letting the faster traffic pass him on the left.

Flashing Lights

Everything seemed to be going fine as he cruised along listening to the music. But sure enough, he was on the highway no more than five minutes when he noticed the flashing lights of a police car alongside him to the left. The cop in the passenger seat was motioning him to pull over to the shoulder.

Tom obeyed promptly, but as he pulled over he went into a mild paranoid panic. What was he going to say? How was he going to face these cops in his condition?

As one of the policemen walked over to the car, Tom tried to calm himself down. He figured that the best tact would be to remain as cool as possible, answer all questions politely, admit that he was speeding and simply accept the ticket without an argument.

The cop, a man of about 50 or so, bent down a bit and asked Tom how he was feeling. Tom nervously answered that he felt fine.

The cop then asked him if he thought he deserved a ticket. Tom immediately expressed his sorrow for speeding and told the cop, yes, he did deserve a ticket.

The policeman, looking a little bit shocked, then asked Tom how fast he thought he was going. Tom didn't really know for sure, but since the speed limit was 50 mph, he said he thought he was doing about 60 or 65.

The cop, looking more shocked than ever, opened Tom's door and politely said, "Son, would you mind stepping out of the car."

In a deep panic now, Tom blurted out, "Why, what seems to be the matter officer?" The cop said simply, "Son, you were doing four."

Tom was arrested for driving while under the influence of drugs, and was booked for possession after a search

turned up his grass and hashish.

In the long run, Tom got off pretty easy, though. He was convicted of possession of small amounts of grass and was given a fine. And the traffic judge suspended his license for one year, along with slapping him with a fine.

All in all, things worked out okay for Tom. But if he had been a merchant seaman, his trouble would just have started.

You see, any drug conviction of any kind is a sentence of life for a merchant seaman. That is, the Coast Guard, by no means as lenient as some local authorities when it comes to drugs, will revoke your seaman's papers for life, and that means the end of your career at sea.

No matter what anyone says about pot, however, there are some people who will smoke it anytime, anywhere. If you're one of those people, at least have the courtesy not to smoke while on duty, for your own good and the good of the entire crew. There are enough dangers involved with working at sea. So don't make the situation worse for anyone by trying to work while flying alongside the flying bridge.

Final Departures



Stanton A. Jones, 43, died of lung cancer in the New Orleans USPHS Hospital on May 27. Brother Jones joined the SIU in the port of Baltimore in 1958 sailing as an oiler. He was a graduate of the Andrew Furuseth Training School, Brooklyn, N.Y. that year. Seafarer Jones was born in French Harbour, Honduras and was a resident of New Orleans. Interment was in the St. Vincent de Paul Mausoleum, New Orleans. Surviving are his widow, Melva; a son, Stanley; two daughters, Selma and Carol and his parents, Mr. and Mrs. Archie Jones of French Harbour.



Walter R. Kristiansen, 66, died of natural causes in a Hong Kong hospital on Apr. 4. Brother Kristiansen joined the SIU in the port of Seattle in 1961 sailing as an AB. He sailed 44 years. Seafarer Kristiansen was born in Oslo, Norway, was a U.S. naturalized citizen and was a resident of Yokohama, Japan. Cremation took place in Hong Kong. Burial was in the Foreign General Cemetery, Yokohama. Surviving are his widow, Chiyoko; his mother, Mrs. Mathilde J. Becklund, and a sister, Mrs. Edel Grav, both of Tonsberg, Norway.



Pensioner Andrew Lewis, 55, died of a heart attack in the San Francisco USPHS Hospital on Apr. 30. Brother Lewis joined the SIU in the port of New York in 1954 sailing as a chief cook for Seatrain. Seafarer Lewis sailed 22 years. He walked the picketline in the 1961 Greater N.Y. Harbor strike and the 1962 Robin Line beef. Born in Queen City, Tex., he was a resident of Berkeley, Calif. Burial was in the Skyview Memorial Lawn Cemetery, Berkley. Surviving are his widow, Mary; two sons, Benjamin and Melvin; eight daughters, Rosemary, Gallene, Ethel, Maxine, Jessica, Gwyn, Monica and Cozy; his parents, Emmet and Alberta Lewis of Berkeley; a brother, Willard, also of Berkeley and a sister, Ethel of Bowie, Tex.



William E. "Bill" Odum, 64, died on May 23. Brother Odum joined the SIU in the port of Norfolk in 1954 sailing as a fireman-watertender. He sailed 37 years. Seafarer Odum was a veteran of the U.S. Marine Corps in World War II. A native of North Carolina, he was a resident of Houston. Surviving are his widow, Tessie; a daughter, Louise; a stepson, James Earl Toole and two sisters, Mrs. June L. Channell and Ella Sue, both of Houston.



Pensioner Harold H. Hollingsworth, 65, died on May 21. Brother Hollingsworth joined the SIU in the port of Mobile in 1960 sailing as a cook. He sailed for 21 years and was a veteran of the U.S. Army in World War II. A native of Lake Charles, La., he was a resident there. Surviving are his mother, Maria of Elton, La. and a sister, Mr. Claude E. Donahue of Lake Charles.



Pensioner Edwin W. Bartol Jr., 59, died of pulmonary disease on Mar. 22. Brother Bartol joined the SIU in the port of Baltimore in 1951 sailing as a fireman-watertender and QEMD. He sailed for 26 years and was an HLSS upgrader in 1968. Seafarer Bartol was a veteran of the U.S. Army in World War II. Born in Baltimore, he was a resident of Hanover, Pa. Surviving are his parents, Mr. and Mrs. Edwin and Katherine Bartol Sr. of Reisterstown, Md.; a brother, Raleigh, also of Reisterstown and two sisters, Mrs. Everett Treadway of Baltimore and Mrs. Ann Utz of Reisterstown.



Pensioner Thomas W. Brightful, 53, died of a heart attack in the Baltimore Cancer Research Center on Mar. 30. He joined the SIU in 1948 in the port of Baltimore sailing as a cook. He sailed 29 years. Seafarer Brightful was a veteran of the U.S. Army's Chemical Warfare Service in World War II. A native of Baltimore, he was a resident there. Burial was in Crest Lawn Cemetery, Baltimore. Surviving are his widow, Nathalia and his parents, Oden and Beatrice Brightful of Baltimore.

Pensioner Jarred G. Morton, 68, died in the Tampa (Fla.) Veterans Administration Hospital on June 1. Brother Morton joined the Union in the port of Duluth in 1955 sailing as an oiler for the Kinsman Marine Transit Co. He sailed for 25 years. He was a veteran of the U.S. Navy in World War II. Born in West Virginia, he was a resident of Orlando, Fla. Surviving are three daughters, Mrs. Christian Morris of Kissimmee, Fla.; Jeannine, and Mrs. R. W. Nelson, both of Baker, La.

