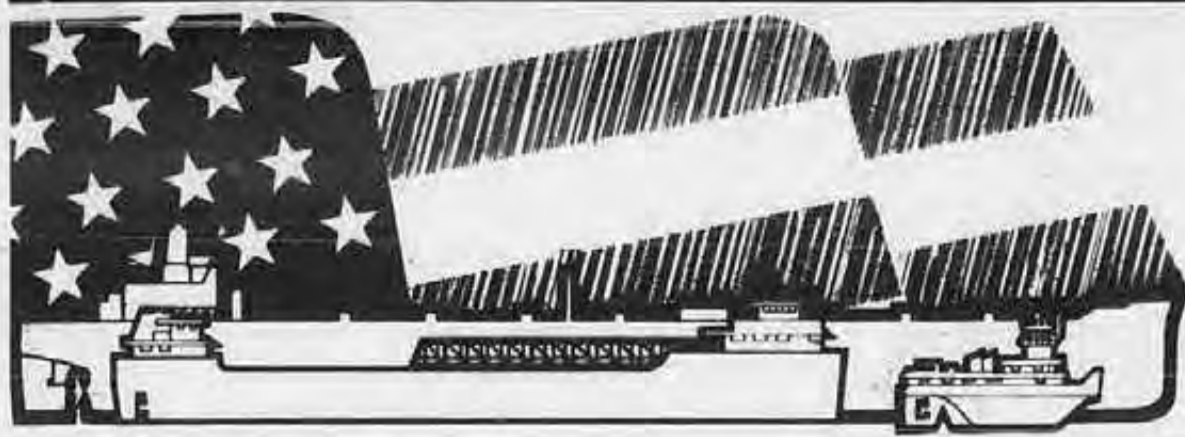


House Votes Down Oil Cargo Preference Bill

See Page 3



LOG

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A First: Boatmen Towboat Operator Scholarship

The Harry Lundeberg School in Piney Point, Md. has the equipment to provide towboat operator scholarship winners with solid practical training. In photo at left is the School's towboat, *Susan Collins*. In photo below is the HLS tugboat, *CL2*.

See Page 10



**Union-Crewed Cantigny
Is First U.S. Ship to Carry
Strategic Petroleum Reserve Oil**

See Page 3

**New SIU-Contracted Boat
'The Judge'** See Page 5

House Passes the First Waterways User Charge Bill

The House of Representatives passed a bill on Oct. 13 calling for the first user charge ever to be imposed on America's inland waterway system. The bill tied the charge to authorization of funds for the replacement of Locks and Dam 26 in Alton, Ill.

The bill, H.R. 8309, would levy a 4 cent per gallon fuel tax for waterway users in October 1979. This would in-

crease to 6 cents by 1981. It is now before the Senate. There it faces a proposed amendment to raise the tax to a much higher system of river fees.

The SIU has worked long and hard for the replacement of Locks and Dam 26. This obsolete navigation facility is the busiest set of locks and the biggest bottleneck on the entire Mississippi River. But the Union has always been



flatly opposed to any waterway user charge. Such a charge would be a costly burden to the inland industry which in turn effects SIU members.

The Transportation Institute, a Washington, D.C.-based research group representing the U.S. maritime industry, has also voiced strong opposition to the user charge. TI President Herbert Brand gave written testimony to the Senate Finance Committee which is holding hearings on H.R. 8309. He ex-

Continued on Page 12



Paul Hall

The PRESIDENT'S Report

Among Democracy's More Disgraceful Episodes

The atmosphere in which the House of Representatives considered and voted on the cargo preference legislation has to be among democracy's more disgraceful episodes. Instead of a reasoned debate on the merits of the legislation, we saw the opponents' campaign reach a high-water mark in vicious and unfounded charges of "political payoff," "bribery," and similar cheap sensational shots.

This was a diversionary attack on cargo preference and its supporters—the maritime industry's unions and management, the Chairman of the House Merchant Marine and Fisheries Committee and other members of Congress, and the President of the United States. It could not have successfully been carried off without the aggressive support of the news and television media. They jumped at the opportunity to exploit the irresponsible charges of the opposition. But they did little, if anything, to present the issues involved in the legislation in a manner consistent with what we are told are the principles of a fair press.

The principal opponents of cargo preference this year, as always, were the multinational oil companies. They are the original run-aways from American taxes, American working people, and American community responsibility. They were aided and abetted by a new dimension in American society known as the self-styled public interest groups. Among these are Common Cause, whose own objectives are to play a dominant role in U.S. politics and legislative activities. But they would deny the right of participation in a political process to vast numbers of American people whom they profess to protect. Common Cause is a group, incidentally, whose means of support are not always easy to ascertain.

Arguments were not on the merits of the legislation. Instead, the basis of the opponents' objections—so thoroughly amplified by the press and television—was that support in Congress for cargo preference was a "payoff." They said it was a political "payoff" to the maritime unions and management for the backing they had given congressional candidates.

Similarly, without shame, they accused the President of the United States of supporting cargo preference legislation because he was paying off the unions and management for the support of his candidacy.

The oil companies methodically employed all their long-established resources. Their most decisive and effective technique was to strike at the security of supporting Congressmen. Through their vast public relations facilities they were able to get newspapers throughout the country to editorially suggest that local Congressmen who supported cargo preference were in effect bowing to the demands of the unions. This was done on an area-by-area basis. The names of Congressional supporters were highlighted in this manner in various stories and articles.

By the time the bill went to the floor of the House of Representatives on Oct. 19, a substantial number of Congressmen had been frightened away from the bill. Many felt they had to protect their innocence of the phoney charges by voting against it. This resulted in the defeat of this year's cargo preference bill.

It was also a defeat for the processes of democracy.

It was a victory for the intimidators.

Remember that the House Merchant Marine and Fisheries Committee had voted out the bill 31 votes to 5; with 24 Democrats and 7 Republicans

joining together against 5 Republicans in support of the bill. This bill would have provided for up to 9½ percent of American oil imports to come in on U.S.-flag tankers. And remember, too, that in 1974 the House had voted overwhelmingly in favor of a bill calling for 30 percent of the imports to be carried on U.S. ships.

Moreover, the President of the United States was supporting the 9½ percent proposal.

And the bill was also strongly supported by, among others: the AFL-CIO; the American Legion; the Veterans of Foreign Wars; the U.S. Conference of Mayors; the Navy League of the United States, and the National Association for the Advancement of Colored People.

By all odds, on its merits, this year's bill should have carried by an even greater majority than the previous one. But cargo preference was not the issue under consideration. What it came down to was the right of the maritime unions to participate in the political process by supporting those candidates in government who supported the effort for a stronger merchant marine.

Democratic Congressman Jim Howard, a long-time supporter of America's maritime industry from New Jersey, put the battle over cargo preference into proper perspective. Congressman Howard, as reported in the Oct. 24 *New York Times*, "attributed the defeat of the bill to 'an unholy alliance' of Common Cause, the citizens' lobbying group, and multinational, multi-billion dollar oil companies, such as Texaco, Exxon, Mobil and Gulf." He said, "It's a shame the multibillion dollar oil industry was able to confuse the issue on this bill and thereby preserve their own dollars, because they carry oil in foreign-flag ships, to the detriment of the security of the country."

In contrast, Rep. Andrew Maguire (D.-N.J.), who has also been supported by American labor, was intimidated by the opponents of H.R. 1037 into opposing this vitally-important bill. Sounding like the multinational oil companies and so-called "citizen" groups, Maguire said he opposed the bill because "the major problem was that the bill would have caused a net loss of jobs in the U.S. economy." This quote appeared in the *N. Y. Times*. New Jersey Congresswoman Millicent Fenwick was a sponsor of the bill. But when the heat was on, she walked away from it.

The supporters of H.R. 1037, led by House Merchant Marine and Fisheries Committee Chairman John Murphy (D.-N.Y.), did not have the opportunity to have the legislation pass or fail on its own merits.

The central issues, however, remain:

- American vessels still carry only about three percent of our oil imports while the list of nations reserving a greater portion of their trade to their vessels is expanding.
- American seafaring, shipbuilding and related industry jobs are still being lost as the multinational oil companies continue to employ almost exclusively foreign-flag vessels.
- American security is still weakened as the control of the transport of vitally-needed oil imports remains in the hands of the multinational oil companies and their foreign-flag-of-convenience shipping.
- America's marine environment is still threatened by unsafe foreign vessels like the *Argo Merchant*.

Faced with these circumstances, what do we as seafarers and as citizens of this nation do?

Obviously, we are not going to be denied our right to involve ourselves in the political process as the law allows. Our support for candidates has always been legal and proper in every respect.

Nor will we abandon our efforts to press for a national maritime program that is consistent with our nation's needs from national security, economic, and environmental standpoints.

To achieve this we must extend our political activities.

We must generate greater activity in our communities in support of those candidates who support the national interest over entrenched interest. We must support those who show concern for the working man and woman over those of multinational interests. We must tighten our adherence to the still-valid Samuel Gompers view. That is, support our friends and oppose our enemies in a political sense.

We must step up our efforts against that notorious enemy of America's working people—the major multinational oil companies—which exercise such excessive influence over the wellbeing of all Americans.

At some point the correctness of our position with respect to the nation's need for a viable American-flag fleet will be understood.

Change of address cards on Form 3579 should be sent to Seafarers International Union, Atlantic, Gulf Lakes and Inland Waters District, AFL-CIO, 675 Fourth Ave., Brooklyn, N.Y. 11232. Published monthly. Second Class postage paid at Brooklyn, N.Y. Vol. 39, No. 10, October 1977.

House Defeats Oil Cargo Preference Bill

Under extreme pressure from the multinational oil lobby, the House of Representatives defeated the oil cargo preference bill this month. The bill would have required that a small percentage of the nation's oil imports be carried in American-flag ships. The vote was 257-165.

This bill would have meant that 9.5 percent of the nation's oil imports would be carried in U.S. ships by 1982. American ships now carry only 3.5 percent of America's imported oil.

The bill had the support of many groups including the AFL-CIO Maritime Trades Department and the AFL-CIO Executive Council. Others who supported the bill included: the National Alliance for the Advancement of Colored People (NAACP); the U.S. Conference of Mayors; the Veterans of Foreign Wars; the American Legion; the National Farmers Union; the American Iron and Steel Institute; the Puget Sound Coalition Against Oil Pollution, and the world's most famous environmentalist, Jacques Cousteau.

SIU President Paul Hall said that the loss of the bill was "disappointing." But he stated that "the fight for a fair oil cargo preference bill is far from being over. We intend to keep fighting until we ultimately achieve this goal."

The defeat of the bill is a blow to the health of the U.S. tanker industry. Its defeat also endangers the jobs of thousands of American seamen and shipyard workers who depend on the tanker industry for their livelihoods.

Carter Proposed It

It appeared at first that the 9.5 percent bill would have little trouble passing Congress for a couple of reasons.

First, a similar bill, requiring a much larger percentage (30 percent) of imported oil to be carried in U.S. ships,



The defeat of the 9.5 percent oil cargo preference bill will hurt the U.S. tanker industry. The SIU-contracted *Oversea Alice*, above, is just one of many U.S.-flag tankers that may have a tough time finding cargo for their holds. The oil bill would have guaranteed full employment for the U.S. tanker fleet.

passed both the House and Senate in 1974. But it was vetoed by President Ford.

Second, the 9.5 percent bill had the crucial Presidential support cargo preference did not have in 1974.

Carter first proposed the bill in July, 1977.

However, in the months between President Carter's announced support and the actual House vote, the issue of cargo preference became clouded by allegations of political payoffs.

A good deal of the voiced opposition to the bill came from high ranking Republican Senators.

They said that Carter's support of the bill was a payoff to the maritime industry for the support the industry gave Carter during his campaign.

More opposition to the bill came in the news media, which depends heavily on the oil industry for advertising.

Most major newspapers in the nation editorialized against cargo preference. They called Carter's support a "blatant political payoff." They also accused many Democratic Congressmen of, in effect, being in the maritime industry's pocket.

The character assassination campaign worked, because many Democratic House members who voted for a much larger cargo preference bill in 1974, voted against it this time.

A look at the roll call vote in the House shows that Democratic Congressmen, who in 1974 were solidly for the bill, voted 148 for and 132 against.

However, the Republicans, the cen-

ter of the oil companies' strength in the House, voted in a block against the measure. They voted 125 against, but only 17 for.

SIU President Paul Hall said "by the time the vote was taken, the real issue at hand, cargo preference, had been totally lost. Congress wound up voting on the issue of campaign contributions."

Rep. John Murphy, the main sponsor of the bill in the House, agreed. He said the bill lost because "of the whole atmosphere around it this time—the issue of campaign contributions."

A number of Congressmen who voted for the bill last time, admitted they voted against it this time because of the allegations of political payoffs.

Bill's Benefits Lost

It's too bad that the oil companies succeeded in their effort to block passage of the bill. As brought out in Congressional hearings, the bill, if enacted, would have:

- Reduced America's dependence on unreliable, unsafe foreign-flag vessels for the carriage of our imported oil.
- Provided for the maintenance of a shipbuilding industrial base required by national security. It would also have helped to preserve the 200,000 American jobs in this area.
- Created 20,000 new jobs on U.S.-flag vessels, in U.S. shipyards, and in related supplier industries.
- Help reduce the deficit in the U.S. balance of payments picture.

The oil companies were opposed to the bill because it would have cut into their transportation profits. The oil companies own huge fleets of tankers, registered in Liberia, Panama and other countries. These ships, manned by low paid foreign seamen, carry the majority of America's oil imports.

The 9.5 percent bill would have cut into the use of the oil industry's fleet.

More to Be Moved in November

ST Cantigny Carries 1st Crude for U.S. Reserve

The 26,900 dwt *ST Cantigny* (Interocean Mgt.) is the first U.S.-flag tanker to carry crude oil for storage in empty salt domes in Louisiana and Texas. The SIU-contracted tanker carried the oil early this month under the Federal Energy Administration's Strategic Petroleum Reserve Program.

Chartered by the Military Sealift Command for the new billion-barrel reserve program, the *Cantigny* carried 46,000 tons of sour crude. This type of oil is used for heating. She carried the oil from the Mexican Gulf port of Pajaritos, south of Vera Cruz, to Nederland, Tex. and Sunshine, La.

The crude unloaded at the Nederland Terminal was barged 30 miles on the Intracoastal Waterway to the West Hackberry, La. natural salt cavern near Lake Charles, La. The Sunshine piped crude was stored in the 61-million-barrel capacity Bayou Choctaw Salt Dome. This dome will be filled next year.

Half of the reserve crude will be carried on U.S. flag-tankers. Foreign flag tankers will carry the remainder.

By the end of 1978, 250 million barrels of the sour crude will be stored in the salt domes for the strategic reserve. By the end of 1980, 500 million barrels will be in storage. Already the West Hackberry Salt Dome has almost 412,000 barrels of Saudi Arabian light crude stored.

Late this month, the Military Sealift Command (MSC) put out bids for American VLCCs of 160,000 dwt. These ships will carry sweet Caribbean crude from the island of Curacao to Seaway Terminal, Freeport, Tex. by Nov. 10. MSC also put out bids for barges.

The reserve pool crude will be barged for storage in the Bryan Salt Mound, Brazoria County, Tex. This sweet crude can be refined into gasoline. It is of a low sulphur content.

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- Deep Sea: 3, 18, 23, 32, 34, 37
- Inland Waters: 2, 6, 10, 12
- Great Lakes: 8, 31



Rain Doesn't Dampen San Juan Meeting

It was the rainy season in the Caribbean, but that didn't stop the regular membership meeting at the SIU Hall in Puerto Rico this month.

Seafarers and SIU Boatmen in San Juan braved heavy showers on Oct. 6 to hear the latest developments in the Union and the industry. They gathered at the Santurce Hall, a vine-covered building with a decidedly Spanish flavor. Santurce is a section of San Juan, the hub of maritime activity on the island.

Headquarters reports on contracts, new construction, and maritime legislation were shared with the membership. The ILA strike, in its first week at the time and already affecting Puerto Rican shipping, dominated the discussion. When the meeting took place, six U.S.-flag ships were laid up in the port.



The SIU Hall in Santurce, Puerto Rico houses the Union Hiring Hall and clinic, as well as the offices of the SIU of Puerto Rico. The last is an autonomous affiliated union of the SIUNA. It represents industrial workers on the island.



Juan Reinoso, SIU port agent in Puerto Rico, at right, conducted the membership meeting. Bill Doak, Sea-Land shore gang bosun, left, presented some of the Headquarters reports at the October meeting.



SIU members listen attentively to reports on the latest developments in the Union and the industry.



Some of the members enjoyed a game of pool at the Hall before the meeting began. Left to right are: Seafarers Ismael Garcia; Antonio Santiago, and Raefal Arias.



Seafarer Calvin DeSilva, standing, wanted to know how the ILA strike was affecting shipping in the port.



Visitors to the SIU Clinic, on the ground floor of the Hall, are welcomed to the facilities by an attractive waiting room.



A thorough physical exam, like the one Seafarer Geronimo Morales is beginning here, is one of the many services members can take advantage of in Puerto Rico. Victor A. Colon is the attending physician.

Coast Guard Proposing New Tanker Regulations

The U.S. Coast Guard is expected to come out in the next few months with a new set of tanker regulations. They would include rules for the manning of U.S.-flag tankers and inland equipment carrying oil and hazardous liquid cargoes. The regulations will also cover foreign-flag tankers operating in American waters.

Rear Adm. William Benkert, chief of the Office of Merchant Marine Safety, said the regulations are being developed to help offset increasing numbers of oil spills in U.S. waters. The vast majority of the spills are caused by foreign flag vessels.

Benkert said the regulations will involve the training and qualifications for the tankerman and pumpman's job.

To say the least, the new tankerman proposals are a long time coming. The SIU has been pushing for upgraded changes in the tankerman's rating for many years.

However, the Coast Guard has continually downplayed the importance of the tankerman's responsibilities, especially on inland tows.

In one case, the SIU fought the Coast Guard over the issue of removing the tankerman's job on tows underway. The Coast Guard claimed that only a shore-side tankerman was necessary for the actual transfer of liquid cargoes. The Coast Guard maintained that a licensed officer could handle the tankerman's duties while the vessel was underway.

In contrast, the SIU has always maintained that the tankerman's job is too important to be relegated only to a licensed officer. The officers on both inland and deep-sea vessels already

have enough responsibility. They do not need the added burden of worrying about a tankerman's job.

It is unclear what the Coast Guard's complete plans will include. Hopefully, they will finally come around to our way of thinking on this issue.

As outlined by Adm. Benkert, changes regarding the tankerman may include the following:

- Persons engaged in transfer of dangerous chemicals and liquified gases will be required to have a separate endorsement. If the cargo is extremely hazardous, the Coast Guard may require a special endorsement naming the specific cargo.

- Licensed officers will no longer be qualified as tankerman simply by holding a license.

- Both deck officers and unlicensed personnel will be required to take Coast Guard approved training courses. Or they will be required to pass a written

Coast Guard test to be qualified as tankerman.

Should Get Training

Although the new regulations will probably not be out for awhile, it is obvious that the job of tankerman or pumpman will be more detailed and require more training.

SIU members, both deep sea and inland, who are involved in this type of work would be wise to plan on getting additional training through the Lundeborg School. The School already has programs regarding tankerman and pumpman. Refer to any issue of the *Log* for starting dates. For more information on the courses, write to the Lundeborg School directly.



ILA Strike Effects Containerships on East and Gulf Coasts

Containership operations remained at a standstill at ports along the East and Gulf Coasts as a strike by the 50,000-member International Longshoremen's Association continued through October.

As the *Log* went to press on Oct. 25, the ILA strike was in its 25th day with no settlement in sight. At this date, 24 SIU-contracted containerships and LASH vessels were laid up due to the strike.

the towing industry. Shipdocking tugs have largely been laid up. But for a time, when New Orleans dockworkers struck break-bulk ships along with con-

tainerships, large numbers of grain carrying barges in the port were also idle. Since that time, the strike has been limited to automated carriers.

New Tug The Judge

The Judge, a brand new 3,500 hp. tugboat, has just joined the SIU-contracted fleet of G & H Towing in Houston, Tex. She came out of the Todd Shipyard in Galveston and entered service this month.

The Judge will do harbor work between Houston and Galveston. She carries a crew of five SIU Boatmen who enjoy air conditioned quarters and galley.

Her features also include twin screws. She measures 96 feet long and has a 32-foot beam.

The strike from Maine to Texas is aimed at the automated ships that have changed the industry and severely reduced the number of jobs on the docks.

The key issue in the dispute has been the ILA's demand for increased job security. ILA President Teddy Gleason has been seeking a common approach to the problem through a coastwide job security provision in the contract.

With increasing numbers of jobs lost to containerization, the Union also wants protection for the various funds. These funds provide ILA members guaranteed annual income, pensions, and welfare benefits.

But the South Atlantic and Gulf employers have been reluctant to share in the costs of maintaining benefit funds outside their own areas. In New York, longshoremen have been guaranteed 2,080 hours of pay a year whether there is work or not. But in other ports, there are lesser guarantees.

The strike has also had an effect on

1st Alaska Crude for E. Coast



The SIU-contracted *ST Overseas Valdez* (Maritime Overseas) moved through a lock in the Panama Canal last month with the first cargo of Alaska crude for the U.S. East Coast. Later she unloaded in the port of Philadelphia.

Conference Held in Piney Point, Md. for SIU Gulf Area Agents



A six-day conference was held for Gulf area SIU agents during the week of Oct. 17. In order to better service the members, 19 Union representatives attended the Conference which took place at the Harry Lundeborg School in Piney Point, Md. They discussed a wide range of issues including contracts and all the SIU benefit Plans. A number of Union officials and department heads came from Headquarters to talk with the Gulf area agents. In the photo at left, Tom Cranford, head of the Claims Department, talks about the Seafarers Welfare Plan. In photo at right, Ed Byrne, Records supervisor, discusses membership status.

After Attending HLS, Nelson Became Mate at 22

"Good news travels fast." Steve Nelson is a young SIU Boatman who made that old saying ring true.

A few months ago, the *Log* sent letters to Boatmen who had completed an inland licensing course at the Harry Lundeberg School. We wanted to know

U.S. Passports Important

All Seafarers are strongly advised to have valid United States passports. You should carry these passports with you at all times.

