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DEEP SEA  
GREAT LAKES  
INLAND WATERS

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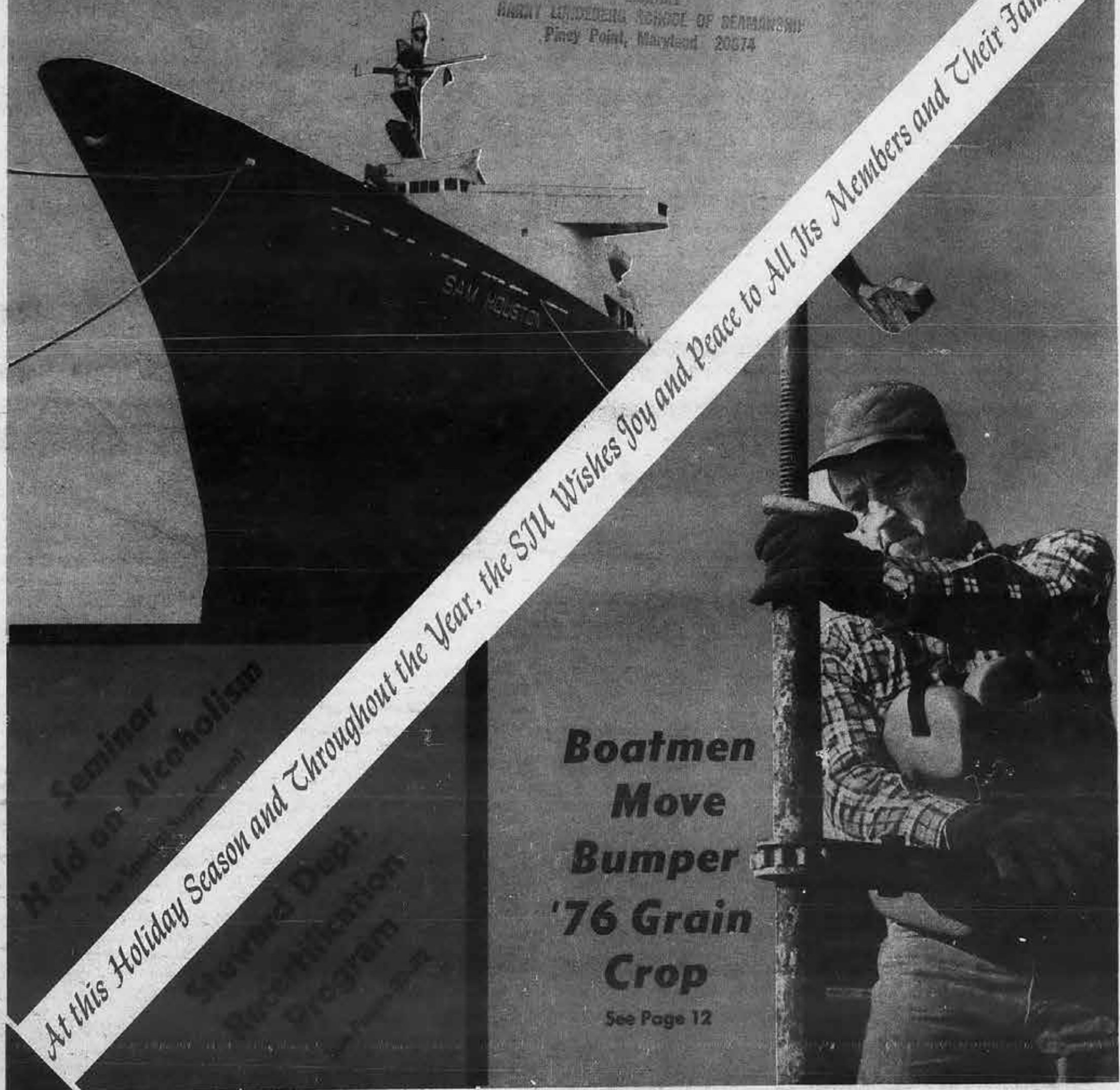
# Log



## SIU-Contracted Fleet to Expand LASH Carriers

See Page 5

OFFICE  
NATIONAL UNION OF SEAFARERS  
Piney Point, Maryland 20674



*At this Holiday Season and Throughout the Year, the SIU Wishes Joy and Peace to All Its Members and Their Families*

Seminar  
Held on Alcoholism  
Steward Dept.  
Incentive Program

## Boatmen Move Bumper '76 Grain Crop

See Page 12

## Union Breaks Ground for New Lakes Hall

See Page 3

## On 16-Day Tow, Jury Crew Fought High Seas That Parted 5 Lines

# Fire-Ravaged SS Seattle Makes It Back to Port

Twenty-three days after an engine room fire disabled her in the mid Atlantic off Canada, the SS *Seattle* (Sea-Land) was finally towed into Port Elizabeth, N.J. on Nov. 30 by the Canadian salvage tug *Irving Birch*.

Because of heavy seas, it took over a week before even the first tow line could be strung between the *Seattle* and the salvage tug.