Pensioner Thomas D. Harry, 74, died of pneumonia in Charity Hospital, New Orleans on Apr. 1. Brother Harry joined the Union in the port of New Orleans in 1956 sailing as a cook for the Crescent Towing and Salvage Co. from 1948 to 1964 and for the Graham Transportation Co. in 1963. He was born in Philcomel, Ala. and was a resident of Gretna, La. Interment was in the McDonagh Cemetery, New Orleans. Surviving are his widow, Ora and a daughter, Jacqueline.

Pensioner William Minkler, 71, passed away on May 6. Brother Minkler joined the Union in the port of New York in 1960 sailing as a deckhand for the N.Y. Central Railroad from 1925 to 1964. He was a veteran of the U.S. Air Forces in World War II. A native of Weehawken, N.J., he was a resident of Edgewater, N.J. Surviving is his widow, Katherine.



Pensioner Leon J. Gordon, 66, died of a cerebral thrombosis in the Touro Infirmary, New Orleans on May 21. Brother Gordon joined the SIU in 1946 in the port of New Orleans sailing as a chief steward. He sailed for 19 years. A native of Tunica, La., he was a resident of New Orleans. Interment was in Providence Park Cemetery, Metairie, La. Surviving are his parents, Mr. and Mrs. John and Mahalia Gordon and two cousins, Charlene C. Tusan of Silver Spring, Md. and Cecelia Tusan of New Orleans.



Parks D. Dampson, 52, died on June 21. Brother Dampson joined the SIU in the port of Tampa in 1957 sailing as a fireman-watertender for Ogden Marine. He was a veteran of the U.S. Navy in World War II. Born in Greenville, S.C., he was a resident of Gibsonton, Fla. Surviving are his widow, Joyce; his mother, Juanita of Tampa; a brother, Troy and a sister, Katherine.



Ahmed Abdo, 50, died on Mar. 4. Brother Abdo joined the SIU in the port of New York in 1961 sailing as a wiper. He was born in Aden, Yemen and was a resident of Brooklyn, N.Y. Seafarer Abdo was a former member of the SUP. Surviving is a brother, Ali Mohmed Abdo of Dearborn, Mich.

Jack K. Adams Jr., 33, drowned in the Mississippi River near the port of New Orleans on June 20. Brother Adams joined the Union in the port of Houston this year sailing as a deckhand for the Inland Tugs Co. from 1975 to 1976 and for the American Commercial Barge Lines Canal Division from 1976 to 1977. He sailed nine years. Boatman Adams was a veteran of the U.S. Army during the Vietnam War. Born in McComb, Miss., he was a resident of Summit, Miss. Surviving is his mother, Mrs. Virginia Travis of Plaquemine, La.



Eugene H. Hennagir, 56, died of lung failure in the New Orleans USPHS Hospital on Apr. 13. Brother Hennagir joined the SIU in the port of New Orleans in 1965 sailing as a chief electrician. He sailed 40 years. Seafarer Hennagir was a veteran of the U.S. Air Forces in World War II. Born in Roosevelt, Minn., he was a resident of Metairie, La. Interment was in the Lake Lawn Park Mausoleum, New Orleans. Surviving are his widow, Pamela; a son, David; a daughter, Ellen Sue and his parents, Mr. and Mrs. Lloyd and Grace Hennagir.

Pensioner Patrick H. Cargol, 65, died of a heart attack in the Jo Ellen Memorial Hospital, New Orleans on May 1. Brother Cargol joined the Union in the port of New Orleans in 1961 sailing as an engineer for Dixie Carriers, for Coyle Lines from 1938 to 1973 and for the Combine Coal Co. from 1928 to 1938. He was born in Point Pleasant, La. and was a resident of Gretna, La. Burial was in Westlawn Memorial Park Cemetery, Gretna. Surviving is his sister, Mrs. J. W. (Ione) C. Fist of Gretna.

Willard L. Moore, 34, drowned off an American Commercial Barge Lines' barge near the port of Mobile on June 17. Brother Moore joined the Union in the port of St. Louis in 1973 sailing as a deckhand for Inland Tugs from 1972 to 1976 and for ACBL this year. He was born in Cleveland, Ohio and was a resident of Fort Myers, Fla. Surviving are his widow, Mary; his mother, Mrs. Kenneth Stickle of Canton, Ohio; a stepson, Ray L. Webb and two stepdaughters, Mrs. Ethel V. Turpin and Lavonda K. Webb.

Antonio Gonzalez, 49, died of injuries on May 21 in the Arthur C. Logan Memorial Hospital, New York City, after he was hit by a car. Brother Gonzalez joined the SIU in the port of San Francisco in 1976 sailing as a wiper. He was born in Puerto Rico and was a resident of Olongapo City, P.I. Burial was in Rose Hills Cemetery, Peekskill, N.Y. Surviving are his widow, Erlinda; a daughter, Virginia; his parents, Mr. and Mrs. Pelayo and Fermina Gonzalez and a sister, Irma of New York City.



Seventy-one cents of every dollar spent in shipping on American-flag vessels remains in this country, making a very substantial contribution to the national balance of payments and to the nation's economy.

Use U.S.-flag ships. It's good for the American maritime industry, the American shipper, and America.

Jail a Nightmare for Yanks Busted Abroad for Drugs

Every year, hundreds of American kids go abroad hoping to make an easy score by buying drugs at bargain basement prices and smuggling them back into the U.S. for big profits on resale.

Some of them make it, and no doubt some of them get rich. But when you think of the alternative—rotting away in a foreign prison in sub-human conditions—you have to wonder if the potential monetary rewards of drug smuggling is worth the risk and possible consequences.

Right now, the State Department says there are 2,200 Americans in jail abroad, and most of them are there on drug charges.

Not all of the incarcerated Americans are drug smugglers, either. Some are simply naive tourists unlucky enough to have been caught with a little pot on their persons.

Whether you are a millionaire smuggler or just some poor joe who happens to get caught smoking a joint abroad, the odds are you're not going to get a fair trial, that's if you get a trial at all.

If you have a lot of money for bribery, you might beat the rap. But if you're like most Americans who get caught abroad on drug charges, chances are you will be spending a long, long time in primitive jail conditions reminiscent of Papillon's Devil's Island.

A Colombian Prison

This is a story of one of those prisons—La Picota in Bogota, Columbia—as recently told by A. Craig Copetas, a reporter for the *New York Daily News*. Copetas visited the prison, where 1,900 Colombian and 20 Americans are incarcerated, during Roslyn Carter's good will tour of Latin and South America earlier this month.

As Copetas approached the front gate of LaPicota's 20-foot high white-washed walls, the first thing he saw was a pair of guards carrying the body of a young American prisoner who had just been stabbed by a thug.

"We've had 10 stabbings in the past nine months and I don't know how many deaths," an American prisoner named Stefan told the reporter. Stefan, like most Americans at La Picota, has black holes in his teeth from malnutrition and lack of dental care.