Seafarers have encountered problems in some areas of the world because they did not have passports. This problem seems to be increasing. If you have been to a country before and did not have trouble, that is no guarantee you will not have a problem next time.

In addition, many Seafarers have not been able to make flyout jobs to foreign countries because they lacked passports.

A U.S. passport can be gotten in any major city in the country. If you have any questions, just call the U.S. Passport Office in any large city, or contact your nearest SIU port agent. They will be able to tell you what documents are needed to obtain a U.S. passport. Remember, normally it takes a few weeks to obtain a passport. Don't be caught short.

how the course had helped them get the license and how the license had helped their careers.

Brother Nelson was one of the first to respond. Thanks to the Lundeberg School, he now sails mate with G & H Towing in Corpus Christi, Tex. He got his mate's license last year, only a month after his 22nd birthday.

Nelson liked the School so much that as soon as he got our letter, he called the *Log* collect. He plugged his boat's phone into the jack at the G & H dock. With fog horns in the background and the company rep cutting in with orders, he told his story.

"I was raised on boats. I was born in a fishing town in Texas and many members of my family work on boats."

He joined the Union in 1973, when he was 19-years-old. As soon as he got his AB ticket and his three years time, he applied for the Mate and Master

Class. He was the youngest student in the class at the time and later the youngest to sit for the mate's exam in Corpus Christi.

"I figured it was a good opportunity, so why not take advantage of it. It's too broad a subject to study on your own. You have to learn celestial navigation and other difficult skills that require a good instructor."

The good instruction at the Lundeberg School paid off for Nelson. He completed the course in December, 1976 and passed the exam the following month. Two weeks later, he got a mate's job. He has a wife and child and is using the extra money to save for a house.

Nelson had heard about the School from another SIU Boatman at G & H, Sam Murphy, who had attended the first Mate and Master Class. And now Nelson is spreading the word himself.

"I think the School is so good I am encouraging other guys to go there. I got Roy Linely, Jr. from G & H to attend the Diesel Engineering Class this year. He was afraid that he couldn't do it, but after going to the School, he passed his test."

"It's fantastic going from an AB's job to a mate's job," Nelson said.

But he's not stopping there. Next year he hopes to say the same thing about a master's job. He is going to put his Mate and Master Course to work toward his job future again when he sits for the master's license in February.

Judging from his past performance, it's going to be another success story.



SIU Boatman Steve Nelson (left) is shown aboard the G & H tug *Gretchen* in the port of Corpus Christi, Tex. Beside him is Union Patrolman Joe Perez.

UN Sea Law Conference Ends Without Treaty

After two months of U.N. treaty negotiations on uses of the oceans and mining of seabed minerals, delegates from 145 countries recently decided to try for a pact next March in Geneva, Switzerland. The treaty talk, which began in 1973, is called the Law of the Sea Conference.

The proposed treaty involves the following: shipping and maritime regulations; rights to fish; oil and other resources; protection of scientific research, and safeguarding the environment.

Top U.S. seabed mining companies have been pressing Congress for legislation to let them mine certain ocean floor nodules. These nodules contain copper, nickel, cobalt and manganese.

Houston

Four ship docking tugs from the SIU-contracted G & H Towing were tied up due to the ILA strike in this Gulf port. Some of the laid-off Boatmen, however, found other harbor work out of Galveston on G & H's new tug "Judge."

* * * *

Houston Headquarters Representative Joe Sacco reports that 24 graduates of the Harry Lundeberg School Entry Program are now working with G & H.

Mobile

Shipdocking has slowed down for the SIU-contracted Mobile Towing Company. But there's good news, too. The new contract with this company, effective Sept. 16, 1977, was ratified by the membership. It is the new standard inland contract and includes the industry-wide vacation plan.

* * * *

Mobile Port Agent Gerry Brown has been elected vice president of the Alabama AFL-CIO Labor Council. The vote was taken at the Council's convention this month, where a number of important resolutions designed to strengthen the U.S. maritime industry were also passed.

St. Louis

Another new SIU contract was negotiated in this port. Orgulf and Union representatives came to an agreement at meetings this month on a standard inland contract which will be presented to the membership for ratification.

* * * *

The general decrease in shipping caused by the ILA strike has laid-up eight towboats from the SIU-contracted American Commercial Barge Lines Fleet in this port.

* * * *

A new towboat for SIU-contracted Ozark Marine is expected to arrive here in about a month. It will have an eight-barge maximum tow capacity and will work on the Tennessee River.

San Juan

A newly acquired boat and a new run have been added to the SIU-contracted Caribe Tugboat fleet in this port. Caribe's new addition, the 3,500 hp. *Daring*, is now making a weekly trip from Puerto Rico to Cumana, Venezuela.



Tug and towboat traffic slowed down in many East and Gulf Coast ports this month due to the International Longshoremen's Association strike. Dockworkers in ports from Maine to Texas hit the bricks on Sept. 30 to push for a coastwide job security provision in their next contract.

Shipping came to a near standstill for a time in New Orleans when the dockworkers refused to load or unload all vessels in port. Later the strike there was limited, as it was in most ports, to containerships and LASH vessels.

Many shipdocking tugs were idle as the number of laid-up ships increased throughout the month. Barge traffic also was down in most ports. But in some cases, where Teamsters rather than Longshoremen handle cargo, shipping actually increased to pick up the slack at nearby ILA ports.

Jacksonville

Since Teamsters load and unload the trailer barges here, business for the SIU-contracted Caribe Tugboat Corp. increased in this port.

New Orleans

Grain barges, which normally carry half the nation's grain through this busy port, were hit hard by the ILA strike. Work eventually began again on break-bulk operations here. But the number of grain-laden barges in port this month was still way below the usual high figures.

* * * *

Negotiations toward a new contract with Red Circle Towing in New Orleans provided good news in the midst of strike problems. The standard inland contract was accepted by the company after meetings this month and will soon go before the membership for a ratification vote.



Headquarters

Notes

by SIU Executive Vice President
Frank Drozak

Sickness and accidents are unfortunate parts of life that most people would rather not think about. Seafarers and Boatmen are no different than anyone else in not wanting to consider these possibilities unless they have to face them.

But SIU members have one big advantage in taking this attitude. They can afford to put medical problems in the back of their minds because they have one of the best welfare programs around ready to back them up.

The Seafarers Welfare Plan was achieved in 1950 through tough contract negotiations. It has grown to be one of the most complete and financially sound benefit plans in the maritime industry.

But even the best welfare plan isn't worth much if the membership doesn't know how to use it.

As an SIU member, you don't have to worry about adequate medical coverage. But don't wait until sickness strikes to discover what you are entitled to and how to get it. If you do, you could delay or even possibly lose payment of your benefits when you most need them.

You should know where to go for medical services that are covered by the Plan. You should also know how to apply for the benefits that pay for those services.

How do you find this out?

The answers should be as near as the Educational Director aboard ship or the Union Delegate on tugs and towboats.

They can tell you about the eight U.S. Public Health Service hospitals where Seafarers and Boatmen can receive free room and board. They can tell you about the medical services that are covered by the Plan. They also have information about the free SIU clinics throughout the country where you and your dependents can get physical examinations and treatment.

The regular meetings aboard ship or on your boat are the time to find out exactly what benefits you and your dependents are eligible to get. In this way you won't neglect to put in a claim for everything you are entitled to receive. This is also a good time to learn how to fill out a benefit application.

This may seem like a simple procedure. But failure to provide all required information, like your doctor's federal identification number, can delay payments from the SIU Claims Department. Claims for your family will also be processed a lot faster if you don't forget to include marriage and birth certificate copies.

Your Educational Director or Inland Delegate can also help you fill out the first page of the benefit form to send home for safekeeping. This will make things a lot easier for your family if something happens while you are at sea.

Become familiar with the benefit forms and requirements now. If you do, you won't have to tackle them for the first time when you or a member of your family are in the hospital or going through other times of physical stress.

Of course, individual claims can be complicated and the Educational Director and Inland Delegate won't have all the answers. They do have important printed material available, like the SIU Welfare Digest, which is a guide to the Plan. They can also use shipboard meetings to discuss helpful articles in the Log. For instance, the special feature on SIU clinics that appeared in the September issue. More articles on the Plans will be in the Log in future issues. Watch for them. They could clear up something you are confused about.

If these materials don't provide the answers, it is the Educational Director's and the Inland Delegate's responsibility to get more information. They should do this when SIU representatives come aboard the vessel. Of course, all members can send their individual questions anytime to:

Claims Department
Seafarers Welfare Plan
275 20th St.
Brooklyn, N.Y. 11215

The Seafarers Welfare Plan started out on a small scale. Over the years it has provided bigger and better benefits. It has done this to help SIU members cope with the skyrocketing cost of medical care in this country.

This is your Plan. You've earned it—literally—by the contributions that SIU-contracted companies put into it for every day you work. Learn to use it so that you can put it to work for you when you need it.

Jobless Rate, Linked to Crime Rise, Eases to 6.9%

WASHINGTON, D.C.—The country's unemployment rate eased somewhat to 6.9 percent in September. This was reported by the U.S. Labor Department. Also, there was little improvement in the long term job situation for blacks.

Those Americans out of work totaled 6,773,000.

The nation's jobless rate was 7.1 percent in August. The rate has hovered around 6.9 to 7 percent since April, according to the U.S. Bureau of Labor Statistics. However, the lower September rate doesn't include the large scale layoffs from recent steel plant shut-downs.

In a related development, John Hopkins University Professor M. Harvey Brenner linked the unemployment rate to the rising crime rate. He stated this

in testimony before the House of Representatives Judiciary Subcommittee on Crime.

Dr. Brenner said his study showed the following: for every jump of 1 percent in the U.S. jobless rate there are approximately 648 more murders, 23,151 more larcenies and 40,056 more narcotics arrests.

His survey covers the years 1947 to 1973.

As for black unemployment, Sen. William Proxmire (D-Wisc.) told a Congressional Joint Economic Committee hearing that the September figures indicated the U.S. economy was still in a period of "stagflation". That is, economic growth was stagnant while inflation grew.

"The whites are doing pretty well but

the blacks are taking it on the chin," he emphasized.

Because of the rapid increase of the labor force, the economy has not been able to produce jobs fast enough to reduce unemployment for blacks and teenagers.

Commissioner Julius Shiskin of the Bureau of Labor Statistics partly blamed deteriorating economic conditions in the nation's central cities for September's 13.1 percent black unemployment rate. In August, the jobless rate was 14.5 percent for blacks.

Shiskin warned the Congressional Joint Economic Committee that "the labor force is proceeding on two tracks. He said that blacks simply "aren't sharing in" the employment gains.

Black teenagers have gotten the worst of it. Their unemployment rate dropped

from 40.4 percent in August to 37.4 percent last month. Their rate has been between 35 to 40 percent since 1974.

White teenage joblessness hit 18.1 percent in September, up from 17.5 percent in August.

In September the average length of joblessness was 14.2 weeks. August had an average of 13.5 weeks.

Between July and September, the number of those discouraged workers not looking for jobs jumped to 1,104,000 persons. Parttime workers who could not find fulltime jobs increased to 3,315,000.

U.S. Passports Important

All Seafarers are strongly advised to have valid United States passports. You should carry these passports with you at all times.

Seafarers have encountered problems in some areas of the world because they did not have passports. This problem seems to be increasing. If you have been to a country before and did not have trouble, that is no guarantee you will not have a problem next time.

In addition, many Seafarers have not been able to make flyout jobs to foreign countries because they lacked passports.

A U.S. passport can be gotten in any major city in the country. If you have any questions, just call the U.S. Passport Office in any large city, or contact your nearest SIU port agent. They will be able to tell you what documents are needed to obtain a U.S. passport. Remember, normally it takes a few weeks to obtain a passport. Don't be caught short.

Shipping Report for Inland Waters

FOR THE MONTH OF SEPTEMBER 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	7	3	0	7	3	
BOSTON	0	0	0	0	0	0	0	0	
HOUSTON	7	2	22	0	0	0	7	4	
JACKSONVILLE	5	1	1	0	0	0	2	1	
NEW YORK	0	0	0	0	0	0	0	0	
MOBILE	0	0	0	132	1	0	9	2	
NORFOLK	0	0	0	24	0	0	78	0	
NEW ORLEANS	15	0	15	0	0	0	3	2	
PADUCAH	5	0	22	0	1	22	0	0	
PHILADELPHIA	0	0	0	112	46	0	143	86	
PINEY POINT	0	0	0	0	0	0	0	0	
PORT ARTHUR	9	6	22	0	0	0	13	6	
PUERTO RICO	0	0	5	0	0	0	1	0	
RIVER ROUGE	14	0	0	0	0	0	7	0	
ST. LOUIS	13	20	17	0	0	0	21	24	
TAMPA	0	0	0	0	0	0	0	0	
TOTAL ALL PORTS	68	29	104	275	51	22	291	128	

SIU Scholarship in 1970 Made 'All the Difference'

"It may sound corny," SIU scholarship winner Derryl Wheeler admitted in a recent *Log* interview. "But going to college helped me find myself."

Wheeler, the son of Seafarer Orient Wheeler, grew up in the small town of Toomsaba, Miss. He was the first member of his family to attend college. "And it was my first chance out on my own," he explained.

The scholarship, which Wheeler won in 1970, "made all the difference in the world," he stated. "I doubt that I could have gone to college without it. I'll always be grateful for the scholarship," he added, "because going to college opened up new doors for me."

Wheeler majored in biology at Mississippi State University in Starkville, Miss. where he proved his academic excellence. He was in the honors program and on the Dean's and President's Lists there.

Although he entered business rather than biology after school, his college courses gave him the background he needed to land his present job with the Newell Paper Company in Meridian, Miss. "It was a definite asset," he said. He is in charge of shipping for the company, which is the largest paper company in Mississippi.

But Wheeler still wants to finish his



Derryl Wheeler

degree in biology. He is only a few courses away from completing his requirements, which he plans to take at the Meridian branch of Mississippi State. "Perhaps later on I'll work on my masters degree toward becoming a junior college teacher in biology," he said.

Very Happy With Job

But right now he is "very happy" with his job. And he also has more im-

mediate concerns. His wife, Shelia, a former medical technologist, expects their first child "any day now." The couple was married in January, 1977 at the Washington, D.C. Temple of the Church of Jesus Christ of Latter-day Saints.

Businessman, biologist, husband and soon-to-be father, Wheeler still has some time left over for other interests

which he developed in college. He was a member of the stage production crew at Mississippi State. That love for the theater has stayed with him. He is now a member of the Meridian Little Theater and has played parts in two musicals, "Oliver", and "1776." Singing is one of his hidden talents, he admitted. "It's one that's sometimes hidden real deep," he joked.

A \$3,108.54 Vacation Check!



A whopping \$3,108.54 vacation check is presented to Assistant Bosun Harry Kaulman (right) of the C/S Long Lines (Transoceanic Cable Co.) by SIU Representative Pete Loleas recently at Headquarters. Seafarer Kaufman had homesteaded on the Long Lines for the past five years.



The Lakes Picture

Chicago

The Federal Maritime Commission announced plans to open a Great Lakes office in Chicago by the end of November. The office will be located at 610 Canal St. in Chicago's Custom Building. It will enable the FMC to deal directly with the problems of Great Lakes ocean carriers and shippers.

The Commission chose Chicago as the site of its fourth district office after studying several Great Lakes port cities.

Some of the factors the Commission considered were the port's location, amount of tonnage handled, and the number of licensed ocean freight forwarders in the area.

The FMC's Chairman, Richard J. Daselbach, said the opening of the new office reflected, "the growing importance of the Great Lakes as America's fourth seacoast."

The cement carrier *Medusa Challenger* (Cement Transit Co.) has been given a bad name. The Chicago River bridgetenders call the *Challenger* the "jinx ship" because the 16 bridges the ship must pass under as she travels between Petosky, Mich. and Penn-Dixie Industries in Chicago frequently refuse to raise for the *Challenger*.

The bad luck reputation of the vessel was also recorded in a two-page story in the Chicago Tribune Sunday Magazine called "Riding the Chicago River Jinx Ship."

But the 552-foot *Challenger* is known for other things, too. Last August she rescued two men in Lake Michigan who were found clinging to their overturned power boat. The men had been there for 15 hours when the *Challenger's* crew spotted them 18 miles north of the Wilmette Coast Guard Station. For those men, she was surely a "good luck" ship.

Detroit

The United Steelworkers strike, which has kept iron ore mines in the Great Lakes area shut down since August, continues with no end in sight. But Detroit's Port Agent Jack Bluit reports that "the bulk of the SIU fleet on the Great Lakes is operating." The *Joseph S. Young*, *McKee Sons*, *Roger M. Kyes* and *Consumers Power* have all been fitted out and are running. The *Henry Steinbrenner* has recalled her crew and will be carrying a cargo of grain. Bluit reports that Kinsman's *Merle M. McCurdy* and *Paul L. Tietjen* are the

only SIU-contracted vessels still in lay-up and there is a possibility the *McCurdy* may fit up before the season ends.

Buffalo

New York's Governor Hugh L. Carey announced plans for a \$32 million shipping terminal for Buffalo Harbor. The facility will be ready for use in April 1981 and will handle a forecasted 16 million tons of bulk cargo annually.

Frankfort

The Michigan Interstate Railway Company became the new operator of the Ann Arbor Car Ferry *Viking* as of Oct. 1. Until that time, the SIU-contracted *Viking* was run for the state of Michigan by Con Rail. Approximately 26 SIU and Marine Engineer Beneficial Association members who worked on the ferry decided to remain with Con Rail instead of going with Michigan Interstate.

Duluth

American Steamship's new *Belle River* recently carried one of the biggest coal hauls ever—a record 66,000 tons.

The Seaway Port Authority of Duluth announced that direct overseas tonnage passing through Duluth-Superior Harbor through Aug. 1 was up 51 percent over the same period last year.

St. Lawrence Seaway

The St. Lawrence Seaway is scheduled to remain open at least until Dec. 15 of this year, according to the Seaway Development Corp. and the Seaway Authority.

A lifting or modification of the year-old ban on eating fish from contaminated Lake Ontario is being considered by New York State Conservation Commissioner Peter A. Berle. The Lake has been polluted by the ant poison Mirex and other cancer-causing substances.

Sturgeon Bay, Wis.

The SIU-contracted *Chief Wawatam* (Mackinac Transportation Co.) left the drydock at the Bay Shipbuilding Yard on Aug. 23 but is still at the Yard. The strike at Bay Shipbuilding continues to keep that yard inactive.

St. Catharines

The Litton-owned and SIU-contracted *Presque Isle* entered the Port Weller Dry Docks Yard in St. Catharines for propeller and rudder repairs.

Safety

The Coast Guard has approved two types of survival suits for Great Lakes officers and seamen. The suits, made of neoprene foam, are designed to protect wearers from exposure to extremely cold temperatures for 24 hours or more.

The SIU in Washington

Seafarers International Union of North America, AFL-CIO

OCTOBER 1977

Legislative, Administrative and Regulatory Happenings

Big Oil Defeats Cargo Equity Bill In Congress

The House of Representatives voted down the Cargo Equity Bill on Oct. 19 by a vote of 257 to 165. It was a victory for Big Oil. They were behind the massive campaign to obscure the real merits of the bill with unfounded charges of political favoritism.

The vote was a setback for this nation's maritime industry, and for the thousands of seagoing and shore-side workers whose livelihoods depend upon the growth of the industry.

The Cargo Equity Bill would have guaranteed that 9.5 percent of the nation's total oil imports would be carried on U.S. ships built in American shipyards and sailed by American crews. The Bill was supported by President Carter who said during his



Planning Washington Strategy

Each Wednesday, SIU officials meet with Maritime Trades Department representatives and staff members from Transportation Institute for a rundown on legislative activities in Washington. Plans and programs are laid out for the Washington staff, and assignments are made to cover all areas affecting the maritime industry. The weekly meetings are headed by SIU Executive Vice President Frank Drozak. Also attending are SIU representatives from the inland waters, the Harry Lundeberg School, and the SIU's General Counsel. SIU President Paul Hall often attends these meetings when he is in Washington.

election campaign that he was committed to maintaining a strong merchant marine as a part of the nation's defense.

The Bill was also supported by the AFL-CIO and the AFL-CIO Maritime Trades Department. AFL-CIO President George Meany called the Bill "a modest but significant step toward reviving the country's de-

pressed merchant marine."

Opposition to the Bill was led by the major U.S. oil companies who use foreign-flag ships to avoid paying U.S. taxes and to hire cheap labor in order to increase their own profits at the expense of American taxpayers and American workers.

COMPLETE DETAILS ON PAGE THREE.

House Approves Locks & Dam 26, Votes User Fee

The House this month passed a bill that would authorize \$432 million to replace Locks and Dam #26 on the Mississippi River at Alton, Ill. But, with strong pressure from the railroad lobby, the House also approved a "user fee" that would put a 4 to 6 cents a gallon tax on commercial users of nearly all of the inland waterways system.

The bill will now go to the Senate where it is expected that our opponents will try to add to the cost of the fuel tax.

Last June, the Senate drew up a bill that would phase in a user charge over the next ten years. It's a much more costly bill for barge line operators. So the barge operators decided to back the House Bill as the lesser of two evils.

The Administration has indicated that it wants some kind of tax or user fee on the inland waterways to offset the costs of maintaining them. President Carter would like to see a higher tax, but will probably support 4 to 6 cents a gallon tax if that's the final recommendation of Congress.

COMPLETE DETAILS ON PAGE TWO.



SIU Upgraders At Capitol

Seniority upgraders get a firsthand look at the SIU's Washington operation as a part of their month-long educational program. While they are in Washington, the upgraders visit the AFL-CIO Maritime Trades Department and Transportation Institute. They meet and talk with SIU and TI staff members, and learn about the many legislative problems with which they are faced. Seen here on the steps of the nation's Capitol are SIU Representative George Costango and Dave Wirschem, and Seafarers John Bishop, Anthony Buffa, James McNeely, Phillip Decker, Louis DiAgostino, Davis Garoutte, Gary Hughes, Paul Klick, Joe Lisenby, Paul North, Michael Phillips, Dean Prindle, Virgilio Rivera, William Theodore, Steven Bower, and Ramon Echevarriar.