While most of the crewmembers were transferred to the SS *Sea-Land Consumer* after the fire and taken to Rotterdam, five Seafarers—Recertified Bosun Jose L. Gonzalez, AB Antonio Reyes, AB Harold Spillane, Chief Electrician Arlen Quinn and Chief Steward Stephen Piatak—stayed aboard the *Seattle* for



the long, cold tow back to Sea-Land's facilities in New York Harbor.

Five tow lines, including a new 10-inch manila line, parted as the Seafarers who remained aboard the dead-in-the-water *Seattle* fought storms and extremely high seas that crushed containers and threatened the rolling ship with foundering during the 16-day tow back.

Not only dangerous, the long trip back was also uncomfortable, the SIU members noted, as the ship was with-



The *Seattle* lies tied at her dock in Port Elizabeth, N.J., 23 days after a fire left her helpless in the mid Atlantic off Canada.

out any heat, hot water, or cooking facilities, and only limited electricity supplied by an emergency generator.

### Background on Fire

The ship was three days out of New York and bound for Rotterdam when the fire started in a generator around 10:30 a.m. on Sunday, Nov. 7 (For a

full account of the fire and the crew's quick, calm reaction, see the November issue of the *Log*).

Discovered by Seafarer Al O'Krogly, the 8-to-12 oiler on watch, the fire was contained in the generator by O'Krogly and Seafarers Ray Gould and Walter Stevens of the engine room until they emptied all the available CO<sub>2</sub> extin-

gishers and were forced to abandon the engine room.

Meanwhile, crewmembers asleep in their foc'sles were awakened by thick smoke which filled the house.

Many in foc'sles on the main deck climbed out their portholes and some on the lower deck were trapped by choking smoke in the passageways.

According to Bosun Gonzalez, the chief mate tried to reach these trapped men using breathing apparatus but, because he was unfamiliar with the equipment, was unable to get it working properly.

Seafarer Gonzalez, who learned how to use breathing apparatus when he attended firefighting training during the Bosuns' Recertification Program, said he offered to take over but the mate refused to let him touch the equipment.

Crediting the firefighting course with preparing him for shipboard emergencies like the *Seattle's* fire, Bosun Gonzalez said, "That Firefighting Course is beautiful. They teach you everything there."

Eventually Bosun Gonzalez put a ladder over the side for one trapped man, the BR, and climbed down another to pull out one man overcome by the smoke.

After everyone was evacuated, the mates tried to set off the engine room

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Paul Hall

## The PRESIDENT'S Report

### American Labor Has Played Powerful Role

There are only a few short days left in the year 1976—America's Bicentennial—a year that started out with such a big bang but is now winding down very quietly as the nation waits and hopes for meaningful change in 1977 and beyond.

But before we move ahead to the future and file away 1976 into the musty chronicles of history, I think it is important that we realize the indispensable role the American labor movement has played in the shaping of our history and what it can mean to us in the years to come.

I single out labor's role because it is my firm belief that the labor movement has initiated more beneficial change in the lives of millions of ordinary, hard working Americans than any other one factor in the nation's history.

Considering the overwhelming opposition from the all-powerful companies, and an unresponsive Government to the early labor movement, the fact that it ever got off the ground was a tremendous accomplishment in itself. But it did get off the ground because the roots of American labor can be traced to the deep-set human need for change—change that can bring an end to the burdens of unliveable wages, unbearable working conditions and the troubled helpless feelings on the part of workers of not being able to provide a decent life for themselves and their families. Railroad workers wanted more than a life in the disgrace of George Pullman's slums; coal miners wanted more than a life-long debt to the company store; sailors wanted more than a few dollars a month and a bucket of salt water a day to wash in.

Workers in general wanted more, not only because they physically and economically needed more, but because they wanted the dignity of being

able to control their own lives and destinies.

So, workers from all industries banded together in unions to fight for what they believed was rightfully theirs. There were numerous strikes filled with violence in which scores of workers were killed on the picket line.

Often times, the companies, aided by a business-oriented Government, succeeded in breaking the strikes and sometimes breaking the union. But the companies couldn't wipe out the need for change nor could they break the desire of the workers for real freedom.

As a result, the labor movement took deep root, and watered by each success, grew stronger and stronger.

Unions slowly won higher pay scales and better working conditions for their members. But most importantly, these unions were providing their members with new hope that the future could be better and better.

Eventually, the voice of labor reached Congress and such national disgraces as child labor, sweatshops, 6-day, 80-hour weeks were outlawed. In later years, labor pushed for and won such programs as unemployment insurance, minimum wage standards, Social Security, pension reform and occupational health and safety laws.

There is no question that American labor has made tremendous gains in all areas—political, economic and otherwise—affecting the lives and livelihoods of the nation's workers. And I believe the reason for this widespread success lies in the fact that labor strived not to compromise its goals, nor to allow itself to stagnate in its own success and fall down in the fight for a better life for all workers.

As we move into 1977—the beginning of the nation's third century of independence—I believe labor's role must and will become more prominent in shaping the nation's future than ever before because the need for change is still with us.