Stefan, who was busted 22 months ago for allegedly carrying cocaine through Colombia, has not even seen a



judge yet. He laments, "we have to exist somehow. I rise at five-thirty, take a cold shower if lucky, drink and eat crap, dodge thieves, killers and rapists, ask the guard when the court will hear my case, and go to bed with one eye open."

Another American prisoner named Kenny, 28, who had been first mate on a sloop out of Key West, Fla. told the reporter, "I don't know when I'm going to get out of here."

The young seaman who after two years at La Picota is bald and nearly toothless, said bitterly, "I've been hearing all this talk about human rights from President Carter. Well I ask him, what about us?"

Yet another American prisoner, named Michael, who was busted for dealing cocaine in Bogata 2½ years ago, cautions "when you're dealing with the Colombian guards you have to be very careful not to rub them the wrong way. All it takes is one bad deal and you're in the Calaboso (a 6 by 7 foot pit filled with human excrement)."

Michael, who was forced to spend a week in the calaboso for being drunk on Christmas Day, said "that's where they throw you if they don't like your face."

\$100 a Month

The American prisoners also told the reporter that it costs an American at least \$100 a month to survive inside La Picota. If a prisoner can't get the money up from friends and relatives back home, he is incarcerated in an 8 by 4 foot cubicle with as many as five other prisoners. They are fed polluted sugar water, rotten corn and pasty bread.

American officials in Bogata say they are powerless to do anything for the unfortunate American prisoners except to provide them with a list of local attorneys who will take on their cases.

One Embassy official told the re-

porter, "I wish we could do more for them but we can't."

Of course, La Picota's American prisoners feel that the American Embassy isn't doing enough. One prisoner told of an incident that happened on Oct. 17, 1976, when a mentally disturbed American inmate committed suicide.

Complain About Smell

The prisoner recalls, "the guards put his body in a pine box and phoned the American Embassy to pick up the coffin. The damn Embassy didn't come for

the body until Nov. 21. And then only after prison officials began to complain about the smell."

As the *Daily News* reporter left La Picota after three hours inside the dank prison walls, he passed by the body of the stabbed American he had seen carried out hours before. The body was still lying in the flatbed truck.

The reporter asked a Colombian guard why the body had not been moved. According to Copetas, the guard "shrugged his shoulders and lit a cigarette."

Ruppe Presses Coast Guard to Consult Unions on Manning

In a letter to Coast Guard commandant, Adm. Owen W. Siler, Rep. Philip E. Ruppe (R-Mich.) ranking minority member of the House Committee on Merchant Marine and Fisheries, strongly urged the Coast Guard "... to adopt fair, balanced, objective procedures that will insure that maritime labor representatives are consulted as the service develops appropriate manning standards on U.S. merchant vessels.

"If the Coast Guard does not act administratively in this area, I will recommend that the Congress take remedial action," Ruppe concluded.

In the letter, which immediately followed a June 23 marine safety hearing of the House Subcommittee on the Coast Guard and Navigation where SIU Executive Vice President Frank Drozak testified, Ruppe wrote "... I am deeply concerned about the blatant, one-sided behavior of the Coast Guard to favor vessel operators at the expense of merchant seamen.

"The Coast Guard consults vessel owners but not the unions in setting manning standards," the northern Michigan Congressman asserted.

Ruppe's letter referred to Coast

Guard policy which "shuts out input from representatives of merchant seamen in the establishing of manning levels."

The Congressman cited a current Coast Guard circular which says in part that "... owner must explain how his proposed manning complement can perform each operational task required by the vessel's mission with safety to vessel and crew and remain within the requirements of the law."

Ruppe said "the charge that I find most serious" was SIU testimony that "Instead of regularly consulting, informing and working with all parties affected by its actions, inactions and policies, the Coast Guard has generally rejected our offers of cooperation and chosen to act in a manner which seriously threatens the safety of life and property at sea."

In another maritime area Rep. Ruppe announced that he backed President Carter's support of a bill which would allow the U.S. merchant marine to carry, in five years, 9½ percent of American oil imports. The U.S. tanker fleet would carry 4½ percent of the market the first year the law goes into effect.

Oil Cargo Preference

Continued from Page 3

portation costs would amount to "less than one tenth of a cent a gallon."

This same report also stressed the im-

portance of having a U.S. tanker fleet "that can be called upon in the interest of security in possible national emergencies."

Years of Work

When the Carter-supported bill finally does get passed into law, it will mark the culmination of years of fighting by the SIU to win oil cargo preference for U.S. ships.

In 1974, the SIU, supported by this membership's contributions to SPAD, succeeded in getting the Energy Transportation Security Act as far as President Ford's desk. However, the bill, which would have required 30 percent of America's oil imports to be carried in U.S. ships, was pocket-vetoed.

A similar bill was narrowly defeated in the Senate in 1972. The present bill, requiring 9.5 percent cargo preference, is considerably less than the 30 percent the SIU has been working to achieve. Yet it is still nearly three times more than the U.S. fleet is presently carrying.

In addition, the increased oil import cargoes, coupled with the opening of the Alaska Pipeline, should be adequate to keep the entire U.S. tanker fleet employed, as well as spurring the construction of a considerable number of new U.S.-flag tankers.

Shipping Report for Inland Waters

FOR THE MONTH OF JUNE 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	2	0	0	2	4
BOSTON	0	0	0	0	0	0	0	0
HOUSTON	7	1	13	0	0	0	9	6
JACKSONVILLE	0	0	1	0	0	0	0	0
NEW YORK	0	0	0	0	0	0	0	0
MOBILE	0	0	0	147	30	0	0	0
NORFOLK	0	0	0	32	0	0	70	0
NEW ORLEANS	0	1	9	0	0	0	3	3
PADUCAH	4	1	10	3	3	48	2	1
PHILADELPHIA	0	0	0	71	17	0	129	98
PINEY POINT	0	0	0	0	0	0	0	0
PORT ARTHUR	10	0	22	0	0	0	6	3
PUERTO RICO	0	0	16	0	0	0	1	0
RIVER ROUGE	29	0	0	0	0	0	5	0
ST. LOUIS	17	5	26	0	0	0	16	11
TAMPA	0	0	0	0	0	0	0	0
TOTAL ALL PORTS	67	8	97	255	50	48	243	126



Antonio "Pancho Villa" Alfonso, 69, joined the SIU in the port of New York in 1960 sailing as a chief steward. Brother Alfonso, also a building contractor, was born in Cuba (is a naturalized U.S. citizen) and is a resident of Miami Beach, Fla.



Martin W. Badger, 65, joined the SIU in 1947 in the port of Boston sailing as a chief steward. Brother Badger attended an SIU Crews Conference at the HLSS in Piney Point, Md. in 1975. He is a veteran of the U.S. Air Forces in World War II. A native of Boston, he is a resident of Lynwood, Wash.