Other Happenings in Congress...

... OCEAN MINING. A policy statement from the Carter Administration is expected shortly on what the U.S. policy will be regarding deep sea mining. The Carter policy statement should clear up the uncertainties resulting from the failure of the International Law of the Sea Conference to come up with any workable recommendations which would pro-

tect the investments of U.S. companies involved in mining operations. Both the House and the Senate have been moving ahead on this. Proposals now in Congress would require that only U.S.-flag ships will be used for mining, processing and transportation of deep sea minerals.

... OUTER CONTINENTAL SHELF. As we go to press, the House

has scheduled floor debate and a vote on a bill which would require oil rigs on the outer continental shelf of the U.S. be built in the U.S. and manned by American workmen. It would also require that all service and supply vessels be U.S. registered and manned by American workmen.

... ALASKA GAS PIPELINE. Hearings on the Administration's recommendation for a Canadian route for natural gas being pumped in Alaska are continuing before the Senate Energy Committee.

... RUSSIAN MARITIME ACTIVITIES. The House Merchant Marine and Fisheries Committee has scheduled a briefing later this month on Russian maritime activities and their affect on the U.S. shipping industry.

... COAST GUARD. Hearings on Merchant Marine Safety are continuing before the Coast Guard Subcommittee of the House Merchant Marine and Fisheries Committee.

SPAD is the SIU's political fund and our political arm in Washington, D.C. The SIU asks for and accepts voluntary contributions only. The Union uses the money donated to SPAD to support the election campaigns of legislators who have shown a pro-maritime or pro-labor record.

SPAD enables the SIU to work effectively on the vital maritime issues in the Congress. These are issues that have a direct impact on the jobs and job security of all SIU members, deep-sea, inland, and Lakes.

The SIU urges its members to continue their fine record of support for SPAD. A member can contribute to the SPAD fund as he or she sees fit, or make no contribution at all without fear of reprisal.

A copy of the SPAD report is filed with the Federal Election Commission. It is available for purchase from the FEC in Washington, D.C.

SUPPORT SPAD

A First for Boatmen

12-Week Towboat Operator Scholarship

There's something you can do right now to make 1978 a year of advancement in your career as an inland Boatman.

Apply for the Towboat Operator Scholarship. Never heard of it?

That's because it's brand-new for the SIU and the industry. Nothing like it has ever been offered before to Boatmen.

For several years, the SIU has made free inland upgrading programs available at the Harry Lundeberg School in Piney Point, Md. Now that opportunity for career advancement is even more attractive.

The Transportation Institute (TI) is offering a scholarship of \$110 a week to SIU Boatmen who qualify for a free 12-week Towboat Operator course at the Lundeberg School. Twenty-four scholarships will be awarded at this time. TI is a research and educational organization for the maritime industry, based in Washington, D.C.

The SIU-contracted companies, which TI represents, realize the industry's growing need for licensed boatmen. And the HLS has developed a program to meet that need.

The Towboat Operator course offers Boatmen everything they need to know to take the licensing exams for First and Second Class Operator of Uninspected Towing Vessels. In addition, students will receive extensive "hands on" training aboard the School's tug and towboat.

The course includes equal time for boat and classroom training.

Only 24 Boatmen will be in each class to allow maximum individual instruction. The first class will begin on Feb. 20, 1978 and will end on May 12, 1978. The second class will begin on May 29. Like all HLS courses, instruction, room and board, and all school supplies are provided free of charge.

Consider all that, plus the \$110 a week. This money will help you cover your financial responsibilities at home while you are at the School.

Does it sound good so far?

It should. It's a chance of a lifetime for the higher pay and better job security of a licensed rating. Check the following list of eligibility requirements to see if you can make it work toward your job future.

ELIGIBILITY

- All candidates must be United States citizens.
- All candidates must pass a physical examination given by a medical officer at the U.S.P.H.S., or a certified, reputable physician.
- All candidates must have 20/100 vision in both eyes corrected to 20/20 in one eye and 20/40 in the other.



The Towing Industry Advisory Board on Education unanimously agreed that the Towboat Operator Scholarship was the answer to solving the shortage of licensed operators in the industry. Management and SIU representatives from the Board are shown here as they discussed the scholarship at meetings in Piney Point, Md. on Oct. 25-26.



The Lundeberg School fleet offers a full range of equipment where Boatmen can get important practical experience. Inland training includes pushing barges, like the one shown here.

- All candidates must have normal color vision.
- All candidates must have their color sense tested by a pseudo-isochromatic plate test. But any who fail will be eligible if they can pass the Williams Lantern Test or equivalent.
- To be eligible for a license as Second Class Operator of Uninspected Towing Vessels, a person must:
 - a. be at least 19 years of age,
 - b. have at least 18 months service on deck of towing vessels
- To be eligible for a license as First Class Operator of Uninspected Towing Vessels, a person must:
 - a. be at least 21 years of age,
 - b. have at least three (3) years service on towing vessels; of that three years two years must have been on deck of vessels 26 feet or over in length and one year on deck of any towing vessel OR three years service on towing vessels, including at least one year service on deck.
- In all cases, all applicants must have at least three months service in each particular geographical area for which application for licensing is made.

NOTE #1 Members who normally work a 12 hour day will receive a service credit of 1½ days for each day so

worked. This means that the 36 month service requirement can be reduced to a minimum of 24 months for a license as 1st Class Operator Uninspected Towing Vessels.

This means that the 18 month service requirement can be reduced to a minimum of 12 months for a license as 2nd Class Operator Uninspected Towing Vessels.

NOTE #2 Members who have graduated from the Harry Lundeberg School entry rating program in class #172 or thereafter (May 16, 1975, 12 week program) and attend the HLS Original Towboat Operator course will receive a credit of at least 5½ months service time. This means that those members need only produce 30½ months service to be eligible for a license as 1st Class Operator Uninspected Towing Vessels.

This means that those members need only produce 10½ months service to be eligible for a license as 2nd Class Operator Uninspected Towing Vessels.

NOTE #3 Members who are graduates of the Lundeberg School and work a 12 hour day will receive credit for both as specified in Note #1 and Note #2 above.

If you are selected, your only obligation is to complete the course and afterward spend two years with a TI company working in the wheelhouse.

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

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

If you do not receive an application, or if you need more information, contact the TI Scholarship Committee at the above address.

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

Good Safety Habits Can Save Your Life

For every Seafarer or Boatman aboard a ship, boat or barge, safety is a way of life. Or at least it should be. Good safety habits can literally save your life on the job!

Because safety is so important, good work habits are taught in every course at the Lundeberg School. Each job aboard a vessel has its own special areas where safety is critical. SIU members have to know these areas and what the correct work procedures are.

Tankermen, for example, must know what precautions to take against the ignition of fires; which substances they work with that can be poisonous; and the special hazards of each cargo they handle.

A short lecture on safety might teach a Seafarer or Boatman some of these

things. But safe work habits are just that—HABITS. That's why the best way to really learn and practice job safety is to learn the job and the safest way to do the job at the same time.

When a Seafarer comes to HLS, he learns the job skills that will help him earn more money—and he learns the safe work habits that will make sure he's alive and well to enjoy that money.

For example, QMED's at HLS learn the proper handling of pressure vessels. Tankermen learn emergency procedures for handling liquified, flammable gases, and FOWT's learn the safe operation of steam boilers. At HLS, the safe way to do the job is the only way to do the job.

Some safety procedures are so simple that they become second nature to HLS

upgraders during their on-the-job training. For instance, every AB who leaves the School knows he must wear gloves when working with wire, wear a hard hat when in port, walk carefully when on deck, and never smoke on deck—especially on tankers! These rules may be so obvious that you think they're funny—but just think about how many brothers you know who've lost their fingers or had other injuries because

they forgot about such simple rules.

Obviously, lots of shipboard accidents need never have happened. Upgrading at HLS can make the difference between a safe trip and an on-the-job injury.

So, when you're ready to upgrade, don't just think about passing the Coast Guard exam. Sign up for the course you want at HLS and learn to do your new job the right way—the safe way.



Steward Department Instructor Laymon Tucker tells his class that safety is a top priority item when working in the galley.

HLSS Plans AB Course For Lakes Members

A special Able Seaman Course designed just for Seafarers who ship on the Great Lakes will be offered at the Lundeberg School in January. All Lakers who want to earn this important endorsement are encouraged to plan ahead and enroll now.

Many Lakers can't come to HLS during the summer months, since this is the prime shipping season. But winter is the ideal time for a change of scene and a few weeks of quiet study—especially when the time spent at HLS in January will mean better pay next summer.

During the AB Course, the students will study deck seamanship, rules of the

road, marlinspike seamanship, helmsmanship, cargo handling, safety, fire-fighting and first aid. Instruction is very individualized and lots of time is spent in practical, hands-on training.

REMEMBER!! The Coast Guard requires all able seamen to have a lifeboat ticket. Lakers who don't yet have a lifeboatman endorsement must enroll in the Lifeboat Course at HLS as well. You'll be scheduled so that you can go right into the AB Course when you finish the Lifeboat Class.

So start making your plans to attend the AB Course at HLS in January. It's tailor-made for Lakers who want to get ahead in their seafaring careers.

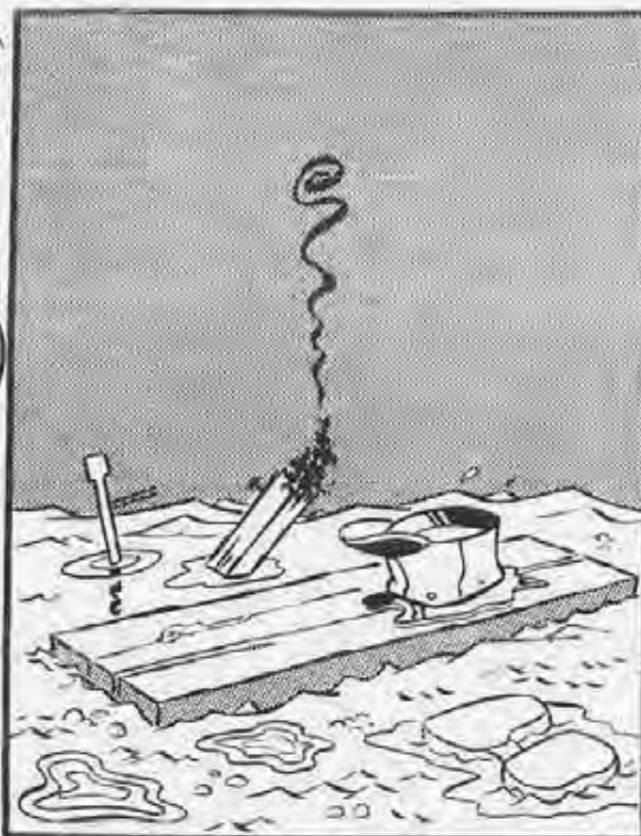


HLSS Instructor Bill Eglinton shows his class how to operate firefighting equipment—an essential skill to have in the interest of safety. Allowing himself to be the object of study is Boatman Andrew Bentis.



Seafarer Robert Franey is working the safe way, with a face shield, as he operates drill press during upgrading program at HLSS.

A MESSAGE FROM YOUR UNION



SIGNS
ABOARD
VESSELS
ARE
THERE
FOR A PURPOSE.



OBEY THEM!

From Economy's Minutes: Saved Cubans in Dinghy 6 Days

Seafarers aboard the container-ship *Sea-Land Economy* had a lot of action and high adventure in

the Florida Straits on Sept. 6. As told in the Sept. 10 Ship's Minutes the crew plucked four

Sorry, Martin!



In last month's issue of the *Log*, we incorrectly identified SIU Boatman Martin Gould, standing left in this photo, as Joseph Constance. Gould was participating in the First Class Pilot's course at the Lundeberg School. Gould is from Louisiana. Others in above photo are, seated left to right: Donald Downey, Christopher Cusimano and Marvin Bowman. Standing alongside Gould is Curtis Ledet.

Cuban refugees from the angry sea. This occurred in the Florida Straits nine miles off Key Largo's Molasses Light. Ship's chairman on the *Economy* is Recertified Bosun Luther V. Myrex.

The four "claimed to have been in the water for six days in an 8-foot dinghy, paddling with a makeshift oar and divers' foot flippers."

Chief Steward L. Nicholas added "They were served sandwiches, ice cream, milk and ice water before the Coast Guard took them over."

The *Sea-Land Economy* had been sailing from the port of Houston to the port of Jacksonville at the time of the rescue. At *Log* press time, after a scheduled

Sept. 28 New Orleans payoff, she was waiting in Rotterdam for the ILA beef to end.

Also at the Sept. 10 shipboard meeting, Brother Myrex pointed out to the crew highlights in the August *Log*. This included: the President's Report; a story on the oil cargo preference fight; another on the Navy use of the private Merchant Marine; a Notice to All Deep Sea Members, and a story on the all-Alaska gas pipeline.

Also during the weekly Union meeting no beefs were reported by the following: Chief Electrician L. D. Costa, educational director; Ship's Treasurer S. T. Fulford; Deck Delegate B. Jarratt; Engine Delegate Joseph N. Mouton, and Steward Delegate S. Morris.

Waterways User Charge

Continued from Page 2

plained that TI is still definitely against the idea of a user tax.

However, in view of both Houses' decision that some sort of tax is to be imposed, he indicated that H.R. 8309 would have less adverse impact on the industry.

Department of Transportation Secretary Brock Adams testified in favor of the system of higher fees at the Senate Committee hearings. He said that President Carter is not satisfied with H.R. 8309's lower user charge and would veto the House bill. Adams maintained that the Senate will have to compromise on the issue, but come up with a higher charge than that of H.R. 8309.

If the House bill is amended by the Senate, it will have to go to a House

and Senate conference for approval. It would then be voted on separately in each House of Congress.

The SIU and other critics of the user charge have protested that the Locks and Dam 26 project is being held hostage by the user charge issue. Moreover, if a bill linking the user charge and the Locks and Dam 26 project is passed, there is no guarantee that the project will actually be built.

The money which the bill would authorize for Locks and Dam 26, \$432 million, could be held up at later stages by Congress. This was the case in the never completed Cross Florida Barge Canal.

In the case of Locks and Dam 26, this development would mean that the industry would have a user charge but no new Locks and Dam 26.

Shipping Articles: Requirements for Vessels Involved in the Valdez Oil Trade

1. Vessels involved in the transportation of Alaskan oil will perform several types of voyages. The below listed descriptions should cover most of the situations encountered. The information provided should be used to determine what type of Shipping Articles or shipping agreement is necessary in conjunction with the voyage which a vessel is about to undertake. These rules apply to U.S. vessels regardless of the flag of the vessel involved in the lightering operations.

2. Vessels which sail from Valdez to perform lightering operations in INTERNATIONAL WATERS and then return directly to Valdez are not required to sign foreign articles or enter into an agreement between Master and crew. The Master must, however, execute a Form CG-735(T). The services of a Shipping Commissioner are not required.

3. Vessels which sail from Valdez to perform lightering operations in the TERRITORIAL WATERS of another nation, except Mexico and Canada, and return directly to Valdez must carry foreign articles entered into before a Shipping Commissioner.

4. Vessels sailing from Valdez to perform lightering in INTERNATIONAL WATERS and scheduled to call at a port on the West Coast of the U.S. prior to their return to Valdez are required to enter into an agreement between Master and Crew. The services of a Shipping Commissioner are not required.

5. Vessels sailing from Valdez to perform lightering operations in INTERNATIONAL WATERS must carry Foreign Articles if there is a scheduled Foreign port of call, other than Canada or Mexico, prior to their return to Valdez. The services of a Shipping Commissioner is required.

6. Vessels carrying cargo from Valdez to ports on the East or Gulf Coast of the U.S. must carry Intercoastal Shipping Articles entered into in the presence of a Shipping Commissioner regardless of whether or not the vessel rounds the Cape or transits the Panama Canal.

7. Vessels transporting cargo between Valdez and Ports on the West Coast of the U.S. must have a written agreement between the Master and crew. The services of a Shipping Commissioner are not required.

8. Vessels sailing from East Coast or Gulf Coast Ports of the U.S. to perform lightering operations in INTERNATIONAL WATERS of the Pacific are not required to enter into a Shipping Agreement so long as they return directly to the same State of Departure or an adjacent State.

9. Vessels sailing from East Coast or Gulf Coast Ports of the U.S. to perform lightering operations in the TERRITORIAL WATERS of another Nation, except Mexico, must carry Foreign Shipping Articles entered into in the presence of a Shipping Commissioner.

10. Vessels sailing from East Coast or Gulf Coast Ports of the U.S. to perform lightering operations in INTERNATIONAL WATERS of the Pacific and scheduled to call at a Foreign Port, other than Canada or Mexico, prior to their return must carry Foreign Articles entered into before a Shipping Commissioner.

11. Vessels which sail from East Coast or Gulf Coast Ports of the U.S. to perform lightering operations in INTERNATIONAL WATERS of the Pacific must carry Intercoastal Articles entered into before a Shipping Commissioner if they are scheduled to call at a Port on the West Coast of the U.S.

12. Vessels which sail from East Coast or Gulf Coast Ports of the U.S. to perform lightering operations in INTERNATIONAL WATERS of the Pacific and are to return to a Port on the East or Gulf Coast of the U.S. other than the same State of departure or an adjacent State, then the Master and Crew must enter into a written agreement; but the services of a Shipping Commissioner are not required.

The SIU Wants Every Seafarer
To Be Aware That:
If You Get Busted
For Taking Or Possessing Drugs,



You Can Kiss
Your Seaman's Papers Goodbye,
Because The Coast Guard
Will Never Let You
Ship Out Again

More Boatmen Getting Vacation Checks



Capt. Larry Robertson (right) plans to put his vacation pay toward a new pleasure boat to do some serious fishing in his time off. He is receiving the check here from New Orleans Patrolman Jim Martin.

"It's the greatest thing that ever happened to Boatmen."

The man who made this claim knew what he was talking about. SIU Boatmen Ivan Steffey of Steuart Petroleum in Piney Point, Md. said it right after he got his first inland vacation check this month.

It is the largest vacation benefit Steffey has received in his many years as a tugboatman.

But for Brother Steffey and all other SIU Boatmen, it's only the beginning of bigger and better things to come.

More and more Boatmen are now receiving vacation checks because the SIU has been successful in getting more and more companies to accept the industry-wide inland SIU Vacation Plan.

The first Plan was negotiated with Steuart Petroleum and became effective in August, 1976. It was the first jointly administered vacation plan ever negotiated in the inland industry. By the end of 1977, it will cover over half of the SIU Boatmen.

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

What this means is increasingly widespread



"This is great," SIU Boatman Walton Day (right) of Willis Towing Co. said as he got his vacation check from Norfolk Port Agent Gordon Spencer. "The more days you work, the more vacation pay you get."

benefits that most Boatmen never even came close to.

Before the Plan, few Boatmen received any vacation benefit at all. Those who did often had to work a full year before they were eligible and then their vacation pay was usually small.

The beauty of the SIU industry-wide plan is that you only have to work 90 days before you can file for your first vacation check. And you can continue to collect for every 90-day period of employment.

In other words, the more days you work, the more your vacation benefit builds up, since the company contributes to the Plan for every day you put in. Moreover, the benefit increases in the second and third years of the contract.

Here's how it breaks down.

The amount you receive depends upon your rating—the higher the rating, the higher the vacation pay. The ratings are divided into five groups. After 180 days of employment, the minimum benefits would be as follows:

	First Year	Second Year	Third Year
Group I Senior Captain, junior captain, and captain	\$700	950	1,200
Group II Mate, pilot, chief mate, senior chief engineer, chief engineer, junior chief engineer and pilot operator	600	800	1,000
Group III Senior barge captain, barge captain, assistant engineer, refrigeration technician, second mate and leverman	550	700	900
Group IV Able-seaman, cook, tankerman, bargeman, lead deckhand, deck mate, utility engineer, oiler striker, and chute operator	500	600	800
Group V Deckhand, ordinary seaman, utility man, wiper and deck linesman	450	550	700

Remember this is the minimum benefit. If Boatmen work over 180 days they will get more money for vacation. Also, if a Boatman is getting a company vacation now he will get much more money, even if he only works 180 days.

Whatever vacation benefits you are getting now, the SIU Vacation Plan pays more money and this is just the beginning.

Another important thing to remember about the industry-wide Plan is that you can't lose it. Before the Plan, Boatmen who may have had a company vacation benefit were out of luck if they went to work for a different company without one. But the growing number of SIU-contracted companies that have the industry-wide Plan means that you can change jobs in more and more cases without this risk.

Your vacation pay is no longer a company benefit—it's a trust fund benefit that will eventually be part of all SIU contracts.

The Union also made sure in negotiating the industry-wide Plan with certain companies that



SIU Boatman Ivan Steffey (left) was a happy man when he received his first vacation check from Union Representative Richard Avery at the Norfolk Hall this month.

no one lost in other ways. Some of the companies that have accepted the industry-wide Plan already had some form of vacation plan of their own.

But the Boatmen who were eligible for this company benefit did not lose anything when the industry-wide Plan came in. In all cases they are getting more vacation money now.

A Real Vacation

All in all, what the industry-wide vacation Plan means for SIU Boatmen is that their vacation is no longer just time off the boat. Wages go only so far. Most Boatmen find it hard to stretch their salaries to cover a real vacation. But under the Plan, for every day you work, you will now be earning extra money. You can accumulate this money and apply it toward the things you always wanted to do in your time off.

Capt. Larry Robertson of Dixie Carriers in New Orleans is using the vacation check he received this month to take him one step closer to the 200 hp. pleasure boat he's had his eye on. Many other Boatmen will now be able to take a trip with their families. Or they can go fishing or hunting without the worry of financial burdens.

Others may want to use their vacation pay to take care of bills at home while they attend the free upgrading courses at the Harry Lundeberg School. These courses lead to higher ratings, higher pay—and higher vacation benefits.

In more ways than one, the industry-wide Vacation Plan is the beginning of better things to come for all SIU Boatmen.



Tankerman Jerry Guillory (right) takes his vacation check and a handshake from SIU Patrolman Louie Guarino in New Orleans. Brother Guillory works for Dixie Carriers.

FOWT Course—A Step Up in the Engine Room



During a recent FOWT Course at HLSS, young Seafarers take their turns at operating the School's full-scale ship's console.

The FOWT endorsement is the first important step for black gang members who want to move up in their department. This course is available at the Harry Lundeberg School, and all interested Seafarers are encouraged to enroll.

The FOWT Course will teach you everything you need to know to get a better job in the engine room. Class lectures are supplemented by lots of on-

the-job training. So, graduates of the course are well-equipped with both theory and practical knowledge about the engine room. Firefighting, oil pollution prevention and safety procedures are also included in the course.

Every graduate of the FOWT Course can look forward to better pay and better job opportunities, too. The next class begins on Jan. 5, 1978. So see your SIU representative or contact the Lundeberg School and enroll now.



Seafarers Gregory Perez, left, and Edward Lewis learn valve repair during recent FOWT Program at the Lundeberg School.

Those Coast Guard exams are rough!

Why struggle on your own?

Come to HLS and get the help you need to upgrade!

COURSES STARTING IN JANUARY

Able Seaman—Special course scheduled for Great Lakes members Jan. 5, 1978.

Diesel Engineering—The last class had a 100% success rate—all nine students earned licenses! If you want an engineer's license, you can't beat those odds. This course is also open to any brother who just wants to learn more about diesels, but doesn't want to take the licensing exam.

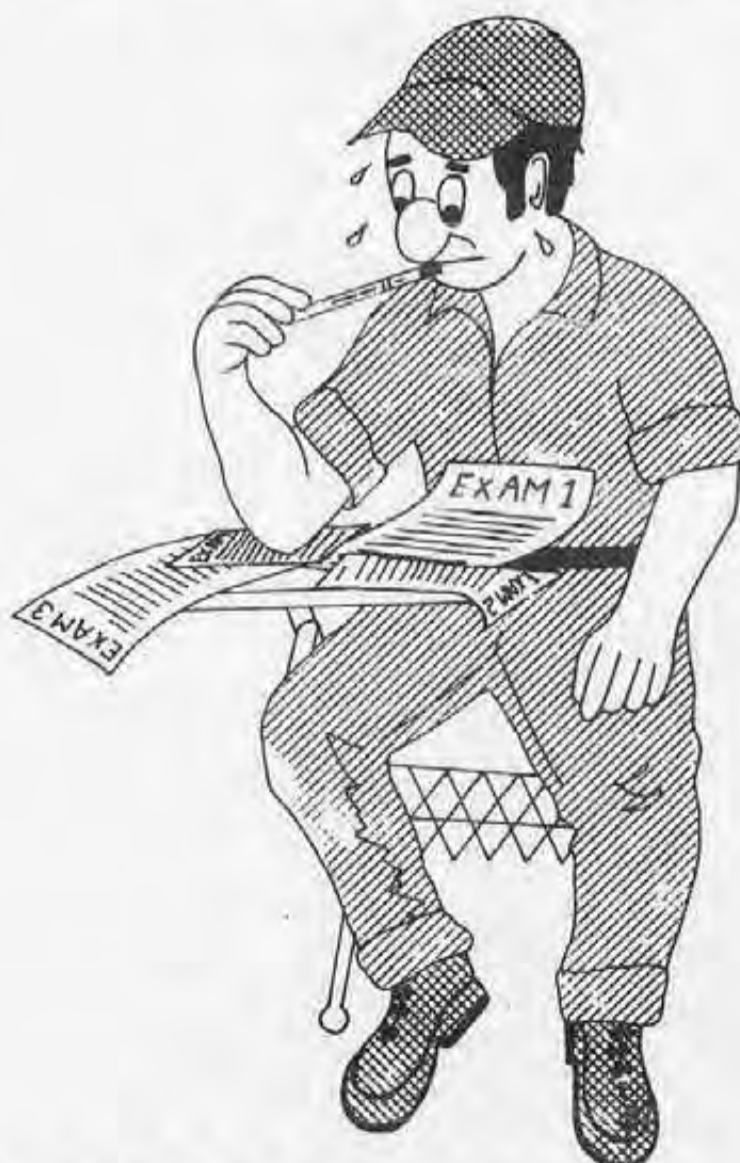
FOWT—Your first step up the career ladder in the engine room.

QMED—If you want to earn this rating, sign up now! Only two QMED Courses will be offered in '78 and enrollment is limited. Plan ahead—come to HLS in January.

Welding—Welding skills mean more money for you aboard ship. The Welding Class stresses practical training, so this is your chance to learn an important skill that's useful at sea or ashore.

WRITE TO THE LUNDEBERG SCHOOL FOR YOUR UPGRADING APPLICATION TODAY!

Harry Lundeberg School
Vocational Education Department
Piney Point, Md. 20674



Isolation and Many Mosquitoes

New Sailors Snug Harbor Too Remote



The deserted grounds of the new Sailors Snug Harbor in Sea Level, N.C. tell the story of what the residents traded off in their forced move from Staten Island, N.Y. They gained an attractive new home, but the price was isolation.

To visit Sailors Snug Harbor, the home for aged seamen, at its new location in Sea Level, N.C., you have to rent a car or own one. There is no public transportation from the nearest town, Morehead City, N.C. (population 11,300), 35 miles away. You head east to Beaufort, N.C., then follow Route 70, a narrow road that winds through the marshes and coastal wetlands. You pass only an occasional house or fishing boat.

You can reach Morehead City by bus. But coming from almost anywhere, you must change several times. The nearest airport is in New Bern, N.C., 80 miles from Sea Level. Again plane changes must be made.

It is no wonder then that when a *Log* reporter and photographer were sent to look over the new home for retired mariners Aug. 31, the only other visitors in sight came from a Fayetteville, N.C. newspaper.

Sailors Snug Harbor was founded in 1801 under the will of Robert Richard Randall. He was a sea captain who became wealthy from privateering during the Revolutionary War. Capt. Randall left part of his estate to support a home for "maintaining and supporting aged . . . and worn out sailors."

Was on Staten Island

His original land in lower Manhattan, N.Y.C. became too valuable to use for the home. So in 1833 Snug Harbor settled on 85 acres of land facing the Kill Van Kull on Staten Island, N.Y.

Income from the property in Man-

hattan is still used to support the home. Since it was founded, thousands of aged sailors have anchored in Snug Harbor when they retired from their life at sea.

When the trustees of Sailors Snug Harbor decided to move the home away from its Staten Island location, the New York State attorney general, supported by the SIU and many of the Harbor's residents, tried to block the plan. The courts had granted permission for the move in 1972.

Many of the residents feared isolation at the new home in Sea Level. In 1976, 22 of them signed a petition against the move. But on June 26, 1976 the Old Snug Harbor closed its gates and the mariners were shipped down South. Several refused to go and a monetary settlement was made between them and the Harbor.

For Sam Kraft, 84, who used to sail SIU and Joe "Tomatoes" Stodolski, an SIU pensioner, as well as for others we visited, the isolation at Sea Level is depressing. Back in New York, old sailing buddies used to visit Kraft whose career at sea began on Norwegian tall ships when he was 13-years-old. Stodolski liked to visit his old stomping grounds, several bars in midtown Manhattan. "Around there they knew my name was 'Joe Tomatoes'. I didn't have to tell them," he explained.

At the old Snug Harbor on Staten Island, friendly bars and stores, the Seamen's Church Institute, and union halls were nearby. Friends and relatives dropped in. Residents who could get about would stroll around the grounds.

They would watch the ships go by in the harbor or sit on benches and talk.

But at Sea Level, not a soul was in sight as we pulled up. Except for three months out of the year, the mosquitoes keep people indoors. Only a few hardy souls step out to work in little gardens they planted right outside their rooms. All the rooms open out onto the grounds.

Some residents go on trips—to Sweden, for example, or to visit their children in New York City or Texas. But while at Sea Level they are stranded inside the building. There is not even a path cleared to the water yet.

Rely on Van

The five residents with cars get around. The others must rely on the van owned by Snug Harbor. It makes two trips to Morehead City each week. For \$2.50, residents can make a few fixed stops at stores and a restaurant and then go home. "An average of seven-and-one-half men go on each trip" the director of Snug Harbor, Capt. Leo Kraszeski told us. However there is not much going on in Morehead City. There are no bars to speak of—just a few stores, restaurants, and churches.

Inside Snug Harbor, the hobby shop is not set up but there are other activities: cocktail parties; the Bum Boat Coffee Shop; bingo games, and woodcutting classes. About 12 men attend bingo, and fewer go to woodcutting, Capt. Kraszeski said.

The prevailing atmosphere at Snug Harbor is that of an old age home. The

isolation is partly responsible for this. Also, the residents who made the move did so because they had nowhere else to go. "Where else could you get this kind of service, such beautiful quarters and such good care when you get old and sick," said one lively resident, who asked not to be named.

But Al Bernstein, SIU welfare director, noted that in the past none of the men viewed Snug Harbor as a place to get old and sick. The move to Sea Level changed the positive image the institution once had. Brother Bernstein has been helping Snug Harbor residents with their problems for the past 20 years.

In addition, since the move to Sea
Continued on Page 16



SIU Welfare Director Al Bernstein has been helping Snug Harbor residents with their problems for the past 20 years.



SIU Pensioner Joe "Tomatoes" Stodolski.



At the infirmary, a cocktail party is held every afternoon at four. Capt. Leo Kraszeski is sitting at the left while Sam Kraft pulls up for his drink.



Richard Ravnich, a quadraplegic, gets around the home in an electric wheelchair which he operates by mouth controls.

New Sailors Snug

Continued from Page 15

Level, Snug Harbor admissions policy has given preference to sailors who cannot take care of themselves or who are sick and cannot get around. According to Capt. Kraszeski, with the pensions and Social Security seafarers now receive, few of them need Snug Harbor as a place to retire as in the past.

120 Rooms

With the limited space available in the new residence, this policy is probably the fairest. The new facility has 120 rooms—40 of them in an infirmary with skilled nursing and intensive care facilities.

Since the men move between the infirmary and their regular rooms, the real capacity is 107 residents, Capt. Kraszeski said. In the past, Snug Harbor accommodated up to 900 men which allowed for a good mix between healthy and sick retired sailors.

People have mixed feelings about the

Sea Level home. They like the new quarters which are modern and conveniently laid out. It is a single, one-story building with four wings. Because there are no stairs, the men in wheelchairs can go everywhere. This mobility within Snug Harbor was impossible at the old location.

Each resident has his own room with private bath and shower. This allowed Snug Harbor to admit two women for the first time. Mary Yakos, who worked as a stewardess on deep sea vessels for 40 years said, "I wouldn't have lived near New York anyway, not for one million dollars."

We heard no complaints about the staff of North Carolina residents. "They are honest," Kraft declared. They seemed pleasant to us.

A Key Question

The key question is: Why did Snug Harbor move to Sea Level? The land sale provides a clue. It was bought from



Residents gather in the "Bum Boat" for coffee and cake in the afternoon and late evenings. Cigarettes, razors and other supplies are also sold here.



SIU Pensioner Fred Murphy sailed out of Norfolk, Va. He recently moved to Snug Harbor when he found it was difficult to take care of himself.



Lunchtime and dinner brings most of the retired sailors to the dining room. It is easily reached by the men in wheelchairs.

Harbor Too Remote

Daniel E. Taylor, a client and long-time friend of Wilbur Dow, Dow was president of the Snug Harbor Board of Trustees at the time the decision was made to move. Later the trustees also bought a motel at Sea Level built by Taylor, and some additional grounds.

Their claim that Sea Level has a healthy climate proved false. So was the buildup given to a nearby hospital which turns out to have fewer than 10 general practitioners and no specialists. Capt. Kraszeski told us that residents are sent to New Bern for special treatment.

The Board of Trustees maintained that they had to give up the Staten Island home. They said it was too expensive to keep up the Greek Revival buildings. Several of the buildings were historical landmarks, which made them difficult to renovate, the directors said.

For several years the SIU has pro-

tested that poor management of funds was responsible for the cash shortage at Snug Harbor. As a result of poor management, the Union says, the number of people admitted was cutback and the Staten Island buildings were allowed to deteriorate. Welfare Director Bernstein and SIU President Paul Hall then spearheaded the defense of residents' rights at Snug Harbor.

Sailors Snug Harbor is one of the three leading landholders in Manhattan. Income from the property occupying 10 blocks of choice Greenwich Village, Manhattan real estate should have been sufficient to maintain the institution.

However, the land has been rented at far below its market value. Two years ago, the trustees sold off a piece of their property for \$750,000. The new owner turned around and put it up for resale at \$1.5 million.



Sam Kraft (left) talks with his old buddy, Jack Dennis. They once sailed together on the *Tusatala*, the last U.S.-flag commercial square-rigged sailing ship.



Sailing is only one part of George Mecham's colorful background. He started out as a cowboy in the Great Plains and spent some time in China in the 1920's as a photographer for the U.S. Marines.



The one-story building allows residents in wheelchairs to move easily throughout the new home.



Snug Harbor resident James Bowley is proud of the flowers and shrubs he planted just outside his room.



ST Golden Dolphin

From Nov. 16-30, the *ST Golden Dolphin* (Westchester Marine) will carry 67,000 tons of heavy grains from a Gulf of Mexico port to a Russian Black sea port.

MV Sugar Islander

Late this month, the *MV Sugar Islander* (Pacific Gulf Marine) carried 24,000 tons of corn and 26,500 tons of wheat from the East Coast to the ports of Haifa and Ashdod, Israel.

SS Delta Mar

The *SS Delta Mar* (Delta Line) communication system has been tied into the MARISAT Satellite System which began operation last year. The telephone and telex network equipment provides instant two-way contact worldwide.

The satellite system has two commercial Earth stations and three satellites in stationary orbit 22,000 miles above the Equator. One is for the Atlantic Ocean, one for the Pacific, and one for the Indian Ocean.

The communication signals are almost unaffected by atmospheric conditions. So communication is possible anytime regardless of weather.

MARISAT now has 65 ships and offshore rigs in the system.

Washington, D.C.

After 37 years of ocean weather station patrols, the U.S. Coast Guard has ended the patrols.

On Sept. 30, the Coast Guard Cutter *Taney* left her station 200 miles off Maryland to be replaced by a 40-foot wide buoy. The buoy collects and transmits data on storms, hurricanes, air and water temperatures, barometric pressure, winds, dew points, solar radiation, rain and surface currents.

The Coast Guard weather ships were stationed between Bermuda and the Azores.

ST Ogden Wabash

From now through June 1978, the *ST Ogden Wabash* (Ogden Marine) will, on each voyage, haul 37,000 tons of crude from a Gulf port to the Eastern Seaboard.

Baltimore, Md.

A 300-ton capacity derrick crane, biggest in the port, is now in place at the new South Locust Point Marine Terminal here. The crane will be ready for work early next year.

The new terminal will handle general cargo, containers, breakbulk and heavy lift cargo. The terminal will have two 40-ton container cranes and a 100-ton revolving crane.

South America

If Sea-Land gains admission to revenue and cargo pools in the South American trade, it will expand its container runs to Brazil, Argentina and the east coast of South America. Admission to the pools hinges on U.S. Government approval.

At present, three U.S.-flag carriers have major trade runs to that area.

Sea-Land, which has had the project under study for the last two years, hopes to begin operations on the route in early 1978. The operation will be from U.S. Atlantic, Gulf and West Coast ports.

Recently, Sea-Land joined the Inter-American Freight Conference.

According to Sea-Land V.P., J. Scott Morrison, 26 sailings a year are planned in the new operation. Three of Sea-Land's modified C-4 vessels, capable of carrying 600 35-foot trailers are slated for the run. These vessels are now on the Rotterdam to Mideast shuttle run.

SS Delta Norte

The 32,306-ton LASH *SS DELTA NORTE* (Delta Line) suffered engine trouble this month, 350 miles northwest of Trinidad. A tug towed the vessel to Aruba.

Brotherhood in Action

...for SIU members with Alcohol problem

Seafarers and Boatmen who are recovering alcoholics often find they have much in common because of their ways of living and working within the Brotherhood of the Sea.

Brother Rueben Salazar, of Houston, Tex., recently shared his experiences as an alcoholic. From such sharing, many Seafarers and Boatmen find the strength and encouragement to continue their recoveries day by day.

"Because I am an alcoholic, I am different than some people," said Boatman Salazar. "But that does not make me less valuable—my time, my life and my work are just as important as anyone else's."

However, this feeling of self-worth was not always Brother Salazar's way of looking at himself. "Alcohol turned me against myself. Like many people, I measured a man by how much he can drink. I thought at first

that it was 'weak' to say a person was an alcoholic. I lost initiative, ambition, self-confidence, self-respect—I didn't like myself, and I found myself on skid row."

But Salazar's attitudes towards the "manliness" of drinking changed when he accepted the fact that he was an alcoholic. He realized that "I had to learn to get honest with myself. We all know how to get drunk—what is important is how we stay sober. Alcohol, or any drug, will alter the course of your life. I know. I used to be a fighter. No professional fighter ever knocked me out of the ring. Alcohol knocked me out." Now Brother Salazar feels, "My sobriety is a gift, just like my life is a gift. And I'm thankful."

Sobriety for him has meant getting off skid row and back into a fulfilling

life. Several months ago, he upgraded at HLS and earned his mate's license. "Now I can set goals that I can reach," he said. "Soon I will be in command of a boat."

Boatman Salazar's philosophy of staying sober is based on the approach of Alcoholics Anonymous. "Practice and Apply are the two important words. So long as we practice this program, we can attain sobriety."

The same success and sobriety that he now enjoys can be found by all Seafarers and Boatmen who are alcoholics. The sole purpose of the Seafarers Alcohol Rehabilitation Center is to help these men find a new way of life through sobriety.

For help with a drinking problem, call the ARC anytime at 301-994-0010 and ask for "The Center". Or contact your SIU representative.



SIU Boatman Rueben Salazar attended the Alcohol Rehabilitation Center Reunion with his family in August. His son is a trainee at the Harry Lundeberg School.

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

(Special Supplement)



LOG

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Golden Dolphin

Seapower!

What Does It Mean to the United States?

Working to Educate America on Seapower

Seapower! What is it, and what does it mean to the United States?

Ask those questions of the average American and 99 out of 100 times you'll probably draw a blank for an answer.

There's no question about it. The American public in general knows very little about America's seapower needs, capabilities, or weaknesses. That's an unfortunate situation. Because a strong, sustained U.S. policy concerning seapower is essential to a healthy American economy and a strong U.S. national defense.

In addition, this general lack of knowledge about maritime is one of the big factors in the decline of American seapower since World War II.

There are a couple of organizations, though, that are trying to change this situation. They are the National Maritime Council (NMC) and the Navy League of the United States.

These organizations are working to inform the American public about the nation's seapower situation. They have found that one of the best ways to do this is by sponsoring regular Seapower Conferences in America's major shipping cities.

The most recent such Conference, co-sponsored by the two organizations, took place early this month in Atlanta, Ga. It was held in Atlanta's impressive new convention center, the Georgia World Congress Center.

Although Atlanta is landlocked, this rapidly growing city has emerged as a major shipping center in the South. A high percentage of goods moving into and out of Atlanta have been or will be transported via deep sea shipping lanes.

The Atlanta Seapower Conference was entitled "Seatrade: The Southeast's Lifeline to the World." It was attended by representatives of more than 200 Atlanta-based importers and exporters. These people ultimately depend on ocean shipping to keep their businesses going.

Hall on Panel

The Conference featured a group of five panelists each of whom spoke



More than 200 shippers turned out for the Atlanta Seapower Conference.

about a particular area of American seapower. This was followed by a press conference-type session during which the panelists answered questions from the audience.

The panelists included SIU President Paul Hall; Clark Reynolds, head of the Department of Humanities at the U.S. Merchant Marine Academy in Kings Point, N.Y.; Rear Adm. Max K. Morris (Retired), now a member of the U.S. delegation to the United Nations Law of the Sea Conference; W. J. Amoss, Jr., president of Lykes Bros. Steamship

Co., and Rear Adm. George H. Miller (Retired), now serving on the National Security Council.

The panelists represented a good cross-section of American maritime concerns. They provided the Conference with a well rounded view of what U.S. seapower is all about. (See related stories on next two pages.)

Despite their diverse backgrounds, all of the speakers arrived at the same basic conclusion: a strong U.S. seapower policy, including the private sector of the merchant marine and the U.S. Navy, is essential to a strong

America.

Presiding over the Seapower Conference was J. J. Cornish of the Lockheed-Georgia Co.

A welcoming address was delivered by Richard L. Kattel, president of the Atlanta Chamber of Commerce.

The Seapower Conference itself was put together largely through the efforts of Capt. Thomas King, eastern region director of the U.S. Maritime Administration, and Burton Steele, president, 6th Region, U.S. Navy League.

Shippers Don't Know What U.S. Ships Have to Offer

If you had some cargo to ship overseas, what kind of vessel would you prefer to send it in?

Would you prefer a 25-year-old ship,

registered in Panama, with a Greek captain and a Chinese crew? Or would you rather it be carried on a new American-flag ship manned by an American crew top to bottom?

This is the question W. J. Amoss, president of Lykes Bros. Steamship Co., asked the more than 200 American importers and exporters who turned out this month for the Southeast Seapower Conference in Atlanta, Ga.

You would think that most people would choose the American flag service. Unfortunately, this is not the case. In fact, U.S.-flag ships carry only 6 percent of America's total foreign waterborne commerce.

The remainder, an incredible 94 percent, is carried in foreign-flag ships as described by Mr. Amoss. That is ships with a Greek captain and Chinese crew. Or was it a Chinese captain and a Greek crew? Whichever, this situation is a sad commentary on America's seapower situation as it applies to the U.S. merchant marine.

Amoss said that he believed U.S. shippers were not using American ships,

in large part, because they don't know what the modern day American-flag merchant fleet has to offer.

Amoss pointed out that since passage of the Merchant Marine Act of 1970,



W. J. Amoss

U.S. Navy League At a Glance

The Navy League of the United States considers itself totally an educational organization. The Navy League is non-profit. Despite its military sounding name, its membership is limited to civilians and retired members of the Armed Services.

A number of SIU officials are members of the Navy League and actively participate in its activities.