Recertified Bosun **Steve Bergeria**, 55, joined the SIU in 1941 in the port of Philadelphia sailing in the deck department. Brother Bergeria graduated from the Bosun Recertification Program in May 1975. He was on the picketline in the 1962 Robin Line beef. Seafarer Bergeria attended the first SIU's Crews Conference in 1971 and two Piney Point Educational Conferences. Born in Philadelphia, he is a resident there.



Claude R. Boshier, 51, joined the SIU in 1947 in the port of New York sailing as a cook. Brother Boshier won an SIU Personal Safety award in 1960 for sailing aboard an accident-free ship, the *SS Robin Locksley* (Robin Line). He is a post World War II veteran of the U.S. Army. Seafarer Boshier was born in Hampton, Va. and is a resident of New Orleans.



Robert A. Butler, 55, joined the SIU in 1947 in the port of New Orleans sailing as an AB. Brother Butler sailed 32 years and is a veteran of the U.S. Coast Guard in World War II. Seafarer Butler was born in Paragould, Ark. and is a resident of New Orleans.



Nicholas B. Cabahug, 66, joined the SIU in 1946 in the port of Norfolk sailing in the steward department for 35 years. He was born in Bogu, Cebu, P.I. and is a resident of Rockaway Beach, Brooklyn, N.Y.



Louis J. Cayton, 55, joined the SIU in 1949 in the port of Mobile sailing as a chief steward. Brother Cayton sailed 32 years. He is a veteran of the U.S. Army in World War II. Seafarer Cayton was a member of the Marine Allied Workers at the Waterman Repair Yards in 1953. A native of Mobile, he is a resident there.



Walter R. Colley Jr., 54, joined the SIU in 1949 in the port of Norfolk sailing as an AB and ship delegate. Brother Colley is a veteran of the U.S. Army in World War II. He was born in Haysi, Va. and is a resident of Carriere, Miss.



Freddie G. Davocal, 64, joined the SIU in the port of Seattle in 1959 sailing as a chief cook. Brother Davocal sailed 30 years. He was born in the Philippines and is a resident of Seattle.



Ralph Fitzpatrick, 63, joined the SIU in the port of San Francisco in 1954 sailing as a chief steward. Brother Fitzpatrick sailed 26 years and is a veteran of the U.S. Army in World War II. He was born in Covington, Va. and is a resident of San Mateo, Calif.

NEW PENSIONERS



Victor Egel, 63, joined the SIU in 1949 in the port of Norfolk sailing as an OS. Brother Egel worked for a brief time as a Union organizer. He was born in Estonia, and is a resident of San Pedro, Calif.



Lewis E. Hartley, 59, joined the SIU in the port of Mobile in 1955 sailing as a fireman-watertender. Brother Hartley sailed 31 years and is a veteran of the U.S. Army's Corps of Engineers in World War II. He was born in Wilmer, Ala. and is a resident of Mobile.



Marcio Hidalgo, 73, joined the SIU in the port of Seattle in 1957 sailing as a cook. Brother Hidalgo sailed 28 years and during the Vietnam War. He was born in the Philippine Islands, is a naturalized U.S. citizen and is a resident of Seattle.



Kazmir Lynch, 58, joined the SIU in the port of Boston in 1960 sailing as a chief steward. Brother Lynch sailed 26 years. He is a veteran of the U.S. Army in World War II. Born in Detroit, he is a resident of San Francisco.



Joseph F. Malyszko, 51, joined the SIU in 1948 in the port of Baltimore sailing as a bosun. Brother Malyszko is a veteran of the U.S. Air Forces in World War II. He was born in Chicago, Ill. and is a resident of Seattle.



Victor M. Perez, 48, joined the SIU in the port of New York in 1957 sailing as a chief steward. Brother Perez sailed 32 years and was on the picketline in both the 1961 Greater N.Y. Harbor strike and the 1962 Robin Line beef. He is a veteran of the U.S. Army after World War II. Seafarer Perez was born in Salina, P.R. and is a resident of Catano, P.R.



Edward A. Szeserko, 50, joined the SIU in the port of Philadelphia in 1951 sailing as an OS. Brother Szeserko sailed 26 years. He is a U.S. Army veteran of World War II. He was born in Philadelphia and is a resident there.



Recertified Bosun **Vertis C. Smith**, 65, joined the SIU in 1942 in the port of Baltimore sailing for 36 years. Brother Smith also sailed as a 3rd mate. He was a ship's delegate and graduated from the SIU's Bosun Recertification Program in August 1975. Seafarer Smith was born in Heflin, Ala. and is a resident of Tampa.



Franciszek Szwestka, 63, joined the SIU in 1945 in the port of Baltimore sailing as a fireman-watertender. Brother Szwestka sailed 39 years and received a 1960 Union Personal Safety award for sailing aboard an accident-free ship, the *SS Frances*. He was on the picketline in the 1961 N.Y. Harbor strike and 1965 District Council No. 37 beef. Seafarer Szwestka was born in Russia and is a resident of Nesconset, N.Y.



John F. Scanlon, 65, joined the Union in the port of Buffalo in 1961 sailing as a deckhand and oiler for Merritt, Chapman and Scott from 1959 to 1976 and for the Great Lakes Dredge and Dock Co. from 1957 to 1959. Brother Scanlon has been a union member since 1940. He was born in Buffalo and is a resident there.



Anthony J. Menkavitch, 63, joined the Union in 1939 in the port of Detroit sailing as a wheelsman. Brother Menkavitch was on the picketline in the Hanna Boats-MEBA strike in Duluth, Minn. and helped to organize the McCarthy Boats in the Steinbrenner fleet. He sailed the shuttle between Korea and Japan during the Korean War. Born in Torrington, Conn., he is a resident of Edwardsville, Pa.



Thomas J. Argue, 65, joined the Union in the port of Elberta, Mich. in 1953 sailing as an OS. Brother Argue was born in Michigan and is a resident of Frankfort, Mich.



Howard A. Bloodsworth, 69, joined the Union in the port of Baltimore in 1964 sailing as a tug engineer for the Curtis Bay Towing Co. from 1964 to 1977 and for the Eastern Transportation Co. from 1937 to 1964. Brother Bloodsworth was born in Mt. Vernon, Md. and is a resident of Baltimore.



Arthur J. Martini, 62, joined the Union in the port of New York in 1962 sailing as a ferry bridgeman and deckhand on the tug *Brooklyn* (N.Y. Tug Co.) from 1967 to 1971. Brother Martini also worked for the Erie-Lackawana Railroad at Bush Terminal, Brooklyn, N.Y. from 1951 to 1966. He is a resident of Brooklyn.



Edward F. Simms, 61, joined the Union in the port of New York in 1963 sailing as a mate for the Erie-Lackawana Railroad from 1935 to this year. Brother Simms was a grievance chairman in the company's Marine Division in 1967. Boatman Simms is a veteran of World War II. He was born in Jersey City, N.J. and is a resident of Mahwah, N.J.



Alvin E. Tingle Jr., 62, joined the Union in the port of Norfolk in 1961 sailing as a chief engineer for the Wood Towing Co. and the Curtis Bay Towing Co. from 1947 to 1977. Brother Tingle was born in Oriental, N.C. and is a resident of Chesapeake, Va.

DEPOSIT IN THE
SIU
BLOOD BANK—



IT'S YOUR LIFE

The Harry Lundeborg School of Seamanship

"For a better job today, and job security tomorrow."

21 Get Inland Licenses

HLSS Meeting Manpower Needs of Towing Industry

In today's towing industry, there exists great opportunities for young Boatmen to advance to the higher paying, licensed jobs aboard tugs and towboats.

Many SIU Boatmen are taking advantage of these opportunities by participating in the Lundeborg School's various upgrading programs for SIU inland members.

This month alone, 21 SIU Boatmen got Coast Guard licenses after upgrading at the School. Thirteen of these Boatmen got their Towboat Operator's licenses after completing the Lundeborg School's Original Towboat Operator Course. And the other eight Boatmen achieved engine room licenses after completing the School's Diesel Engineer Program.

In addition to these courses, the Lundeborg School also offers several other programs leading to an inland license, including Master & Mate, First Class Pilot and Radar Observer. The School also offers inland upgrading courses leading to higher unlicensed positions on tugs and towboats, including Able-Seaman, Tankerman and Towboat Cook.

The Lundeborg School's overall program for SIU Inland Boatmen is designed so that a young man just entering the industry can upgrade to the top of his respective department in just a few years.

This highly successful program, in



The 13 Boatmen who completed the Lundeborg School's Original Towboat Operator Course and got their Coast Guard licenses for that rating are shown here before class. Seated from the left are: Tom Burke, Richard Finley, Ben Whaley and Mike Lydick. Standing left to right are: Tom Wilburn, David Domangue, Eddie Hendrix, G. T. Decker, Ronald Grey, Joe Roberts, William Ricci, Kevin Sousa and R. Theiss.

addition to the benefits it provides SIU members, is enabling the Union to meet the manpower needs of today's and tomorrow's towing industry.

The Lundeborg School offers these inland courses on a regular basis. So if you are interested in higher pay and a more responsible job on one of the SIU's contracted tugs or towboats, fill out an upgrading application and send it to the HLSS Vocational Educational Department, Piney Point, Md.



The eight Boatmen to get their inland engine room licenses after completing the Lundeborg School's Diesel Engineer Program are, front row from the left: Harold Moore, Roy Lindley, Jr., Manuel Sampedro and Cosme Ballesteros. Standing from the left are Boatmen Robert Briley, Richard Holmes, Mike Pritchard and Dean Corgey.

Deck Department

ABLE SEAMAN

The course of instruction is four weeks in length and leads to the Coast Guard endorsement of Able Seaman—12 Months—Any Waters or Able Seaman—Unlimited—Any Waters.

Course Requirements: Able Seaman 12 Months—Any Waters. You must:

- Be 19 years of age
- Have 12 months seetime as Ordinary Seaman. *OR*
Be a graduate of HLS at Piney Point and have eight months seetime as Ordinary Seaman
- Be able to pass the prescribed physical, including eyesi /at requirements.

Able Seaman Unlimited—Any Waters. You must:

- Be 19 years of age
- Have 36 months seetime as Ordinary Seaman or 12 Months Able Seaman
- Be able to pass the prescribed physical, including eyesight requirements.

Starting dates: Aug. 5, Sept. 2, Oct. 28 and Nov. 24, 1977.

Note: Courses and starting dates are subject to change at any time. Any change will be noted in the LOG.

Engine Department

FOWT

The course is four weeks in length and leads to endorsement as Fireman, Water-tender, and/or Oiler.

Course Requirements: If you have a Wiper endorsement only, you must:

- Be able to pass the prescribed physical, including eyesight requirements
- Have six months seetime as Wiper. *OR*
Be a graduate of HLS at Piney Point and have three months seetime as Wiper
- If you have an engine department rating there are no requirements.

Starting date: Sept. 30, 1977.

LNG/LPG

The course of instruction leading to certification as LNG/LPG crew consists of basic chemistry, tank and ship construction, gasification, reliquification procedures, inert gas and nitrogen systems, instrumentation, safety and firefighting, loading, unloading and transporting LNG/LPG.

Course Requirements: Engine

Steward Department

All Steward Department Courses Lead To Certification By HLSS.

COOK AND BAKER

The course of instruction is six weeks in length and students specialize in the selection and preparation of breakfast foods, breads, desserts, and pastries.

Course Requirements: All candidates must have seetime and/or

electric arc welding and cutting; and oxy-acetylene brazing, welding and cutting. On completion of the course, an HLS Certificate of Graduation will be awarded.

Course Requirements:

- Engine department personnel must have 6 months seetime in an engine room rating
- Deck and steward department personnel must hold a rating in their department.

Starting dates: Aug. 4, 18; Sept. 1, 15, 29; Oct. 13, 27; Nov. 10, 25, and Dec. 8, 1977.

ASSISTANT COOK

The course of instruction is six weeks in length and students specialize in the selection and preparation of vegetables and salads.

Course Requirements: All candidates must have 12 months seetime in the steward department, OR three months seetime in the steward department and be a graduate of the HLS entry rating program.

Starting dates: Aug. 4, Sept. 15, Oct. 27 and Dec. 8, 1977.

Dropped Out of School Twice, She Gets H.S. Diploma at HLS

Boatwoman Diana Bandeleon dropped out of high school in the 10th grade, then returned to school and dropped out again when she was a senior.

She began her career in the maritime industry as a painter for the Sea-Coast Salvage Company in Chesapeake, Virginia, her home town. She then advanced to deckhand, wiper, ordinary seaman, and towboat operator.

Sister Bandeleon has been a mem-

ber of the SIU for one year and has been shipping for five years. She found out about the GED program while she was attending the Vessel Operator Management and Safety Course. Sister Diana has also received her lifeboat and AB ticket at HLS.

A friend of Diana's acquired his high school diploma at HLS and was very proud of it. This instilled in Diana the desire for her diploma. She said that she really enjoyed the high school equivalency program at HLS because "there is no pressure on you, but because of this you want to do your best." Diana stated that, "When I first came to upgrade at HLS, my study habits were poor. With the help of the academic teachers, they are now better. I can learn a lot during the class session, but I still need to study. The teachers made everything a lot simpler to learn. I could work at my own pace and I received a lot of help when I needed it."

Sister Bandeleon would like to rec-

ommend the high school equivalency program to all her fellow SIU members. "A person would be foolish not to take advantage of the program."

She also offers some advice, "Don't be scared that it is going to show you up. The teachers are there to help and show you the way."