By their own definition, the Navy League is "an educational

organization dedicated to the support of the services which contribute to the nation's seapower . . . and committed to developing public understanding of the importance of the seas to the well being of the nation and to providing assistance to the maritime forces which will enhance their efficiency."

The Navy League has a national membership of 37,000 American citizens concerned with the future of American maritime interests.

Paul Hall

Seapower Will Suffer Without 9.5% Oil Bill

An adequate U.S.-flag tanker fleet is essential to both a strong American seapower policy and a strong national defense. This is a view held by many influential Americans. Secretary of the Navy Claytor and Maritime Administrator Robert J. Blackwell are two of them.

However, an adequate U.S. tanker fleet does not now exist. Nor will one be created unless it is mandated by law.

SIU President Paul Hall took up this issue at the Southeast Seapower Conference in Atlanta, Ga. this month.

Hall told the gathering of more than 200 that the first step in creating an adequate U.S.-flag tanker fleet can only be taken with passage of the 9.5 percent oil cargo preference bill. The bill is now pending in Congress.

President Hall spoke at the Conference about the oil bill two weeks before the House voted on it. The bill was defeated 257-165. See story on Page 3.

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

Hall affirmed that "even with this limited amount of our oil imports reserved for the U.S. fleet, the country

would realize significant advantages."

He said that the 9.5 percent bill would "provide the minimal level of tanker tonnage needed for national defense . . . as well as preserving a shipbuilding mobilization base and help save 200,000 jobs in shipyard and supplier industries, such as the steel industry."

President Hall also told the Conference that the 9.5 percent bill would "guarantee an enhanced measure of environmental protection for U.S. waters at a time when they are threatened by a growing number of hazardous ships like the Liberian-flag *Argo Merchant*."



SIU President Paul Hall greets Rear Adm. Max Morris.

The *Argo Merchant* dumped 7.5 million gallons of heavy crude into American waters in Dec. 1976 after running aground off Nantucket.

President Hall told the Conference that the main opposition to the bill is coming from the U.S. oil industry.

Presently, the oil companies own huge fleets of foreign flag tankers registered in Panama, Liberia and other small countries. These vessels carry the majority of America's oil imports.

The 9.5 percent bill, of course, would cut into big oil's transportation profits.

The oil companies claim that these ships are under the "effective control"

of the United States. And that these ships would be available to the U.S. in a national emergency.

President Hall called the oil companies' effective control theory "effective and dangerous nonsense." To support his position, President Hall told the Conference that in the 1973 Middle East War, "Liberia prohibited any ship flying its colors (including American owned ships) from taking part in the American efforts to resupply Israeli forces."

Hall added, "how reassuring is the strength of U.S. seapower when you consider our dependence on two nations—Panama and Liberia—for shipment of more than 53 percent of our petroleum."

"In contrast," he said, "the Russians, in that same period of time, have come from virtually nowhere to surpass us."

Hall stated that in the interests of the U.S. national security, the economy and our environment, "we must move quickly to provide an American presence on the high seas."

Hall pointed out that the 9.5 percent bill would help provide this needed presence. He also noted, that according to the General Accounting Office, the cargo preference bill would cost the American consumer two tenths of one cent per gallon of gas.

Hall asked, in closing, "can we not, as Americans, afford this modest price to insure the seapower of this country?"

A New Area in U.S. Seapower—Deep Sea Mining

U.S. seapower is a lot of things. It's the Navy, the merchant marine, the inland waters and offshore oil drilling. However, there is another area of U.S. seapower that is virtually in its infancy. That is deep seabed mining.

According to Rear Adm. Max Morris, though, deep seabed mining will become an increasingly more important area of the total American seapower picture within the next decade.

Deep seabed mining holds a tremendous potential for the creation of signifi-

cant numbers of jobs for American maritime workers. It can mean jobs for U.S. workers in the construction of specialized oceanographic vessels. And jobs for Americans in manning these vessels.

America's thrust into this new area of seapower, though, depends largely on the outcome of negotiations at the United Nations Law of the Sea Conference. Former Secretary of State Henry Kissinger once called the Law of the Sea Conference "one of the most critical negotiations in history."

Adm. Morris is a member of the U.S. delegation to the Law of the Sea Conference. He outlined for the Southeast Seapower Conference some of the tough issues preventing the U.S., and for that matter, any nation, from becoming deeply involved in undersea mining.

Morris told the Conference that there is approximately \$3 trillion worth of manganese nodules just sitting on the ocean floor. These nodules are rich in

nickel, copper, cobalt and other important minerals.

The big stumbling block that the Law of the Sea Conference must overcome is, who gets the nodules.

Morris said that a solid block of underdeveloped nations want an international authority to have total control over marketing and production of the seabed minerals.

The U.S., however suggested that industrialized nations with deep seabed mining capabilities be allowed access to one half of the nodule fields. The rest would be left for development by an international seabed authority.

Adm. Morris said that negotiations on the seabed mining issue would probably go on for two more years.

He added that American companies are not willing to make huge capital investments in deep sea mining until they are sure their investments will be protected under terms of the Law of the Sea.

Morris warned, however, that there is "great potential for crisis and conflict" if a treaty is not reached.

Morris said that when the U.N. Conference reconvenes in Geneva this Spring "the U.S. will be looking for an equitable agreement that will satisfy the needs of all nations."

He said that if an agreement is reached "it will take the U.S. eight to 10 years to fully develop our total deep sea mining capabilities."

He added that when a treaty is reached, "I am confident that American industry and labor will cooperate to make our deep sea mining efforts successful."

On top of an inadequate tanker fleet, Hall told the Seapower Conference that "in the last three decades alone, the overall U.S. merchant fleet slipped from first to tenth place among the world's sea powers."

ave to Offer

the U.S. merchant fleet has undergone a near complete overhaul.

He said that the trend in U.S. shipping is toward larger and faster vessels, capable of providing U.S. shippers with the fastest, most reliable service in the world.

Amoss brought a slide show with him to demonstrate his point. He showed slides of Sea-Land's SL-7's, the fastest merchant ships in the world at 33 knots. He also showed slides of the new U.S.-flag LASH vessels, RO/RO's, super-tankers, and the brand new SIU-manned *Aquarius*, the first U.S.-flag LNG carrier.

Amoss pointed out that with the help of American shippers "the U.S. merchant marine can provide tremendous economic and military advantages to the United States." He added that a strong U.S. merchant marine "is essential if America is to maintain a strong economy."

In closing, Amoss asked that Atlanta's shippers consider using American-flag service whenever possible for their foreign consignments.

National Maritime Council At a Glance

The National Maritime Council, which co-sponsored the Atlanta Seapower Conference, is an organization made up of all segments of the U.S. maritime industry. That includes labor, management and Government. It was established in 1971 for the purpose of developing a strong, competitive, modern U.S.-flag merchant marine.

The SIU is an active member

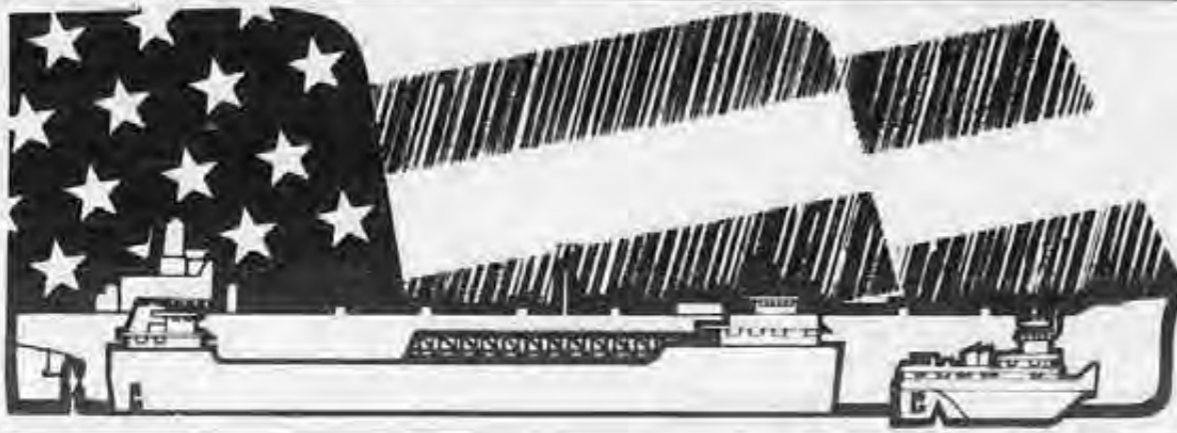
of the National Maritime Council (NMC). SIU President Paul Hall is a member of the board of governors of the NMC.

As pointed out in NMC publications, the organization's goal is as follows:

"To provide the nation's shipper's with the best, most economical and dependable U.S. flag shipping service possible."

"To achieve this goal, the

NMC seeks to foster greater confidence by U.S. exporters and importers in the reliability and quality of the seagoing and shoreside services of the U.S. maritime industry. In addition, the NMC attempts through its diverse membership to encourage all segments of the industry to cooperate and work together in their own mutual best interest and that of the entire nation."



LOG

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Adm. George Miller

Soviets Outnumber U.S. 4-1 on High Seas

When talking about America's national defense in any area, comparisons are always drawn between the U.S. and Russia. Rear Adm. George H. Miller did just that in sizing up America's present day seapower posture as he spoke this month before the Southeast Seapower Conference in Atlanta, Ga.

Adm. Miller told the Conference that the U.S. now "has only 470 Navy ships and 577 merchant ships, capable of carrying only 6 percent of U.S. export and import trade and only 3 percent of U.S. oil imports."

In contrast, Miller said that Russia "has 1,919 Navy ships and 2,420 merchant ships capable of carrying over 50 percent of Soviet export and import trade."

He added, "this gives the Soviet Union a 4 to 1 superiority over the U.S. in Navy and merchant ships. In the 50's, it was just the opposite. We had four times as many ships as Russia."

Miller said that the unprecedented Soviet maritime buildup is "their strategy of conquest with trade penetration

and political pressure, without war."

Adm. Miller affirmed that if the U.S. is to answer Russia's latest challenge, "the United States needs a new maritime strategy . . . We simply need more ships."

A Long Way to Go

Adm. Miller said that America's seapower decline "has placed the U.S. in serious danger of defeat in event of war with the Soviets, who are rapidly expanding their merchant marine and Navy."

He also charged that "the failure of the U.S. to develop and pursue a program to meet the requirements of the Merchant Marine Acts of 1936 and 1970 has seriously undermined U.S. navy readiness for war and national emergencies."

Miller offered a solution. He said, "the only possible way the U.S. Navy and merchant marine can prepare for the statutory roles of sustained combat at sea and protection of shipping is to

cooperate more closely at sea in times of peace."

Right now, the U.S. merchant fleet has virtually no role in at-sea maneuvers with U.S. Navy forces.

Adm. Miller admitted, though, that "the U.S. has a long way to go before we can implement a national maritime

strategy of competing with the Soviet Union."

Miller said that "over the past three decades, U.S. international efforts have been characterized by accommodation and retreat."

He said that if America is to remain competitive with the Soviet Union on all levels "we must forge an integrated, no-nonsense political-economic-maritime strategy now."

Miller concluded, "if Americans still prefer liberty to bondage, there may yet be time to turn the tide."



Adm. George Miller



'U.S. Must Meet Soviet Challenge on the Oceans'

He didn't actually say it. But, in essence, what Vice Adm. William L. Read told the Southeast Seapower Conference this month is that the U.S. has fallen behind Russia in respect to seapower.

Read did say, though, that "the Soviets outnumber us on the oceans in every way. They have more Navy ships, more merchant ships, more oceanographic vessels and more fishing vessels."

He said that Russia's maritime rise "has come about with amazing speed. Ten years ago they had next to nothing. Now they're all over the place."

Read said that Russia is using her maritime program "as a weapon of state policy to increase their political



Vice Adm. William Read

and economic influence throughout the world."

Read said that "the U.S. Navy has a slim margin of superiority over Russia in areas of vital U.S. interests." However, he admitted that in the event of war "America might not be able to keep the sea lanes open between the U.S. and Japan."

Read added that "Russia intends to continue expanding her seapower program. At their present rate of expansion, the balance of Navy superiority will tip in their favor in the next five years."

Adm. Read said that the U.S. "has

come to rely on foreign countries for large percentages of our raw materials, including 50 percent of our oil."

He continued, "this reliance on imported materials demands that we maintain control of the sea."

Read said, "the Soviets are challenging us on the high seas. They have adopted a policy of sea denial to prevent us from complete access to the seas."

Read concluded that the "U.S. must support the kind of programs that will allow us to meet the Soviet challenge on the high seas."

As Island Nation, U.S. Needs Strong Navy Merchant Marine

Despite all the advances in air travel and ground transportation, the United States is still essentially an island nation.

America's economy and national defense today, as it has always been, is inescapably tied to a strong seapower policy.

This is the view of Clark G. Reynolds, a historian, and head of the Department of Humanities at the U.S. Merchant Marine Academy in Kings Point, N.Y.

Reynolds told the Southeast Seapower Conference that the U.S. is one of only five "true maritime states in history." His other states include ancient Athens, 13th and 14th century Venice and Florence, 17th century Holland, and 17th to 20th century (1650-1940) Great Britain.

He said these maritime states shared such characteristics as geographic isolation, capitalist economies, democratic governments, and were advanced in science and technology.

Reynolds also gave a brief outline of America's maritime history. He said that between the years of 1775-1815 the U.S. had its problems on the high seas as the young nation underwent growing pains. However, between 1815 and 1860, he said the U.S. built a merchant marine second only to Great Britain. At the same time, though, the U.S. Navy was small and ineffective.

He continued that the U.S. merchant fleet declined in the next 40 years. Reynolds blamed this decline on a "conservative government unwilling to pro-

vide shipping companies with subsidies for the costly switch from sail to steam powered vessels."

Presently, says Reynolds, the U.S. seapower position is an exact reverse of 150 years ago. That is, a large Navy and a small merchant marine.

He said, though, that despite a small merchant fleet, the U.S. merchant marine has set the standard for the rest of the world from a technological standpoint.

Reynolds did not say whether he felt that the U.S. had slipped as a maritime power.

However, he did say that a maritime state, such as the U.S., needs both a strong Navy and strong merchant marine to survive.



Clark Reynolds

Paving the Way for More Environmental Disasters

A recent court decision, if allowed to stand, could spell environmental disaster for America's coastal waters. It was a decision handed down on Oct. 16, 1977 by the U.S. District Court in Washington, D.C.

The Court's decision could gut the American domestic tanker fleet. It could also do the same to our domestic shipbuilding industry. The result would be a major loss of jobs to U.S. maritime workers.

In what we feel is a bad decision, the Court ruled that it is legal for Amerasia-Hess to carry Alaska pipeline oil in Liberian-flag tankers to the company's refinery in the U.S. Virgin Islands. After the oil is refined it will then be carried to the U.S. East Coast. It will of course go there in foreign-flag ships.

The decision has already been appealed by the parties who filed the original suit against the huge oil company's action. This included the American Maritime Association, the Shipbuilders Council of America, and the SIUNA.

However, with the backlog of cases in the U.S. Court of Appeals in Washington, it will take from three to six months for a ruling on the appeal.

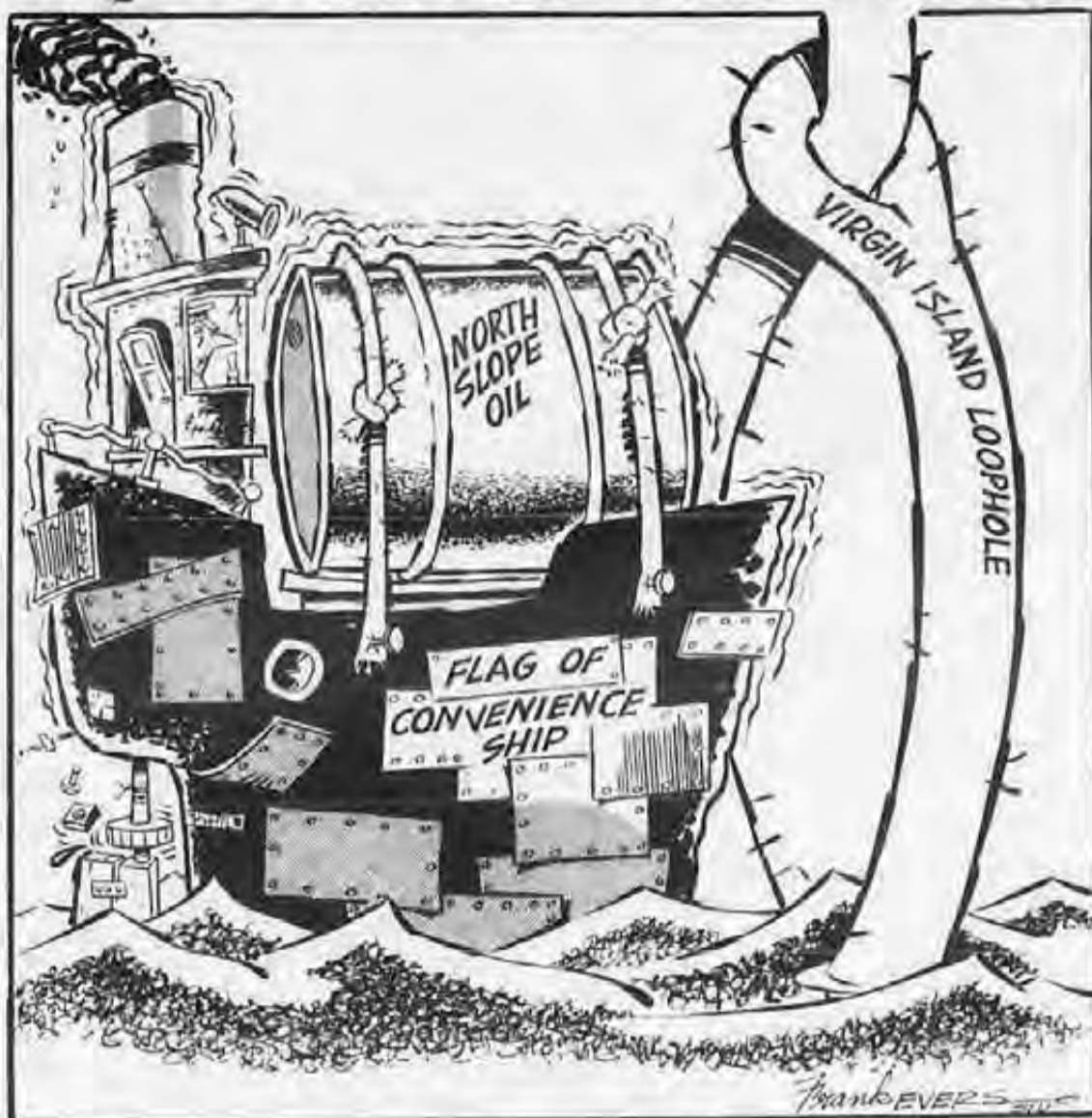
In the meantime, Hess Oil can legally carry Alaskan oil in American coastal waters for use in U.S. markets, via foreign-flag tankers. Presently, the Hess refinery has the capacity to handle every drop of oil coming out of the Alaska pipeline. The pipeline is not yet operating at its full capacity.

However, even when the pipeline is going full blast, the Hess refinery would be able to handle about 60 percent of the Alaskan crude.

In other words, there is a definite possibility that substandard flag-of-convenience vessels could be carrying the vast majority of the Alaska oil trade.

In the court case, the SIU pointed out that the original intent of the Trans-Alaska Pipeline bill was two-fold:

- To retrieve the North Slope oil



CLOSE IT UP!

reserves for use in American markets.

- In the interest of the environment, the oil would be carried to these markets in the safest possible vessels—U.S.-flag vessels.

SIUNA Vice-President Frank Drozak said in Court that the use of Liberian tankers is a violation of the intent of the original pipeline bill.

The District Court did not agree. The Court ruled that under existing law, Hess had a right to use their Liberian tankers in carrying the oil to the Virgin Islands.

As we see it, the real issue here is not so much the Court's decision, but the Jones Act.

The Jones Act requires that all waterborne cargoes shipped between two U.S. ports be carried in American vessels. The Jones Act's provisions also cover waterborne shipments carried between the U.S. and Puerto Rico, and the U.S. and Guam.

However, it has never applied to the U.S. Virgin Islands.

When the Act was first passed in 1920, the U.S. Virgin Islands were excluded from its provisions. This was done because American shipping services were not available for this trade. This situation has long

since changed. U.S. ships are ready and able to handle all the U.S.-Virgin Islands trade, in particular oil and bauxite.

However, the Virgin Islands exclusion from the Jones Act still exists. In the recent case involving Alaskan oil transportation, Hess is obviously using the "loophole" in the Jones Act specifically to get around the use of U.S.-flag ships.

As a result, there will be more flag-of-convenience tankers operating in American waters. That's a situation that no one wants. And it's a situation that our offshore environment may not be able to handle.

We believe that in the interests of the environment and the U.S. maritime industry, Congress must take decisive action to close the Virgin Islands "loophole" in the Jones Act.

Whether we win or lose in our appeal in the Court case, the SIU intends to work towards this goal.

In the meantime, we sincerely hope that one of Hess's Liberian tankers, does not cause a major blemish in our coastwise waters. It's tough to forget the *Argo Merchant*, another Liberian vessel. In Dec. 1976, she dumped 7.5 million gallons of heavy crude into U.S. waters off Nantucket.

Alaska's huge reserves of oil were meant to help alleviate the nation's energy crisis. We hope Congress takes action before it creates an environmental crisis.

Letters to the Editor

Got His Pilot's License

I was fortunate enough to have been one of those Boatmen who participated in the most recent First Class Pilots Course at the Lundeberg School. I just wanted to thank the Union for giving me the opportunity to upgrade. From the fruits of the School, I have received my First Class Pilot's license.

I also want to say that the food, lodging, and all the good people that I had dealings with at the Lundeberg School were fantastic.

Also a word of thanks to Paul Hall who started it all.

The instructors, Mr. Paul Allman and Mr. Abe Easter, were also great. Without their help I don't think that I would have been able to make it.

Fraternally,

Vincent D'Errico

Thanks to Welfare Plan

I wish to express my thanks for the prompt and efficient handling of my welfare claim. My wife had a stroke and was hospitalized for some time. In less than a month, I had a huge hospital bill.

Thanks to the Welfare Plan, I am now out of debt without going broke in the process.

Fraternally,

Stafford McCormick

"HLSS Treated Us Good"

In behalf of the Orgulf members of the SIU, we would like to express our thanks and appreciation for the kindness that has been given us by the Harry Lundeberg School. We attended a conference there recently to discuss our contract goals.

We wish to extend our thanks to all. It has been a pleasure.

Fraternally,

SIU Members at
Orgulf Transportation



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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.

Personals

Angelo Mercado

Your wife asks that you call her at (212) 287-2737.

Alex Vasquez

Your sister, Olga, asks that you contact her at 7232 Corsicana, Houston, Tex. 77020.

Florance Francis, L. C. Francis

Mrs. Bessie Smith asks that you contact her at 1021 S. Chester Ave., Compton, Calif. 90221 or call (213) 636-5078.

John Lloyd Williams

Please call the editor of the *Log* collect at (212) 499-6600, ext. 242.

Edward Lawrence Farrell

Please call the editor of the *Log* collect at (212) 499-6600, ext. 242.

Anthony Rotunda

Please call the editor of the *Log* collect at (212) 49-6600, ext. 242.



N.Y. Patrolman Teddy Babkowskl (seated) makes out SPAD receipt last month for Recertified Bosun Dimas Mendoza (2nd I.) ships's chairman of the SS *Borinquen* (Puerto Rico Marine) at a payoff in Port Elizabeth, N.J. With them are the Ship's Committee of (l. to r.): Steward Delegate S. B. Ferrer; Engine Delegate Angel Camacho, and Deck Delegate F. S. Sarmento.

Borinquen Committee

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.

Port of San Juan Sure Packs a Punch

SAN JUAN, PUERTO RICO— Don't let the balmy breezes and palm trees deceive you. Puerto Rico may be a tropical pleasure spot. But like the sweet rum drinks the island is famous for, the port activity here packs a strong punch.

The port of San Juan in Puerto Rico is the jumping off point for the busy island trade in the Caribbean. And it has the biggest tug and barge operation in the Caribbean to handle it—the SIU-contracted Caribe Tugboat Corp.

Caribe came to San Juan only a year-and-a-half ago. It took over the operation of another tug and barge outfit, Puerto Rico Lighterage. In that short time, the company doubled the existing fleet to 13 boats and six barges.

And it's still growing. Two more boats are expected within the next few months.

Caribe is making plans to expand its four basic runs: trailer barges to Jacksonville, Fla. and the Dominican Republic; molasses filled barges to rum factories in the Leeward and Windward Islands that curve down to Venezuela.

It recently added a weekly trip for general cargo to Cumana, Venezuela. The company is also looking ahead to business with Cuba, should that country and the U.S. open up trade.

Job opportunities for SIU Boatmen are growing along with Caribe. Moreover, the new three-year Union contract is bringing Boatmen here significant wage increases, work rule changes and new welfare and vacation benefits. These are along the lines of the Standard Agreement which the Union is working toward for the entire inland membership. The Caribe contract was unanimously ratified in June.

Caribe's boats carry a crew of seven SIU Boatmen. The operation also includes 17 engineers, mechanics, electricians and carpenters on the beach, plus a shore pool of 10 men for general maintenance. Boats from Caribe's Jacksonville and Miami branches generally come to the San Juan base for repairs.

But San Juan is not only a growing hub in the towing industry. It is also, of course, an active container-port.

Eleven deep sea vessels in the SIU-contracted Puerto Rico Marine Management, Inc. fleet call regularly at the port of San Juan.

Thus SIU Boatmen and deep sea members are steadily at work here, as steadily as the sea breezes that rush through this palm tree port.



Crane operator Francisco Malave Rivera really knows his way around the Caribe Tugboat yard. He has been on the job in this location on San Juan Bay since 1938.



Ricardo Caraballo, SIU delegate for the Caribe shore pool (left) talks to his port agent in Puerto Rico, Juan Reinosá.



Capt. Marcel Blancq takes reading aboard his container-ship *Manati*. The 450-gross ton vessel is one of a kind in Caribe's tug and barge fleet.



Enrique Nieves, AB on the *Manati*, sees what a turn at the helm feels like.



The engine room on the *Manati* is in the good hands of Chief Engineer William Henry Leshner (left) and Wiper Reinaldo Ortiz.



The tug *Fajardo* (Caribe) gets ready to push the molasses-filled barge, shown in the foreground, to a rum factory in St. Croix, V.I. In the background is a view of San Juan's containerport.



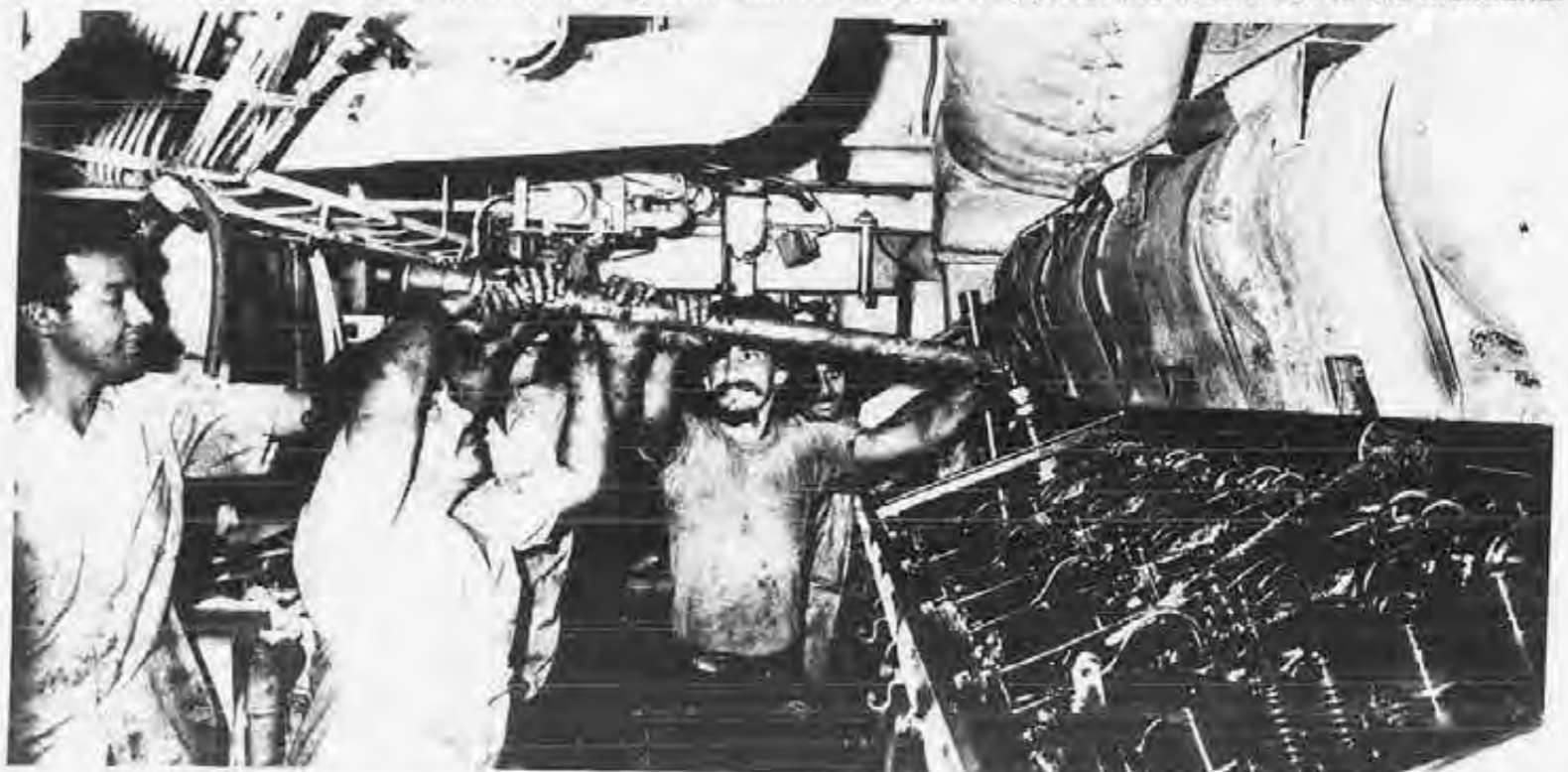
Engineer Arcadio Rivera (left) and Deckhand Edwin Garcias are two of the *Fajardo's* crew.



Posing in front of the tug *El Morro* (Caribe) are (l to r), Union Chairman Louis Gonzalez, engineer, José A. Charries, captain, and Odilio Reza, engineer.



Like mirror images, the tugs *Monitor* and *Explorer* wait at the Caribe dock for the return run to the mainland.



Automation can't do everything. Five mechanics apply real muscle power to remove worn out pistons from the *Monitor's* diesel engine. They are (l to r): Miguel Vazquez, Florencio Guzman, Miguel Rodriguez, Pablo Baez, and Wilfredo Gonzalez.



Emilio Martinez, one of the Caribe shore pool, gets the *El Morro* ready for a new paint job.



An overhead shot of the above operation. Supervising, at right rear, is Francisco Malave.



The crew of the *GATCO Florida* posed for a group shot while the tug was tied up in the San Juan harbor. They are, standing (l to r): John Kale, cook, Edward Schaffhauser, AB, and SIU Port Agent Juan Reinosa. Seated at counter (l to r) are: Pete Popour, AB, Erik H. Eriksen, relief captain, Charles Flowers, chief engineer, and William Brinkley, captain.



The *Florida* is GATCO's only deep sea tug. The 3,000 hp. boat runs from Mobile to San Juan.



The containership *Aguadilla* (Puerto Rico Marine Management) was in San Juan during the Log's visit this month. Shown here is the Chief Steward Sidney Garner.



The *Humacao*, another SIU-manned containership also paid off in San Juan this month. Making a SPAD donation at the time is Bosun Johannes Sorel (left). Port Agent Juan Reinosa holds up the proof.



Another member of the *Aguadilla* steward department is John Rodriguez.



The *Humacao* committee includes (l to r): Johannes Sorel, chairman, Charles Fox, deck delegate, B. Baa, steward delegate, and Clemente Figueroa, engine delegate.

The Jones Act:

It's a Tough Job Keeping It on the Books



The SIU has been fighting for 25 years to keep the Jones Act intact so that America's coastwise trades will continue to be reserved for carriage in U.S. flag equipment as in above photo.

This is the 16th in a series of articles which the Log is publishing to explain how certain organizations, programs and laws affect the jobs and job security of SIU members. This particular article, though, is the second in a series of three articles which deals with the Jones Act, the most important piece of maritime legislation on the books today.

America's domestic waterborne trades—including deep sea coastwise, inland waters and Great Lakes—provide jobs for more than 185,000 U.S. workers. The job breakdown looks something like this:

- 20,000 U.S. shipyard workers engaged in building oceangoing vessels for the domestic trades.
- 40,000 workers in allied industries which support domestic ocean shipbuilding programs.
- 20,000 employees in inland shipyards involved in the construction of tugs, towboats and barges.
- 12,000 seamen (based on 2.5 jobs generated by each shipyard position) aboard oceangoing vessels in the domestic deep sea fleet.
- 93,000 workers on the nation's inland waters, Lakes and nearby offshore.

Down to the last man and woman, these jobs are maintained without Federal subsidies. But more importantly, these jobs are protected from foreign competition by a relatively simple law known as the Jones Act.

In brief, the Jones Act requires that only American-built, American manned and American registered vessels can be used in the nation's domestic waterborne trades. These trades refer to all cargoes shipped by water from one U.S. port to another U.S. port. They include deep sea coastwise cargoes, as well as cargoes transported on the nation's inland waters and between American ports on the Great Lakes.

With all the benefits for U.S. workers and industry that the Jones Act protects, you'd think that this important law would be secure in its position. Not true! In fact, for the past 25 years, one of the SIU's top legislative priorities has been

protection of the Jones Act's provisions.

National Emergencies

When the Jones Act was originally passed in 1920, Congress mandated that the law's provisions could not be waived for any reason other than national emergencies.

The Jones Act, however, was first waived during World War II, when most of America's domestic fleet had to be committed overseas.

The Act was waived again in 1950 for the Korean War. At this time, Congress gave the Secretary of Defense the authority to grant administrative waivers of any U.S. navigation and vessel inspection laws, including the Jones Act. Under this unusual setup, the Treasury Secretary was required to waive the Jones Act if requested by the Secretary of Defense.

However, Congress indicated then that this

statute would be rescinded at the end of the war. That was 24 years ago. But it is still in effect today. And because it is in effect, the Jones Act has periodically come under attack by various interests (in particular the oil companies) who would like to bring foreign vessels into the U.S. domestic trades.

In the past five years alone, attempts have been made to waive the Jones Act for the coastwise carriage of oil, LNG, coal and ammonia.

The most serious of these recent attempts came in Dec. 1973. At that time, Senator Paul Fannin (R-Ariz.) tried to get Senate approval for a Jones Act waiver involving oil. Fannin wanted to grant the Sec. of Commerce the right to allow foreign-flag tankers to carry domestic U.S. oil cargoes "if it is determined that U.S. flag vessels are not available in sufficient numbers at reasonable rates for the transport of emergency related products within the American domestic trades."

If Fannin had gotten his way, it would have given foreign ships that first crucial step in the door into our domestic oil trade—by far the largest of all U.S. coastwise trades.

SIU Fought

The SIU fought Fannin's move by providing the Senate with facts concerning the U.S. fleet's ability to handle all our domestic oil carriage. The Senate defeated Fannin's measure 60-27.

Around the same time, the SIU helped defeat attempts to allow foreign vessels to carry LNG from Alaska to New England, ammonia from Alaska to the Pacific Northwest, and coal from Hampton Roads, Va. to New England.

There has been relatively little action involving the Jones Act in the last year or so. But from experience, we can be sure that attacks on the Jones Act will continue to be a part of the SIU's political life.

The SIU's job in protecting the Jones Act is simple. That is, keep on top of the daily legislative happenings in Congress. And if something comes up involving the Jones Act, be ready to carry the fight to keep the law intact.

[Next Month: The Jones Act and what we can expect involving this law in the future.]

Jones Act at a Glance

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

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

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

16 Get AB Tickets

The Harry Lundeberg School of Seamanship

"For a better job today, and job security tomorrow."

Lifeboats Away!



Recent Able-Seaman Class get together for a group shot after completing deck course at the Lundeberg School. Kneeling from the left are: Wilbur McAllister, Bobby Riddick, Melvin DiBiasi, Jack Prichard and Don Shadrick. Standing from the left are: Craig Skerston, Augie Tellez, Jim Dawson, Andy Grimes, Griffith Hutton, David McCullough, Billy Edwards, James Price, Rod Clark, Steven Rainville, and Ray Waiters.



Twelve SIU members gather for class shot after completing recent Lifeboat Course at HLSS. Front row from the left are: Santiago Cadiz, Bobby Riddic, Jack Prichard, Julio Mango and Vicente Guzman. Back row from the left are: Michael Warren, James Price, Francisco Orta, George Bradley, Peter Salzman, William Morris and Gary Pierce.

18 Get QMED Rating



Posing in front of full scale ship's console at the Lundeberg Upgrading Center are, kneeling from the left: Craig Smith, Otis Sessions, William Sullivan, Steve Kues, Diogenes Santos, Bruce Williams, Conrad Taylor, Robert Bunch and Oliver Myers. Standing from the left are: Theopolis Jordan, Thomas Conway, Erik Persson, Hanable Smith, Ross Hickenbotan, James McCrary, Paul Wolf, James Badgett and Chris Killeen.

Couple of Cook and Bakers



Seafarers Tim Dean, left, and Steve Hamilton congratulate each other after achieving their cook and baker endorsements at the Lundeberg School.

Dozen LNG Upgraders



Twelve Seafarers from a recent LNG Course at the Lundeberg School get together for photo after class. Seated left to right are: Pete Zukier, John McLaughlin, Howard Webber, Charlie Clausen and Scotty Byrne. Standing from the left are: Gregory Perez, Charles Boyle, A. R. Haskins, Thomas J. Thomas, Pete Dolan, Ramon Echevarria and Richard Williams.

17 Black Gangers in FOWT Course



A recent FOWT Class, 17 Seafarers in all, pose for pix after completing this important black gang course. Front row from the left are: Martin Balagths, Steve Bowen, Randy McDonnell, Victor Vasquez and Mario Vasquez. Standing from the left are Mickel White, Walter Deveraux, Bob Basher, Dave Mullenberg, Michael Capparo, George Castle, James Oliver, Ken Stratton, Jessie James, Leslie Gallo, Ray Browing and Scott Wilkinson.



Margarito Borja, 65, joined the SIU in the port of Seattle in 1956 and sailed as a fireman-watertender. Brother Borja sailed 26 years and during the Vietnam War. He received a 1960 Union Personal Safety Award for sailing aboard an accident-free ship, the *SS Kyska* (Waterman). Seafarer Borja was born in Dalaguite, Cuba, P.I. and is a resident of San Francisco.



Woodrow A. "Woody" Brown, 64, joined the SIU in 1946 in the port of New York sailing as an oiler. Brother Brown sailed for 32 years. He attended the 1971 Union Convention and a Piney Point Educational Conference. Seafarer Brown is a World War II veteran of the U.S. Army. He was born in Dothan, Ala. and is a resident of Tampa, Fla.



Theodore "Ted" Catharine, 65, joined the SIU in 1942 in the port of Galveston sailing as an OS. Brother Catharine sailed for 43 years. He was born in Texas and is a resident of Galveston.



James H. Naylor, 55, joined the SIU in 1945 in the port of Philadelphia and sailed as a chief steward. Brother Naylor walked the picket line in the 1965 District Council 37 beef. He was born in Ft. Ogden, Fla. and is a resident of Coden, Ala.



Vollie W. O'Mary, 60, joined the SIU in 1947 in the port of Mobile and sailed as a bosun. Brother O'Mary sailed 32 years. He is a World War II veteran of the U.S. Navy. Born in Alabama, he is a resident of Columbus, Miss.



August F. Reich, 67, joined the SIU in the port of San Francisco in 1967 and sailed as a fireman-watertender. Brother Reich sailed 25 years. He was born in San Francisco and is a resident there.



John P. Zimmer, 67, joined the SIU in 1946 in the port of New York and sailed as a chief steward. Brother Zimmer sailed 31 years. He is a World War II veteran of the U.S. Army Infantry Corps. Born in St. Louis, he is a resident of New Orleans.

NEW PENSIONERS



Miguel Salcedo, 59, joined the SIU in 1941 in the port of New York and sailed as a deck engineer. Brother Salcedo sailed 41 years. He was born in Puerto Rico and is a resident of Catano, P.R.



Morton Trehern, 60, joined the SIU in 1941 in the port of Mobile and sailed as an AB. Brother Trehern sailed 32 years. He was born in Moss Pt., Miss. and is a resident there.



Alan D. Williams, 59, joined the SIU in 1945 in the port of New York and sailed as a chief steward. Brother Williams sailed 35 years. He was born in Cornwall, N.Y. and is a resident of Grayland, Wash.



Insley W. Coffey, 56, joined the Union in the port of Houston in 1957. He had sailed as an oiler and fireman-watertender for the Lykes Brothers Steamship Co. in 1934. From 1935 to 1977, Brother Coffey sailed as a chief engineer for the G & H Towing Co. He was born in Texas City, Tex. and is a resident of Galveston.



Bennie W. Morgan, 65, joined the SIU in the port of Mobile in 1959 and sailed as fireman-watertender and in the steward department. Brother Morgan is a 1958 graduate of the Andrew Furuseth Training School. He also attended a Union Educational Conference in Piney Point, Md. Seafarer Morgan is a World War II veteran of the U.S. Navy. A native of Jackson, Ala., he is a resident of Chickasaw, Ala.



Cornelius C. Mahaney, 60, joined the Union in the port of Detroit in 1960 and sailed as an oiler and conveyorman. Brother Mahaney sailed for 40 years. He was born in Buffalo, N.Y. and is a resident of Toledo, Ohio. He played a key role in organizing the Boland fleet and also helped to organize other companies in 1960 and 1961. He now plans to do a lot of traveling.



Bruno Jack Woturski, 65, joined the SIU in 1946 in the port of Philadelphia and sailed as a bosun. Brother Woturski sailed 29 years. He is a World War II veteran of the U.S. Navy. Seafarer Woturski was born in Wilmington, Del. and is a resident of Philadelphia.



Andrew J. Ewing, 62, joined the Union in the port of Mobile in 1957 and sailed as an engineer. Brother Ewing sailed 22 years for the Bay Towing and Dredge Co. and from 1974 to 1977 for the Radcliff Materials Co. He was born in Gasque, Ala. and is a resident of Foley, Ala.



Wilbert D. Goodwin, 64, joined the Union in the port of Baltimore in 1962 sailing as an AB-carpenter. Brother Goodwin sailed as a deck-hand for the Norfolk Dredging Co. from 1955 to 1962, the Sheridan Transportation Co. in 1962, and for the Allied Towing Co. from 1968 to 1972. He was born in Cedar Is., N.C. and is a resident there.



Walter T. Pachulski, 60, joined the Union in the port of Baltimore in 1956 and sailed as an oiler and engineer. Brother Pachulski sailed from 1937 to 1977 for the C. H. Harper Associates Co. He is a veteran of the U.S. Navy in World War II. Born in Baltimore, he is a resident there.



Henry D. Muzia, 65, joined the Union in the port of Milwaukee in 1962. He sailed as an oiler for the E. D. Gillen Co. from 1956 to 1976. Brother Muzia is a resident of Milwaukee.



George W. Parkin, 62, joined the Union in the port of Philadelphia in 1961. He sailed as mate, captain, and first class pilot for 36 years. Brother Parkin sailed as a mate and master for the Graham Tugs Co. in 1941, Interstate Oil Co. from 1950 to 1951, as a captain for the Taylor and Anderson Co. from 1951 to 1962, and as a tug mate for the James McAllister Brothers Co. from 1973 to 1977. He also sailed for the Moran Towing Co. in New York, Wood Towing Co. in Norfolk, and for the S. C. Loveland Co. in Philadelphia. A native of Beaufort, N.C., he is a resident of Westville, N.J.