Course Cancellations

The Lundeborg School announced this month that the following courses would be cancelled for the remainder of 1977: Quartermaster, Automation and Maintenance of Shipboard Refrigeration Systems.

The Log will publish new starting dates for these programs as soon as they become available.

2 Win Tankerman Ratings



Brothers (l. to r.) James Allan and Ronnie Mason are shown here with their graduation diplomas from the Tankerman Course at the Lundeborg School.



Boatwoman Diana Bandeleon, left, who dropped out of high school twice, is given her high school equivalency diploma by Margaret Nalen, director of the HLS Academic Education Department, after she completed the Lundeborg School's GED program.

18 in FOWT Graduating Class



Another 18 Seafarers got their FOWT graduation diplomas. They are front (l. to r.) Philip Booher, Steven Dinnes, Wilbert Miles, Tom Hartman, Darrell Camp, James Duhadaway, Jose Perez and John Penrose. In the rear row (l. to r.) are Donald Dokulil, Octovianus Pariama, Mike Geygan, Mike Philips, Worcester Johnson Jr., Brett Principe, Jeff Burke, Spero Moche Jr. and Mike Stewart. Not in the photo is FOWT grad Chris Benzenberg.

LUNDEBERG UPGRADING APPLICATION

Name _____ Date of Birth _____
(Last) (First) (Middle) Mo./Day/Year

Address _____
(Street)

(City) (State) (Zip Code) (Area Code)

Deepsea Member Inland Waters Member Lakes Member

Book Number _____ Seniority _____

Date Book Was Issued _____ Port Presently Registered In _____
Port Issued

Social Security # _____ Endorsement(s) Now Held _____

Piney Point Graduate: Yes No (if so, fill in below)

Entry Program: From _____ to _____ Endorsement(s) Received _____
(Dates Attended)

Upgrading Program:

From _____ to _____ Endorsement(s) Received _____
(Dates Attended)

Do you hold a letter of completion for Lifeboat: Yes No;

Firefighting: Yes No

Dates Available for Training _____

(Refer to Directory for all course listings.)

I Am Interested in the Following Course(s) _____

RECORD OF EMPLOYMENT TIME—(Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE _____

DATE _____

RETURN COMPLETED APPLICATION TO:
 LUNDEBERG UPGRADING CENTER,
 PINEY POINT, MD. 20674

Pedro Sanchez



Seafarer Pedro Sanchez, 24, graduated from the Lundeberg School in 1971 and returned to the school to get his AB ticket in 1975. He also has his Cardiac Life Support Card. Brother Sanchez was born in Cayey, Puerto Rico and now lives in Brooklyn, N. Y. He ships out of the port of New York.

Brian Doherty



Seafarer Brian Doherty, 24, graduated from the HLS Trainee Program in 1974 and received his Third Cook rating at the school. He earned his Cardiac Life Support card during the current "A" seniority upgrading program. Brother Doherty is a native and resident of Detroit but ships out of the port of Houston.



Jonathan Faircloth



Seafarer Jonathan "Dave" Faircloth, 20, first sailed with the SIU in 1974 after graduating from the Trainee Program at the Harry Lundeberg School. He also earned his high school equivalency diploma there in the HLS General Educational Development Program. He first shipped out as a Third Cook and later returned to the school for his AB ticket. Now a member of the deck department, he ships out of the port of New Orleans. Brother Faircloth was born in Fort Campbell, Ky. and resides in Opelika, Ala. While taking the "A" seniority upgrading course, he earned his Cardiac Life Support card.

Mark Johnson



Seafarer Mark Johnson, 23, started sailing with the SIU in 1974 after graduating from the HLS Trainee Program. He earned his AB ticket in 1977 and his Cardiac Life Support card during the current "A" seniority upgrading program. Brother Johnson was born in Knoxville, Tenn. where he still resides. He ships out of the port of New Orleans.

Lewis Madara



Seafarer Lewis Madara, 27, graduated from the Lundeberg School in 1975 and has sailed with the SIU in the deck department since that time. He now holds his AB ticket and just received his Cardiac Life Support card. Brother Madara was born in Sea Isle, N. J. and lives in Marmora, N. J. He ships out of the port of Philadelphia.

12 'A' Seniority Upgraders

Robert Torgersen



Seafarer Robert Torgersen, 23, graduated from the Harry Lundeberg School in 1974. He returned to the school in 1975 to earn his FOWT ticket and just received his Cardiac Life Support card. Brother Torgersen was born in Brooklyn and lives there. He ships out of the port of New York.

James T. Karaczynski



Seafarer James T. Karaczynski, 23, graduated from HLS in 1975. He returned to the school in 1977 to get his AB ticket and earned his Cardiac Life Support card during his "A" seniority upgrading. He also holds a tankerman's endorsement. Brother Karaczynski is a native and resident of Brooklyn, N. Y. and ships out of the port of New York.

Nelson Bumpers



Seafarer Nelson Bumpers, 24, has been sailing with the SIU since he graduated from the HLS Trainee Program in 1975. He also earned his GED diploma there and later returned to the school to receive his FOWT rating. He completed the Cardiac Life Support course there during the "A" seniority upgrading program. Brother Bumpers was born, lives and ships out of the port of Mobile.

John Castleberry



Seafarer John Castleberry, 26, started sailing with the SIU in 1973 after graduating from the HLS Trainee Program. He earned his AB ticket at Piney Point in 1974. During the current "A" Seniority Upgrading Program he completed the Cardiac Life Support Course. Brother Castleberry was born in Durant, Okla. and lives in Weatherford, Tex. He ships out of the port of Houston.

Clare Crane



Seafarer Clare Crane, 19, has sailed with the SIU since he graduated from the HLS Training Program in 1974. He also earned his GED diploma at Piney Point at that time. He upgraded to Assistant Cook at the Lundeberg School in 1976 and completed the Cardiac Life Support course there during his "A" seniority upgrading. Brother Crane was born in Seattle, lives in Lynwood, Wash. and ships out of the port of Seattle.

Ray Kauffman



Seafarer Ray Kauffman, 22, is a graduate of the HLS Trainee Program which he completed in 1974. He went back to Piney Point in 1976 to earn his AB rating and his tankerman's endorsement. He also holds the Cardiac Life Support card. Brother Kauffman was born in Dayton, Ohio and lives in Fort Pierce, Fla. He ships out of Jacksonville, Fla.

Steve Fergus



Seafarer Steve Fergus, 24, graduated from the Harry Lundeberg School in 1973. He received his GED diploma there at the same time and returned to the school in 1976 to upgrade for his FOWT endorsement. He also has the Cardiac Life Support card. Brother Fergus is a native and resident of Gainesville, Fla. and ships out of Jacksonville.

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

It is an accepted fact that education is important in preventing alcoholism and other drug problems. Alcohol is, after all, a drug. As a drug, it has the potential to be abused.