Baltimore Committee



Smilin' Jack Caffey, N.Y. patrolman, (seated) takes time out from his payroll report to pose with the Ship's Committee of the *SS Baltimore* (Sea-Land) on Sept. 29 in Port Elizabeth, N.J. They are (l. to r.): Deck Delegate W. Kohut; Engine Delegate Fred W. Neil; Steward Delegate I. Concepcion, and Recertified Bosun William Osborne, ship's chairman.

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

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Legal Aid

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Cove Trader Committee



In for repairs last month at a Hoboken, N.J. shipyard is the *ST Cove Trader* (Cove Tankers) with the Ship's Committee of (l. to r.): Chief Steward Ed Johnson, secretary-reporter; Deck Delegate Pete Sanchez; Bosun D. T. Ruiz, ship's chairman, and Steward Delegate Norman Evans.

In Emergency Notify USPHS by Telegram

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

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

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

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

Notice to Members On Shipping Procedure

When throwing in for work during a job call at any SIU Hiring Hall, members must produce the following:

- membership certificate
- registration card
- clinic card
- seaman's papers

In addition, when assigning a job the dispatcher will comply with the following Section 5, Sub-section 7 of the SIU Shipping Rules:

"Within each class of seniority rating in every Department, priority for entry rating jobs shall be given to all seamen who possess Lifeboatman endorsement by the United States Coast Guard. The Seafarers Appeals Board may waive the preceding sentence when, in the sole judgment of the Board, undue hardship will result or extenuating circumstances warrant such waiver."

Also, all entry rated members must show their last six months discharges.

Wages Held

Wage checks are being held for Seafarers C. H. Lewis and William E. Hampson aboard the *Manhattan Island* (North American Trailing Co.). They should contact: James R. Gillespie, 228 N. LaSalle St., Chicago, Ill. 60601.

Dispatchers Report for Great Lakes

SEPT. 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	3	0	0	11	12	0	3	0	0
Buffalo	5	1	0	13	5	0	1	1	1
Cleveland	5	0	0	9	6	2	3	2	1
Detroit	15	1	0	37	15	3	7	0	0
Duluth	11	0	0	21	5	0	3	1	0
Frankfort	7	0	0	9	4	0	2	0	0
Chicago	14	2	0	14	2	1	7	1	1
Totals	60	4	0	114	49	6	26	5	3
ENGINE DEPARTMENT									
Alpena	4	2	0	7	13	0	3	1	2
Buffalo	3	0	0	4	0	0	2	0	1
Cleveland	2	0	0	2	3	1	2	2	0
Detroit	19	0	0	23	2	1	12	0	0
Duluth	8	2	1	10	7	0	1	1	3
Frankfort	5	3	0	6	3	0	0	0	0
Chicago	7	1	0	9	1	0	2	0	1
Totals	48	8	1	61	29	2	22	4	7
STEWARD DEPARTMENT									
Alpena	0	0	0	1	4	0	0	0	0
Buffalo	0	0	0	2	0	0	0	0	0
Cleveland	0	1	0	1	1	0	0	0	0
Detroit	5	6	0	12	7	0	5	3	0
Duluth	2	0	0	5	0	0	0	0	2
Frankfort	1	0	0	2	1	0	1	0	0
Chicago	4	0	0	5	3	0	0	0	0
Totals	12	7	0	28	16	0	6	3	2
ENTRY DEPARTMENT									
Alpena	3	11	0				4	14	16
Buffalo	2	4	4				4	1	7
Cleveland	0	10	0				4	11	1
Detroit	28	27	5				28	22	12
Duluth	8	6	2				2	4	12
Frankfort	6	7	0				2	3	0
Chicago	3	3	1				0	1	0
Totals	50	68	12				44	56	48
Totals All Departments	170	87	13	203	94	8	98	68	60

*"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.



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
Earl Shepard Lindsey Williams
Cal Tanner Paul Drozak

HEADQUARTERS
675 4 Ave., Bklyn. 11232
(212) HY 9-6600

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

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

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

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

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

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

DETROIT, Mich.
10225 W. Jefferson Ave. 48218
(313) VI 3-4741

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

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

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

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

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

MOBILE, Ala. 1 S. Lawrence St. 36602
(205) HE 2-1754

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

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

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

PHILADELPHIA, Pa. 2604 S. 4 St. 19148
(215) DE 6-3818

PINEY POINT, Md.
St. Mary's County 20674
(301) 994-0010

PORT ARTHUR, Tex. 534 9 Ave. 77640
(713) 983-1679

SAN FRANCISCO, Calif.
1311 Mission St. 94103
(415) 626-6793

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

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

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

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

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

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

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

Shipping at deep sea A&G ports remained from good to excellent in all areas. A total of 1,508 Seafarers shipped on SIU-contracted deep sea vessels. Of this number, 997 were full book men, while 443 were "B" seniority and 68 were "C" seniority. Shipping is expected to remain good in all areas.

SEPT. 1-30, 1977

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Boston	3	1	0	7	4	1	7	3	0
New York	79	13	4	68	30	5	153	15	3
Philadelphia	22	4	0	19	5	0	18	4	1
Baltimore	24	2	1	19	6	0	48	3	1
Norfolk	15	6	2	24	7	0	25	10	3
Tampa	5	1	0	10	0	0	12	0	1
Mobile	26	0	0	26	5	0	43	3	0
New Orleans	66	15	1	58	19	1	127	17	3
Jacksonville	34	4	1	25	6	1	42	5	2
San Francisco	34	1	0	36	10	0	52	5	0
Wilmington	13	2	1	17	4	1	22	2	2
Seattle	50	6	3	41	4	2	74	8	1
Puerto Rico	6	0	0	3	0	0	18	2	0
Houston	74	4	7	91	11	11	131	10	9
Piney Point	1	9	0	1	18	0	1	0	0
Yokohama	0	1	0	0	1	0	0	0	0
Totals	452	69	20	445	130	22	773	87	26
ENGINE DEPARTMENT									
Boston	3	2	2	3	1	0	3	4	4
New York	65	25	5	61	27	3	128	28	8
Philadelphia	9	4	0	12	5	0	11	5	0
Baltimore	15	7	0	13	4	0	28	13	0
Norfolk	22	3	1	20	10	1	26	4	2
Tampa	5	2	0	6	5	0	10	2	0
Mobile	17	4	0	18	5	0	28	6	0
New Orleans	54	12	0	47	20	0	98	20	1
Jacksonville	18	8	1	20	9	0	41	13	3
San Francisco	28	7	0	13	13	0	55	11	0
Wilmington	15	3	0	12	5	0	19	6	0
Seattle	28	6	5	27	11	4	46	6	1
Puerto Rico	9	0	1	12	0	2	13	0	0
Houston	46	11	4	61	15	5	86	21	4
Piney Point	1	1	0	1	14	0	0	0	0
Yokohama	1	1	0	0	1	0	1	0	0
Totals	336	96	19	326	145	15	593	139	23
STEWARD DEPARTMENT									
Boston	1	0	0	1	0	0	2	0	0
New York	36	10	0	40	25	0	64	15	0
Philadelphia	6	1	0	6	9	0	7	1	0
Baltimore	15	2	0	15	4	1	18	2	0
Norfolk	7	1	0	14	4	3	22	2	0
Tampa	4	0	0	7	3	0	7	1	0
Mobile	10	1	0	8	4	0	27	2	0
New Orleans	33	5	0	30	27	1	60	6	0
Jacksonville	21	2	1	17	8	1	27	3	1
San Francisco	17	2	0	21	6	7	34	6	0
Wilmington	5	0	0	5	1	6	7	1	0
Seattle	20	2	0	22	8	9	22	3	0
Puerto Rico	3	0	0	5	4	0	7	0	0
Houston	21	5	0	35	20	3	52	6	0
Piney Point	0	7	0	0	33	0	0	0	0
Yokohama	0	1	0	0	2	0	0	0	0
Totals	199	39	1	226	158	31	356	48	1
ENTRY DEPARTMENT									
Boston	2	4	3				1	8	8
New York	35	59	46				41	98	126
Philadelphia	9	8	0				7	18	2
Baltimore	13	13	9				27	22	16
Norfolk	3	10	5				4	10	5
Tampa	2	1	0				3	1	1
Mobile	8	9	1				15	12	1
New Orleans	24	43	5				49	60	9
Jacksonville	10	26	3				16	18	6
San Francisco	20	19	16				34	19	13
Wilmington	3	6	9				3	7	4
Seattle	17	18	23				16	12	13
Puerto Rico	6	5	1				18	10	1
Houston	25	31	18				30	29	40
Piney Point	0	47	0				0	1	0
Yokohama	0	1	0				0	1	1
Totals	177	300	139				264	326	246
Totals All Departments	1,164	504	179	997	433	68	1,986	600	296

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

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



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The San Francisco Story

Union benefits are perhaps never more appreciated than when they are put to work for the member who can no longer work himself. These Seafarers from the port of San Francisco can attest to that. At the September membership meeting in San Francisco, photos above, several retired members came to collect their first pension checks. Photo No. 1 shows new pensioner Jack C. Taylor; 2. SIU Headquarters Representative Steve Troy, center, congratulates two new pensioners at the same time, Margarito Borja, left, and August F. Reich; 3. Wilbur Sink flashed a big smile after receiving his first pension check at the meeting. In photos below, disability pensioners or other SIU members receiving in-hospital checks last month at the San Francisco U.S. Public Health Service Hospital, were also glad that they could count on their Union benefits when they really needed them. They are: 4. Gordon Chambers, 5. Dioscoro B. Militar, 6. Raymond J. Phillips, 7. Luke Camboli, 8. Candelario Ramos, and 9. Patrick G. Fox.



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SEA-LAND EXCHANGE (Sea-Land Service), August 7—Chairman, Recertified Bosun Perry Greenwood; Secretary E. Heniken; Educational Director George Renale; Deck Delegate J. McLaughlin; Engine Delegate A. Faria; Steward Delegate Robert Pimantal. \$22.10 in ship's fund. No disputed OT. Chairman reported to crew on "Service" under the pension plan, as noted on page 28 in the *Log*. Urged all members to read the *Log* and all the interesting articles contained therein. Secretary reported that anyone who needs any benefit forms to call at the office. Educational director gave information on the upgrading courses offered by the Union and that all members should take advantage of them as it means a better salary. It was also noted that a new walking lane was made at Hong Kong for the safety of the members. Observed one minute of silence in memory of our departed brothers. Next port, Yokohama.

PORT (Asbury Steamship), August 14—Chairman, Recertified Bosun J. C. Northcutt; Secretary D. Collins; Educational Director R. Davis; Deck Delegate Carlo J. Marino; Engine Delegate C. W. Cunningham; Steward Delegate Herlies A. Evans. Some disputed OT in deck department. Chairman reports that the cook and baker, Louis Pinilla, was hospitalized in the Panama Canal Zone. Secretary reports that there were a good many back-dated *Logs* on board ship which provided excellent reading for everyone. A vote of thanks was given to the steward and chief cook for carrying on in fine SIU style without a cook and baker. Next port, Honolulu.

ANCHORAGE (Sea-Land Service), August 21—Chairman, Recertified Bosun Sven E. Jansson; Secretary C. White; Educational Director E. Neathery; Engine Delegate John J. Starr, Jr. \$3 in ship's fund. No disputed OT. Engine delegate thanked the ship's chairman for his cooperation in getting a few problems settled in the engine room. One of the members complained about fumes from cargo placed up next to living quarters. Suggested that it be placed forward away from crew. Report to *Log*: "Would like it if the bosun was commended for the good job he is doing on this ship." Observed one minute of silence in memory of our departed brothers. Next port, Elizabeth.

CARTER BRAXTON (Waterman Steamship), August 7—Chairman, Recertified Bosun Richard Thoe; Secretary J. Pursell; Educational Director J. Rogers; Deck Delegate Joseph Blanchard. No disputed OT. The crew and officers made a donation for the chief mate who passed away in Russia. Observed one minute of silence in memory of our departed brothers.

ST. LOUIS (Sea-Land Service), August 7—Chairman, Recertified Bosun Donato Giangiordano; Secretary T. R. Goodman; Educational Director F. Horn. \$62 in ship's fund. No disputed OT. Chairman discussed the repair list, the drug problem and the importance of donating to SPAD. Secretary Theodore R. Goodman in a farewell speech thanked his department and crew for 14 months of a beautiful friendship and good sailing without a major beef. Educational Director Freddie Horn is doing a fine job keeping the crew up-to-date on ship literature. All communications received were read and posted. A vote of thanks to the steward department for a job well done.

TRANSCOLORADO (Hudson Waterways), August 21—Chairman, Recertified Bosun Ted Tolentino; Secretary Ceasar F. Blanco; Educational Director Francis Sylvia; Deck Delegate Walter Olivera; Engine Delegate Stanley Phillips; Steward Delegate John Shaw. \$14.50 in ship's fund. No disputed OT. All communications received were read and posted. Chairman advised all entry rating men to upgrade. Discussed the importance of donating to SPAD. Observed one minute of silence in memory of our departed brothers.

THOMAS JEFFERSON (Waterman Steamship), August 28—Chairman, Recertified Bosun Glen Stanford; Secretary Bill Kaiser; Educational Director Lyle Clevenger; Deck Delegate James S. Rodgers; Engine Delegate Efraim Garcia; Steward Delegate Johnnie H. Green. No disputed OT. Chairman reports that this has been a good trip. Engine Delegate Efraim Garcia says that new gaskets should be put on watertight doors aft of galley and messhall as it is unsafe to walk in water to get to the messhall or galley. Next port, Boston.

OVERSEAS JUNEAU (Maritime Overseas), August 21—Chairman, Recertified Bosun Pablo Barrial; Secretary J. D. Reyes; Educational Director Carol P. Boudreaux; Deck Delegate Edward Adams; Engine Delegate Albert W. Funk; Steward Delegate Henry Christian. \$63 in ship's fund. No disputed OT. Captain David Baldick gives a lecture and instruction on lifesaving and on the firefighting equipment every week at the fire and boat drill. All ships should have this.

NEWARK (Sea-Land Service), August 7—Chairman, A. Vilanova; Secretary L. Crane; Educational Director R. Coleman; Deck Delegate R. Wood; Engine Delegate W. West; Steward Delegate D. King. \$5 in ship's fund. No disputed OT. Chairman suggested that all members read the *Log* to keep informed on what is going on. A vote of thanks to the steward department for a job well done. Next port, Anchorage.

BAYAMON (Puerto Rico Marine), August 19—Chairman, Recertified Bosun Calixto Gonzales; Secretary J. Ross; Educational Director Stanley Gondzar; Deck Delegate Paul Butterworth. \$33 in ship's fund. No disputed OT. Chairman held a discussion on the definition of "Service" under the pension plan. A vote of thanks to the crew for their behavior and to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

SEA-LAND TRADE (Sea-Land Service), August 17—Chairman, Recertified Bosun R. C. Meloy; Secretary Raymond P. Taylor; Educational Director R. Gallegos, Jr.; Deck Delegate Timothy J. Bolen; Steward Delegate Montgomery Martin. \$80 in ship's fund. Some disputed OT in deck department. Chairman reported that all repairs are being completed. A vote of thanks to the steward department for a job well done.

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

- ROBERT E. LEE
- BORINQUEN
- BRADFORD ISLAND
- MARY FLOR
- OVERSEAS TRAVELER
- SUGAR ISLANDER
- SEA-LAND RESOURCE
- SEA LAND PRODUCER
- MONTICELLO VICTORY
- ARECIBO
- TAMPA
- DELTA ARGENTINA
- JACKSONVILLE
- SEA-LAND GALLOWAY
- OAKLAND
- SAN JUAN
- BOSTON
- ACHILLES
- SEA-LAND ECONOMY
- COUNCIL GROVE
- OVERSEAS JOYCE
- MOHAWK
- ALLEGIANCE
- SEA-LAND MC LEAN
- COLUMBIA
- EAGLE TRAVELER
- OGDEN CHAMPION
- SEA-LAND CONSUMER
- MARYLAND
- SEA-LAND FINANCE
- POINT JULIE
- OVERSEAS VALDEZ
- AMERICAN EXPLORER
- POTOMAC
- OVERSEAS ARCTIC



STONEWALL JACKSON (Waterman Steamship), August 21—Chairman, Recertified Bosun Carl Lineberry; Secretary J. Gonzales. Some disputed OT in the engine department. Secretary reported that the launch service is very inconvenient in Bombay. The *Log* was received in the Persian Gulf. All communications received were read and posted. Observed one minute of silence in memory of our departed brothers.

VANTAGE DEFENDER (National Transport), August 28—Chairman, Recertified Bosun Raymond Hodges; Secretary C. Scott; Educational Director Cooper. Some disputed OT in deck department. Educational director discussed the importance of donating to SPAD. Advised all to be careful going into tanks as the ladders are broken. A vote of thanks was extended to Ray Casanova, the baker, for the fine baking he has performed aboard ship; also to the steward department for their wonderful effort and good food.

ULTRAMAR (Apex Marine) August 28—Chairman, Recertified Bosun N. F. Beavers; Secretary E. W. Lambe; Educational Director G. Thompson. No disputed OT. Secretary, E. W. Lambe discussed with the crew the importance of going to upgrading school at Piney Point. Also the importance of SPAD. A vote of thanks to the steward department for a job well done. Next port in Turkey.

LONG BEACH (Sea-Land Service), August 7—Chairman, Recertified Bosun B. R. Scott; Secretary W. J. Smith; Educational Director S. Green; Steward Delegate John R. Tilley. \$19 in ship's fund. No disputed OT. Chairman reported that SIU Representative George Ripoll was aboard ship in Elizabeth and informed the crew of LNG ships and LNG Program. Also discussed the new pension plan. A vote of thanks to the steward department for a job well done. Next port Long Beach.

Port	Date	MEMBERSHIP MEETINGS' SCHEDULE	
		Deep Sea Lakes, Inland Waters	UIW
New York	Nov. 7	2:30 p.m.	7:00 p.m.
Philadelphia	Nov. 8	2:30 p.m.	7:00 p.m.
Baltimore	Nov. 9	2:30 p.m.	7:00 p.m.
Norfolk	Nov. 10	9:30 a.m.	7:00 p.m.
Jacksonville	Nov. 10	2:00 p.m.	—
Detroit	Nov. 11	2:30 p.m.	—
Houston	Nov. 14	2:30 p.m.	7:00 p.m.
New Orleans	Nov. 15	2:30 p.m.	7:00 p.m.
Mobile	Nov. 16	2:30 p.m.	—
San Francisco	Nov. 17	2:30 p.m.	—
Wilmington	Nov. 21	2:30 p.m.	—
Seattle	Nov. 25	2:30 p.m.	—
Piney Point	Nov. 12	10:30 a.m.	—
San Juan	Nov. 10	2:30 p.m.	—
Columbus	Nov. 19	—	1:00 p.m.
Chicago	Nov. 15	—	—
Port Arthur	Nov. 15	—	—
Buffalo	Nov. 16	—	—
St. Louis	Nov. 18	2:30 p.m.	—
Cleveland	Nov. 17	—	—
Jersey City	Nov. 14	—	—

Final Departures



Franklin W. Fyock, 53, died in the Seattle USPHS Hospital on Sept. 3. Brother Fyock joined the SIU in 1948 in the port of Baltimore sailing as a FOWT and engine delegate. He sailed 31 years. Seafarer Fyock was a wounded veteran of the U.S. Army in World War II. Born in Baltimore, he was a resident of Seattle. Surviving is a sister, Mrs. John (Irene) M. Baerwald of Baltimore.



Charles H. Hazelton, 61, died in the Seattle USPHS Hospital Sept. 1. Brother Hazelton joined the SIU in the port of New York in 1959 sailing as a cook and purser. He sailed 37 years, part of that time on the Great Lakes and was also a former member of the NMU. A native of Port Jervis, N.Y., he was a resident of Seattle. Surviving is his mother, Virginia of San Francisco.



Jessie L. Jones, 56, died on Sept. 20. Brother Jones joined the SIU in the port of Norfolk and sailed in the steward department. He sailed 16 years. Born in Portsmouth, Va., he was a resident there. Surviving are his widow, Ella and a sister, Mrs. Elizabeth M. Manzo of Portsmouth.



Pensioner Rudolph Karner, 73, died of lung cancer at home in Bergenfield, N.J. on Aug. 23. Brother Karner joined the SIU in the port of New York in 1951 and sailed as a chief pumpman. He sailed 32 years. Seafarer Karner was also a machinist, welder and pipefitter. A native of Estonia, USSR, he was a U.S. naturalized citizen. Internment was in Hackensack (N.J.) Cemetery. Surviving are his widow, Ludmilla, and a son, Michael.



Pensioner Henry J. McCue, 65, died in the Boston USPHS Hospital on Sept. 17. Brother McCue joined the SIU in the port of Lake Charles, La., in 1960 and sailed as a bosun. He served as ship's delegate. He was also a member of the Atlantic Fishermen's Union, which he helped to reorganize. Seafarer McCue sailed 45 years. Born in Newfoundland, Canada, he was a resident of Woodbridge, N.J. He was a U.S. naturalized citizen. Surviving are a son, Darrell, and three daughters, Mrs. Mary E. Green of Norwood, Mass. and Baberta and Helen of Woodbridge.



Raymond O. Brown, 64, died on Sept. 20. Brother Brown joined the Union in the port of Norfolk in 1960 sailing as a chief steward. He sailed 24 years. Seafarer Brown was born in Massachusetts and was a resident of Jacksonville, Fla. Surviving are his widow, Maymie; a son, Jerry and a daughter, Raye.



Pensioner William F. Cogswell, 74, died of pneumonia in the New Orleans USPHS Hospital on Aug. 15. Brother Cogswell joined the SIU in 1947 in the port of Mobile sailing as a deck engineer. He sailed 41 years. Seafarer Cogswell was a veteran of the U.S. Navy in World War I. He was born in Staten Island, N.Y. and was a resident of Mobile. Burial was in the Serenity Memorial Gardens, Mobile. Surviving is his widow, Flora Della.