The abuse of alcohol is not always the same thing as alcoholism. One kind of alcohol abuse can occur without the victim's even being aware of it. This kind of abuse is the combining of alcohol with other drugs—a practice which can be fatal.

Anti-diabetic drugs, insulin for example, interact with alcohol to increase the effect of the alcohol and to drastically lower the body's blood sugar to a dangerous level. Alcohol in combination with medication to lower blood pressure will frequently cause the blood pressure to drop quickly and steeply; in combination with antibiotics, alcohol can make the blood pressure skyrocket.

If you drink after taking antihistamines (medicines for allergy and the common cold), antidepressants (Marpal or Nardil, for example), tranquilizers (like Valium and Librium) or most sedatives, your entire central nervous system will be depressed and you are likely to find yourself dangerously oversedated.

Obviously all of these many drugs which can cause trouble when taken with alcohol are legal. So, Seafarers who want to avoid alcohol abuse and/or alcoholism have to be cautious about the drug alcohol. Just drinking moderately is not enough.

Another different kind of problem confronts Seafarers who are recovering alcoholics. These men are avoiding the drug which led to their illness. But in the early stages of their recoveries, they may be subject to frequent depressions. Many doctors are very willing to prescribe Valium, Librium and similar drugs to relieve this depression. But these drugs affect the body in the same way that alcohol does. The recovering alcoholic should not take them. The symptoms of his illness will not be cured by these drugs. His dependence on alcohol will just be transferred to dependence on another drug.

The use of drugs, alcohol and other drugs, too, presents many hazards for Seafarers. The pattern of our lives—long days of work broken by short, infrequent stops in port—can encourage reckless shoreside drinking that can be the start of alcoholism. Illegal use of drugs means trouble with the law for most people—for us it can mean the end of our jobs forever.

For these reasons, our Union is committed to educating our members about potential problems so that we can prevent them. When it's too late for prevention, we are committed to helping our brothers overcome alcoholism and make a new start in life.

We are, every one of us, committed to these goals because, as Seafarers and SIU members, we have all worked too hard and come too far to be willing to sacrifice the welfare of even one SIU Brother.

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

377 Have Donated \$100 or More To SPAD Since Beginning of '77

The following Seafarers and other concerned individuals, 377 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.) Twelve who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, two have contributed \$300, one has given \$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.	Brown, I.	Diaz, R.	Gaston, T.	Johnson, D.	Martinussen, C.	Patterson, D.	Ruzyski, S.
Abas, I.	Browne, G.	Diercks, J.	Gavin, J.	Johnson, R.	McCartney, G.	Paulovich, J.	Sacco, J.
Abobaker, F.	Bryan, E.	Digiorgio, J.	Gentile, C.	Johnsted, R., Jr.	McCarthy, L.	Pecquex, F.	Sacco, M.
Adams, W.	Bryant, B.	Doak, W.	Gimbert, R.	Jones, C.	McCaskey, E.	Perez, J.	Saeed, S.
Adamson, R.R.	Bucci, P.	Dolgen, D.	Glidewell, T.	Jones, R.	McClinton, J.	Peth, C.	Salanon, G.
Adlum, M.	Buczynski, J.	Domenico, J.	Goff, W.	Jones, T.	McElroy, E.	Piczonetti, M.	Saleh, H.
Air, R. N.	Bullock, R.	Domingo, G.	Goldberg, J.	Jorge, J.	McKay, D.	Piper, K.	San Filippo, J.
Algina, J.	Burke, T.	Donovan, P.	Golder, J.	Kastina, T.	McNabb, J.	Pool, D.	Sanchez, M.
Ali, A.	Burnette, P.	Downon, P.	Gooding, H.	Kauffman, R.	McNally, M.	Porter, B.	Schuffels, P.
Allen, J.	Caffey, J.	Drozak, P.	Goodspeed, J.	Keller, D.	McNeely, J.	Prentice, R.	Seabron, S.
Anderson, A.	Caga, L.	Drury, C.	Gorbea, R.	Kerngood, M.	Mehert, R.	Pretare, G.	Seagord, E.
Anderson, A.	Callahan, J.	Dryden, J.	Greene, H.	Kerr, R.	Mesford, H.	Prevas, P.	Selzer, R.
Anderson, R.	Campbell, A.	Ducote, C.	Grepo, P.	Kingsley, J.	Mollard, C.	Primerio, F.	Selzer, S.
Antici, M.	Campbell, A.	Dudley, K.	Guarino, L.	Kizzire, C.	Mongelli, F.	Prott, T.	Shabian, A.
Aquino, G.	Campbell, A.	Dwyer, J.	Guillen, A.	Knutsen, E.	Mooney, E.	Pulliam, J.	Shelton, J.
Arle, J.	Carbone, V.	Dyer, A.	Hagerty, C.	Koffowitch, W.	Morris, W.	Purgvee, A.	Sholar, E.
Aspeter, H.	Cavanaugh, J.	Evans, M.	Haggagi, A.	Kouvardas, J.	Morrison, J.	Quinnonez, R.	Sigler, M.
Aumiller, R.	Celgina, J.	Fagan, W.	Hall, W.	Kozicki, R.	Mortensen, O.	Raineri, F.	Silva, M.
Avery, R.	Cheshire, J.	Falcon, A.	Hall, M.	Kramer, M.	Mosley, W.	Rankin, J.	Smith, L.
Badgett, J.	Cinquemano, A.	Farnen, F.	Hannibal, R.	Kwiatk, G.	Muniz, W.	Rattray, W.	Smith, T.
Bailey, J.	Cofone, W.	Farrell, C.	Harildstad, V.	Kydd, D.	Munsie, J.	Reck, L.	Snyder, J.
Bakarich, P.	Conklin, K.	Fay, J.	Harris, E.	Lankford, J.	Murray, J.	Reinosa, J.	Somerville, G.
Barroga, A.	Conning, E.	Ferguson, S.	Harris, W.	Lawrence, W.	Murray, M.	Reiter, J.	Soresi, T.
Barry, J.	Costango, G.	Fester, M.	Hatton, M.	Lee, K.	Musaid, A.	Rhoades, G.	Spencer, G.
Bartlett, J.	Cousins, W.	Fgrshee, R.	Hauf, M.	Lelonek, L.	Mynes, A.	Richburg, J.	Stancaur, R.
Bauer, C.	Cresci, M.	Firshing, W.	Haynes, B.	Lennon, J.	Myrex, L.	Riddle, D.	Stankiewicz, A.
Baum, A.	Cross, M.	Fischer, H.	Heimal, W.	Lewis, L.	Napoli, F.	Ries, C.	Stearns, B.
Beeching, M.	Cunningham, W.	Fiune, V.	Heniken, E.	Libby, H.	Nash, W.	Ripoll, G.	Stevens, W.
Bellinger, W.	Curry, M.	Fletcher, B.	Heroux, A.	Liles, T.	Nauarre, T.	Roades, O.	Stubblefield, P.
Benoit, C.	Curtis, T.	Florous, C.	Hersey, G.	Lindsey, H.	Neffe, J.	Roberts, J.	Sulaiman, A.
Bergeria, J.	Da Silva, M.	Forgeron, L.	Hill, G.	Loleas, P.	Nielsen, R.	Robinson, W.	Sullins, F.
Berglund, B.	Danzey, T.	Fox, P.	Holmes, W.	Lombardo, J.	O'Donnell, J.	Rodriguez, R.	Surrick, R.
Berlin, R.	Dalman, G.	Franco, P.	Homayonpour, M.	Lundberg, J.	Olson, F.	Rondo, C.	Swiderski, J.
Bishop, S.	Darden, J.	Francum, C.	Howse, A.	Lynch, C.	Omar, Y.	Rosenthal, M.	Tanner, C.
Bland, W.	Davidson, W.	Frank, S., Jr.	Hunter, W.	Lyness, J.	Pacheco, E.	Roshid, M.	Taylor, F.
Bobalek, W.	Davis, J.	Frederickson, E.	Iovino, L.	Magruder, W.	Paladino, F.	Roubek, T.	Taylor, J.
Bonser, L.	Davis, J.	Fuller, G.	Jacobs, R.	Malesskey, G.	Papuchis, S.	Roy, B.	Telegadas, G.
Boudreaux, C.	Davis, S.	Furukawa, H.	Jackson, J.	Manafe, D.	Paradise, L.	Royal, F.	Terpe, K.
Boyle, D.	Debarrios, M.	Gallagher, L.		Martin, T.	Paschal, R.	Rudnicki, A.	Theiss, R.
Boyne, D.	Dechamp, A.	Gallium, R.					Tobin, G.
Bradley, E.	Delgado, J.	Ganthier, C.					Tobio, J.
Brand, H.	Delrio, J.	Garcia, R.					Troy, S.
Brongh, E.	Demetrios, J.	Gard, C.					Truanski, C.
Brown, G.	Dernbach, J.	Gardner, E.					Tsminrx, L.