Pensioner Francis B. O'Reilly, 73, died of pneumonia in Roosevelt Hospital, Edison, N.J. on Sept. 9. Brother O'Reilly joined the Union in the port of New York in 1960 and sailed as a deckhand, mate and tug dispatcher for the Penn-Central Railroad Co. from 1919 to 1970. Born in Jersey City, N.J., he was a resident of Edison. Burial was in Hillside Cemetery, Metuchen, N.J. Surviving are a son, Robert, and two daughters, Marie and Phyllis of Edison.



Pensioner Frederick Edwards, 76, passed away in the New Orleans USPHS Hospital on Aug. 13. Brother Edwards joined the SIU in the port of New Orleans in 1956 sailing in the steward department. He also sailed in the inland field. Born in New Orleans, he was a resident there. Surviving are a sister, Mrs. Alma M. Lewis, and a nephew, Robert Lewis, Jr., both of New Orleans.



Patrick J. Carey, 51, died on Aug. 30. Brother Carey joined the Union in the port of Detroit in 1964 sailing as an AB for the Boland & Cornelius Steamship Co. and Pringle Barge Co. He sailed 22 years. Born in Detroit, he was a resident there. Surviving is his mother, Anne of Detroit.



Arthur V. Trotter, 51, died of a heart attack on the *SS Matadell* off Lisbon, Portugal on Sept. 2. Brother Trotter joined the SIU in the port of San Francisco in 1968 and sailed as a bosun. He served as ship's chairman. He sailed 24 years. Seafarer Trotter was a veteran of the U.S. Navy in World War II. Born in Kansas, he was a resident of San Francisco. Surviving are his widow, Maxine; a daughter, Mrs. Laura Bridges of Joplin, Mo., and a stepdaughter, Melanie Crawford.



William E. "Bill" Nordland, 53, died on Aug. 30. Brother Nordland joined the SIU in the port of New York in 1953 and sailed as a QMED and ship's delegate. He sailed 39 years. Seafarer Nordland worked for the Union in an organizing drive in Santurce, P.R. in 1962 and in 1964. He also attended the HLSS in 1972. He was a veteran of the U.S. Navy in World War II and was an amateur oil painter. Surviving is a cousin, Edwin, of Philadelphia, Pa.



Pensioner Allan G. Reese, 84, died in the Baltimore USPHS Hospital on Aug. 26. Brother Reese joined the SIU in 1942 in the port of New York sailing as a chief steward. He sailed 46 years. Born in the British West Indies, he was a U.S. naturalized citizen and a resident of Baltimore. Seafarer Reese was a veteran of the U.S. Army in World War I. Surviving are his widow, Bella, and a niece, Mrs. Mary E. Wilson.



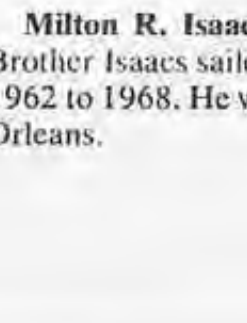
John Kordis, 62, died on Sept. 1. Brother Kordis joined the Union in the port of Detroit in 1960, sailing as a conveyor man for the American Steamship Co.'s *SS Buffalo* and the *MV Diamond Alkali* from 1974 to 1976. He sailed 31 years. A native of Windber, Pa., he was a resident of Curtic, Ohio. Surviving is a son, John, of Curtic.



SIU pensioner Sydney P. "Aussie" Shrimpton, 71, died of a heart attack in Durham, N.C. on Aug. 6. Brother Shrimpton joined the SIU in 1942 in the port of Boston. He sailed 53 years, 34 as a chief steward. Seafarer Shrimpton also walked the picketline in the 1965 District Council 37 beef. Born in Australia, he was a resident at his death of the blue grass country in Wilmore, Ky. Steward Shrimpton was also an avid collector of U.S. and foreign gold coins. At one time he was a journalist. Surviving is his son, Dr. Philip F. Shrimpton, D.V.M. (Doctor of Veterinary Medicine) of Wilmore who specializes in the breeding of cattle. He won a four-year SIU scholarship in 1967. Cremation took place in the Triangle Crematory, Chapel Hill, N.C.



Pensioner Alberto Trevino, 81, died in Miami, Fla. on Sept. 13. Brother Trevino joined the SIU in 1948 in the port of New York sailing as a cook. He was born in Tampa, Fla. and was a resident of Miami. Surviving are a daughter, Mrs. Adelaida Gonzales of the Bronx, N.Y., and two sisters, Elisa and Esperanza, both of Miami.



Milton R. Isaacs died on Aug. 22. Brother Isaacs sailed with the SIU from 1962 to 1968. He was a resident of New Orleans.



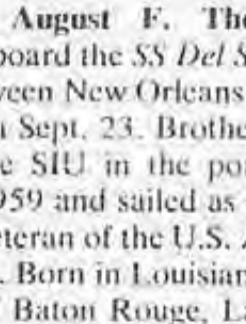
Andrew J. Blackmon, 34, died on Aug. 19. Brother Blackmon joined the SIU in the port of New Orleans in 1966, the year he graduated from the Andrew Furuseth Trainee School there. In 1968, he graduated from the HLSS in Piney Point, Md. Seafarer Blackmon sailed as a wiper and OS. He had two years of junior college studying forestry and was a veteran of the U.S. Marine Corps. And he also worked as a welder for the Alabama Dry Dock Co. in Mobile in 1965. Born in Greenville, Miss., he was a resident of Long Beach, Miss. Surviving are his grandmother, Mrs. L. A. White of Natchez, Miss., and a brother, Andre of North Hollywood, Calif.



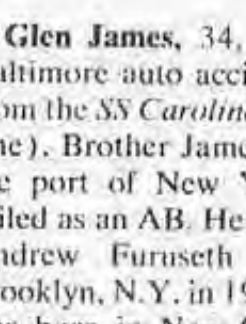
Pensioner Carl Ernest, 70, died of a heart attack in Columbia Memorial Hospital, Hudson, N.Y. on Aug. 25. Brother Ernest joined the SIU in the port of New York in 1956 sailing as a chief steward. He sailed 27 years and during the Vietnam War. Seafarer Ernest walked the picket line in the 1961 Greater N.Y. Harbor beef and the 1962 Robin Line strike. He was a veteran of the U.S. Army Engineer Corps. A native of Germany, he was a U.S. naturalized citizen and a resident of Germantown, N.Y. Cremation took place in Cedar Hill Crematorium, Newburgh, N.Y. Surviving are a brother, Walter of Mainz, West Germany; a nephew, Klaus, also of Mainz, and a cousin, Mrs. Marie Nau of Schenectady, N.Y.



Pensioner Enrique N. Constantino, 72, died of pneumonia in the Chalmette (La.) General Hospital on Aug. 31. Brother Constantino joined the SIU in 1948 in the port of New York sailing as a BR. He sailed 28 years and attended Piney Point Pension Conference No. 5 in 1970. A native of Manila, P.I., he was a resident of Chalmette. Internment was in Memorial Gardens Cemetery, Chalmette. Surviving are his widow, Josephine; two sons, Enrique and Louis, and a sister-in-law, Mrs. Gloria Pantingo of Chalmette.



August F. Thompson, 60, died aboard the *SS Del Sol* (Delta Line) between New Orleans and Pensacola, Fla. on Sept. 23. Brother Thompson joined the SIU in the port of New York in 1959 and sailed as a FOWT. He was a veteran of the U.S. Army in World War II. Born in Louisiana, he was a resident of Baton Rouge, La. Surviving are his mother, Barbara, of Goodbee, La.; a brother, Alton, and a niece, Mrs. Barbara T. Davis, both of Baton Rouge.



Glen James, 34, died recently in a Baltimore auto accident while off duty from the *SS Carolina* (Puerto Rico Marine). Brother James joined the SIU in the port of New York in 1964 and sailed as an AB. He graduated from the Andrew Furuseth Training School, Brooklyn, N.Y. in 1966. Seafarer James was born in New Orleans and was a resident of Gardena, Calif. Surviving are his widow, Lois, and his mother, Bernice of New Orleans.

Lundeberg Upgrading Schedule Thru 1978

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

Deck Department Courses

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

Steward Department Courses

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

Engine Department Courses

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

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



John Hasson

Seafarer John Hasson, 23, has been shipping with the SIU ever since he graduated from Lundeberg School Trainee Program in 1972. Just last year, Hasson returned to Piney Point to upgrade to AB. He also has lifeboat, firefighting and cardio-pulmonary resuscitation cards. Brother Hasson was born in Washington, D.C. and raised in Maryland where he now lives. He ships from the port of New Orleans.

Steve Williams

Seafarer Steve Williams, 24, first sailed with the SIU in 1975 after graduating from the Trainee Program at the Lundeberg School. He began sailing as steward utility, but later upgraded to FOWT. He also earned his cardio-pulmonary resuscitation card and his lifeboat and firefighting tickets. Born in Jacksonville, Fla. Brother Williams was raised in Mc Calenny, Fla. where he still lives. He ships out of the port of Jacksonville.

Robert Jones

Seafarer Robert Jones, 23, has been an SIU member since he graduated from the Lundeberg School in 1975. He has earned his lifeboat, firefighting and cardio-pulmonary cards and is now sailing as FOWT. Brother Jones was born and raised in San Francisco, but resides in Daly City, Calif. He ships out of the port of San Francisco.

Worcester Johnson, Jr.

Seafarer Worcester Johnson, Jr., 21, began shipping as a messman when he joined the SIU in 1975 after graduating from the Lundeberg Trainee Program. He later returned for his FOWT ratings and now holds his lifeboat, firefighting and cardio-pulmonary resuscitation cards. Brother Johnson was born, lives and ships out of the port of New Orleans.

Roger White

Seafarer Roger White, 24, sails as an FOWT in the engine department. He first went to sea in 1974, after graduating from the Lundeberg School Trainee Program. He has obtained his firefighting and lifeboat tickets. And just recently during the "A" Seniority Program, he received his cardio-pulmonary resuscitation card. Brother White was born in New Orleans, raised in Los Angeles, Calif. and now resides in Ocean Spring, Miss. He ships out of the port of New Orleans.

Jim Mc Crary

Seafarer Jim Mc Crary, 22, started sailing as an assistant cook with the SIU after graduating from the Lundeberg School Trainee Program in 1974. He returned to the School in 1975 for FOWT endorsement and now sails as a fireman-oiler. Just recently, Mc Crary completed the courses for QMED. He now holds his lifeboat and firefighting tickets, as well as his cardio-pulmonary resuscitation card. Brother Mc Crary was born in Fort Worth, Tex. and raised in Dallas where he now resides. He sails from the port of Houston.

Joseph Recile

Seafarer Joseph Recile, 32, has been an SIU member since 1965 when he started shipping as an OS. He has since upgraded to AB and works in the deck department. Recile obtained his lifeboat, firefighting and cardio-pulmonary resuscitation cards. Born in New Orleans, Brother Recile lives in Independence, La. and ships out of the ports of New Orleans and Jacksonville.

Robert Rush

Seafarer Robert Rush, 18, has been shipping with the SIU since he attended the Lundeberg School in 1975. While in Piney Point, he earned his high school equivalency diploma and also received his firefighting and lifeboat tickets. He later returned for his FOWT rating. During the "A" Seniority Program he earned his cardio-pulmonary resuscitation card. Brother Rush was born and raised in Buffalo, N.Y., but now lives in Detroit, Mich. He ships out of the ports of New York and Detroit.

Erik Persson

Seafarer Erik Persson, 25, began shipping with the SIU when he completed the Harry Lundeberg Trainee Program in 1974. Since then he has returned to Piney Point to attend the QMED Program. He has earned his firefighting, lifeboat and cardio-pulmonary cards. A native of Maine, Brother Persson lives in Seattle, Wash. from where he ships out.

Jose E. Del Rio

Seafarer Jose E. Del Rio, 34, has been a member of the SIU since 1972. Just this year he went to the Harry Lundeberg School for some upgrading courses and came away with his fireman-oiler, electrician and deck engineer endorsements. In addition he has earned his lifeboat, firefighting and cardio-pulmonary resuscitation cards. A native and resident of Puerto Rico, Brother Del Rio sails from the port of New York.

Tom Zien

Seafarer Tom Zien, 22, started shipping with the SIU in 1975 after graduating from the Lundeberg School. He earned his AB ticket at Piney Point in 1977. He has also received his lifeboat and firefighting tickets. While taking the "A" Seniority Upgrading Program he also earned his cardio-pulmonary resuscitation card. Brother Zien was born and raised in Wisconsin and ships out of the port of New York.

Thomas Conway

Seafarer Thomas Conway, 24, has been a member of the SIU since 1969. Since then he has upgraded at the Lundeberg School and now holds his AB ticket as well as his QMED any rating. He also earned his firefighting, lifeboat and cardio-pulmonary resuscitation cards. A native of Baltimore, P.R. and ships out of that port.

Alcoholism is a disease.

It can be treated.

Connecticut Committee



Early this month at Stapleton Anchorage, Staten Island, N.Y., SIU Patrolman Teddy Babkowski (seated) is with the Ship's Committee of the ST Connecticut (Ogden Marine). They are (l. to r.): Recertified Bosun Horace B. Rains, ship's chairman; Engine Delegate A. Melanson; Steward Delegate L. Lopez; Chief Steward Sam Brown, secretary-reporter, and Deck Delegate Leonard Maham.



596 Have Donated \$100 or More To SPAD Since Beginning of '77

The following Seafarers and other concerned individuals, 596 in all, have demonstrated an active interest in participating in political and legislative activities which are vital to both our job security and our social and economic welfare, by voluntarily donating \$100 or more to the Seafarers Political Activities Donation (SPAD) fund since the beginning of 1977. (The law prohibits the use of any union money, such as dues, initiation fees, etc., for political activities. The most effective way the trade unionist can take part in politics is through voluntary political contributions. SPAD is the union's separate segregated political fund. It solicits and accepts only voluntary contributions. It engages in political activities and makes contributions to candidates. A member may voluntarily contribute as he sees fit or make no contribution without fear of reprisal.) Twenty-two who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, seven 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.
Abobaker, F.
Adams, P.
Adams, W.
Adamson, R. R.
Adlum, M.
Air, R. N.
Alderson, S.
Algina, J.
Ali, A.
Allen, J.
Alhaj, Y.
Almuffichi, A.
Alradi, M.
Anders, T.
Anderson, A.
Anderson, A.
Anderson, R.
Antici, M.
Aquiari, J.
Aquino, G.
Arle, J.
Aspsefer, H.
Aumiller, R.
Avery, R.
Babkowski, T.
Badgett, J.
Bakarich, P.
Barroga, A.
Barry, J.
Bartlett, J.
Bartlett, J.
Bartlinski, J.
Bauer, C.
Baum, A.
Beeching, M.
Bellinger, W.
Bennett, J.
Benoit, C.
Bensman, D.
Bentz, H.
Bergeria, J.
Berglund, B.
Berlie, R.
Bigelow, S.
Bishop, S.
Blair, B.
Blanco, M.
Bland, W.
Bluitt, J.
Bobalek, W.
Boland, J.
Bonser, L.
Booker, M.
Borucki, J.
Botana, J.
Boudreaux, C.
Bourgeois, M.
Boyle, D.
Boyne, D.
Bradley, E.

Brongh, E.
Brown, G.
Brown, I.
Brown, S.
Browne, G.
Bryan, E.
Bryant, B.
Bucci, P.
Buczynski, J.
Buffa, A.
Bullock, R.
Burke, T.
Burnette, P.
Butts, B.
Byrd, J.
Caffey, J.
Caga, L.
Calefato, W.
Callahan, J.
Camaian, A.
Camarillo, F.
Campbell, A.
Campbell, A.
Campbell, A.
Campbell, A.
Campbell, W.
Carbone, V.
Castro, C.
Cataldo, J.
Cavanaugh, J.
Celgina, J.
Cheshire, J.
Cinquemano, A.
Cisiecki, J.
Clark, R.
Cofone, W.
Colier, L., III
Conklin, K.
Conning, E.
Conway, F.
Cookmans, R.
Cortez, E.
Costa, F.
Costango, G.
Cousins, W.
Cowan, T.
Cresci, M.
Cross, M.
Cruz, A.
Cruz, F.
Cunningham, W.
Curry, M.
Da Silva, M.
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Dammeyer, C.
Danzey, T.
Daradise, R.
Darden, J.
Dauocol, F.
Davidson, W.
Davies, R.

SPAD Honor Roll

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Drozak, P.
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Dukel, P.
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Edmon, F.
Edmonds, F.
Ellis, F.
Eschukor, W.
Escobar, C.
Evans, M.
Fagan, W.
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Falcon, A.
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Farnen, F.
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Faust, J.
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Firshing, W.
Fischer, H.
Fiune, V.
Fletcher, B.

Fletcher, F.
Florous, C.
Foley, P.
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Fosberg, W.
Fox, P.
Frances, H.
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Francum, C.
Frank, S., Jr.
Frederickson, E.
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Furukawa, H.
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Gallegos, P.
Galliam, R.
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Garcia, R.
Gard, C.
Gardner, E.
Gaston, T.
Gavin, J.
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Japper, J.
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Curtis, T.
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\$200 Honor Roll

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 Woody, J.
 Wooten, H.
 Worley, M.
 Worster, R.
 Yarmola, J.
 Yelland, B.
 Young, R.
 Zalusky, S.
 Zalusky, T.
 Zeagler, S.

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Arthur Middleton Committee

At a payoff early last month at Pier 7 in Brooklyn, N.Y., the Ship's Committee of the SS Arthur Middleton (Waterman) posed for a group photo in the ship's messroom. Standing (l. to r.) are: Engine Delegate Napoleon Rivas, and Educational Director Heard P. Mullett. Seated (clockwise from left) are: Recertified Bosun Dan Dammeyer, ship chairman; Steward Delegate Murray Wilkerson; Chief Steward R. M. Boyd, secretary-reporter, and Deck Delegate Bill Penney.



Vantage Defender Committee

In for layup at the Seatrain Shipyard, Brooklyn, N.Y. early last month was the SS Vantage Defender (Vantage Steamship). Members of the Ship's Committee are (l. to r.): Deck Delegate S. Furtado; Chief Steward Charles Scott, secretary-reporter; Steward Delegate Ray Casanova; Engine Delegate G. E. Dalman, and Recertified Bosun Raymond Hodges, ship's chairman.



LOG

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

OCTOBER 1977



Scholarship Eligibility Requirements For Seafarers and Boatmen

The four-year Scholarship Program and the two-year Scholarship Program are open to any Seafarer or Boatman who meets the following requirements:

- a high school diploma or high school equivalency diploma.
- at least two years of employment time on SIU-contracted ships or inland equipment.
- 90 days of employment with SIU-contracted

companies in the previous calendar year and one day in the six months immediately preceding the date of application.



Seafarers, Boatmen

Apply Now for Annual SIU Scholarships

If you've ever thought you'd like to go to college, you should find out about the Seafarers Scholarship Program. It could be just what you're looking for.

The scholarships offered by this program are designed for Seafarers and Boatmen. When you apply for a scholarship, the other applicants are people just like you—Seafarers, Boatmen and Laker who've been away from school for awhile. Many of them completed high school by passing GED exams.

There's no age limit for the scholarship winners, either. So you don't have to be young and brilliant and a graduate of a fancy high school to get a scholarship through this program.

Also, the scholarships can be pursued at any accredited college or post secondary school in the U.S. or its territories. You choose the school and you choose what you want to study. Also, if you have money obligations and need to ship out from time to time, you can. You are given six years to complete a four-year college program and four years to complete the two-year program.

Many Seafarers and Boatmen like yourself have won scholarships and are now going to college or

vocational schools. Seafarer Pierangelo Poletti won his two-year scholarship when he was 34-years-old, after he completed the GED Program at the Lundeborg School. Brother Poletti was born in Italy and speaks English as a second language. Seafarer Bill Lopez is also a GED graduate of HLS. He won a four-year scholarship. Brother Derke, a Laker, and Boatman Stephen Magenta are other four-year scholarship winners.

Seafarer Jack Utz dropped out of school in the sixth grade. He earned a GED diploma, overcame a speech impediment, and acquired over 7,400 days of seetime before he decided to give higher education a try. Brother Utz won a two-year scholarship.

All of these Seafarers are just like you—working men of many different ages and backgrounds. The Seafarers Scholarship Program gave them a chance to continue their education. It can do the same for you.

The program offers two kinds of scholarships for Seafarers, Boatmen and Lakers; one (1) four-year award worth \$10,000 and two (2) two-year awards, each worth \$5,000. Try for the four-year scholarships if you want a college degree. If you would rather im-

prove your job skills or learn a shoreside trade, then the two-year scholarships are for you.

But you should begin to get your scholarship application ready now!

It takes a few months to get everything ready on your application. For example, you need to take the SAT or ACT tests and have your scores put into your application. This test is only given on certain dates and it takes awhile for the scores to be returned. So don't delay. Deadline for receipt of completed applications is Apr. 1, 1978.

Write to the following address and ask for the Seafarers Scholarship Application:

Seafarers Welfare Plan College Scholarship
275 20th St.
Brooklyn, N.Y. 11215

Or ask the Union representative in your port for the application.

If you have any questions about the Scholarship Program, or if you need help in filling out your application, contact Mrs. Margaret Nalen at the Harry Lundeborg School, Piney Point, Md. 20674. She'll be glad to give you any assistance you need.

Former Scholarship Winners



Mike Derke



Pierangelo Poletti



Bill Lopez



Stephen Magenta

Dependents of Seafarers and Boatmen Are Eligible for 4 \$10,000 Scholarships

Four scholarships are awarded each year to the dependents of Seafarers and Boatmen. These scholarships are worth \$10,000 each. They are good for a four-year course of study at any accredited college or university in the United States or its territories.

These scholarships are open to:

- dependents of members who have three years

of employment time on SIU-contracted ships or inland equipment, with 90 days of employment in the previous calendar year and one day in the six months immediately preceding the date of application.

- dependents of deceased Seafarers and Boatmen who had made the employment requirement prior to their death.

Furthermore, all dependents must be unmarried

and less than 19 years of age at the time they apply.

As with Seafarers and Boatmen, all dependents are urged to write for their scholarship application immediately. Deadline for receipt of completed applications is Apr. 1. Write to:

Seafarers Welfare Plan College Scholarship
275 20th St.
Brooklyn, N.Y. 11215.