SPAD Honor Roll

Tobin, G.
Tobio, J.
Troy, S.
Truanski, C.
Tsminrx, L.
Turner, B.
Turner, L.
Tuttle, M.
Underwood, G.
Vasquez, J.
Velandra, D.
Velez, R.
Vukmir, G.
Walker, T.
Weaver, A.
Webb, J.
Weber, J.
West, D.
Westbrook, A. L.
Westerholm, G.
Whitmer, A.
Whitsitt, M.
Widman, J.
Wilburn, R.
Williams, L.
Wilson, C.
Wilson, J.
Winder, R.
Wingfield, P.
Wolf, P.
Woody, J.
Worley, M.
Worster, R.
Yarmola, J.
Zeagler, S.

\$600 Honor Roll

Lilledahl, H. Pomerlane, R.

\$400 Honor Roll

Manuel, R.

\$300 Honor Roll

Quinter, J. Romolo, V.

\$200 Honor Roll

Aronica, A. Frounfelter, D. Seibel, E.
Bernstein, A. Hall, P. Shields, J.
Combs, W. McFarland, D. Stephens, C.
Drozak, F. Pow, J. Stewart, E.

SEAFARERS POLITICAL ACTIVITY DONATION
(SPAD)

675 FOURTH AVENUE BROOKLYN, N.Y. 11232

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Address _____

City _____ State _____ Zip Code _____

I acknowledge and understand that SPAD is a separate segregated fund established and administered by my Union to engage in political activities and to make contributions and expenditures for candidates seeking political office and solicits and accepts only voluntary contributions, and I have the right to refuse to make any contribution without fear of reprisal. I may contribute such amount as I may voluntarily determine and I herewith contribute the sum of \$ _____. This contribution constitutes my voluntary act and I am to receive a copy of this receipt showing the amount of my contribution. A copy of SPAD's report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.

Signature of Solicitor _____ 1977 _____
Solicitor's No. _____ Port _____



Official publication of the SEAFARERS International Union - Atlantic, Gulf, Lakes and Inland Waters District - AFL-CIO

DEEP SEA
GREAT LAKES
INLAND WATERS

Vol. 39, No. 7 July, 1977

Log



Aboard the tug *Laura Haden* (G & H) are (l. to r.): Capt. James Ryan; AB David Green, and Chief Engineer Pat "Midnight" O'Brien.



Here's part of the crew of the tug *C. Haden Masterson* (G & H Towing) of (l. to r.): Deckhand William Chambless; Oiler Charles Saranthus; HLSS grad, Deckhand Willie Ortega; Chief Engineer Robert Croft; AB Frank Chambless, and Mate Richard Faulkner.



Chief Engineer Fred Hickman at the prow of the tug *W. A. Wansley* (G & H Towing).

Houston—A Wide Ranging Port

When the *Log* visited Houston, the nation's third largest port, we found SIU Boatmen spread out over many miles of inland waterway—on the Houston Ship Channel, Galveston Bay, and various side channels.

Our first stop was right in town at the main G&H Towing Dock on the Ship Channel. Several tugs were out

docking ships, but we had a chance to talk to the crews of the *W. A. Wansley*, the *C. Hadden Masterson*, and the *Laura Haden*.

A few hours later we chanced to see three G & H tugs docking a ship at a Texas City oil dock. We caught the crew of another G&H boat, the *Propeller*, at dockside at LaPorte. One crewmember was trying his luck

at fishing while waiting for the boat's next assignment.

On the way back to town we stopped at Jacintoport, a large barge-fleeting area on the Houston Ship Channel. No SIU-manned harbor boats were around, as they were all out on the water working. However, we did find an SIU-manned towboat, the *Johnny Brown* of Slade Towing,

waiting to take on two barge loads of crude oil.

Our last stop was at Bludworth Shipyard in Houston to visit the crew of the *National Pride* which was in for repairs. The *Pride's* crew had a good long talk with Union Representative Sal Salazar about the SIU Vacation Plan for Boatmen and many other items of interest.



Three G & H tugs, the *Grampus*, *Francis E. Haden* and the *J. H. Masterson* dock the *ST Amoco Cremona* at a Texas City, Tex. oil dock.



Above (in photo at left) Houston Patrolman Sal Salazar (right) checks his report aboard the tug *National Pride* (National Marine) as (l. to r.): Tankerman John Le Bleu; Engineer Clinton Gill, and Capt. A. R. Johnson look on at the Bludworth Shipyard. Doing a little fishing (photo at center) is HLSS grad, Wiper Ray "Mugsy" McGuire of the tug *Propeller* (G & H). With him is Houston Patrolman Joe Perez (sitting center) and another HLSS graduate, Assistant Engineer Gary Spell. (In photo at right), Tankerman Tim Bailey (left) smiles at the pointing antics of Capt. Joe Lee Smith of the tow boat *Johnny Brown* (Slade Towing).