Our first priority will be full employment legislation to get America's nine million unemployed workers back on the job. From there, we can work for such important goals as national health insurance; raises in Social Security benefits for the elderly and disabled; raises in the minimum wage scales; meaningful tax reform, and an end to discrimination against women and minorities.

Within our own ranks, the labor movement must continue to work to bring the benefits of unionization to the still unprotected millions in America's labor force.

These will not be easy goals to achieve, nor will they be achieved overnight. However, I believe that the intangible bond—unity of people, unity of purpose and unity of action—that has fostered the growth and strength of the labor movement from its very inception will again prove successful in labor's goals for tomorrow.

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# SIU Breaks Ground for Algonac Hall

A modern, up-to-date Union Hall will rise on the banks of the St. Clair River, in the resort city of Algonac,

Mich. almost the midpoint for shipping on the Great Lakes, to serve as SIU Headquarters for the entire Lakes area.



An SIU oldtimer, Great Lakes Pensioner John Rottaris, right, shovels up first patch of ground which in four to six months will be the home of the new SIU Headquarters building for the Great Lakes in Algonac, Mich. Also shown in photo are, from the left: Jack Daniels, a city official; Fern Nichols, Algonac city manager; Joe DiGiorgio, SIU secretary-treasurer; Algonac Mayor Karen Cole, and Don McKay, project supervisor for the Union.

Groundbreaking began with a ceremony attended by Mayor Karen Cole, City Manager Fern Nichols and Town Engineer, Jack Daniels, representing the citizens of Algonac. Representing the SIU were Joseph DiGiorgio, Secretary-Treasurer of SIU, Detroit Port Agent Jack Bluit and Byron Kelly, Great Lakes area director for the in-



land waters. Don McKay, who will supervise the construction also attended as did SIU pensioner John Rottaris and other SIU members.

The new structure will replace the

## Tug Eileen C

## Crew Saved Themselves

It was a narrow escape for the crewmembers who survived the sinking of the tug *Eileen C* (Marine Towing) in Buzzards Bay, Mass., Nov. 7. The tug

SIU Hall now located in River Rouge, Mich. With the letting of contracts to area builders, it is expected that the new Union Hall will be open for membership use within four to six months.

Secretary-Treasurer DiGiorgio said at the ground-breaking ceremonies that the SIU is making the move to Algonac "to bring the Union closer to the membership." He underlined the point by stating: "Our ships are constantly passing through the St. Clair and the Union wants to be in a location which will better enable it to provide first-class, immediate service to our membership."

Port Agent Jack Bluit said, "the new building is a port agent's dream." With the Algonac Hall, he added, "the SIU will continue to be in close touch with

*Continued on Page 33*

sank at about 6 a.m. and one SIU brother, Cook James Aument, drowned. "If the accident had happened 30 minutes earlier or later, we would have lost more men," *Eileen C* Deckhand Rabe Walton said. "We were lucky to have been changing watches at the time."

According to Walton and Mate James Lupton, two of the SIU brothers on board, the fuel barge they were hauling rammed the tug and pulled it over on its side. The steering gear went out



and they couldn't get out of the way, they said. From the time they saw the barge coming, to the time the tug sank, it was less than one minute. Six of the crewmembers saved themselves by jumping onto the barge. The two tankermen were already on the barge at the time. (See story in November 1976 Log.)

"I had just come off watch," Walton recalled. "We were sitting in the galley eating breakfast when the mate, Lupton

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## Cost-of-Living Adjustment

The SIU and its contracted deep-sea operators have reached agreement on the formula for a cost-of-living raise as provided for in the deep-sea Tanker and Freightship Agreements.

The cost-of-living adjustment, which is effective retroactively to Dec. 16, 1976, will increase earnings for members sailing under the Tanker and Freightship Agreements as follows:

### TANKER AGREEMENT

- Two percent increase in the base monthly rate of pay.
- Two percent increase in the Premium rate of pay, (Art. II, Sect. 21 (a)).
- Two percent increase in the

Overtime rates of pay for work performed in excess of eight hours Monday through Friday, (Art. II, Sect. 21 (b)).

- Two percent increase in the Penalty rate of pay for work performed off watch Monday through Friday, (Art. II, Sect. 21 (c)).

- A two percent increase will also be applied to the annual Vacation benefits of \$2200, \$1800 and \$1400.

### FREIGHTSHIP AGREEMENT

- Two percent increase in the base monthly rate of pay.
- Two percent increase in the Premium rate of pay, (Art. II, Sect. 21 (a)).
- Two percent increase in the



Overtime rates of pay for work performed in excess of eight hours Monday through Friday, (Art. II, Sect. 21 (b)).

- Two percent increase in the Penalty rate of pay for work performed off watch Monday through Friday, (Art. II, Sect. 21 (c)).

- And a two percent increase will also be applied to the annual basic Vacation benefits of \$2200, \$1800 and \$1400.

A full text of the cost-of-living agreement, including the new pay rates for all shipboard ratings, as well as clarifications, will be published in the January 1977 issue of the *Seafarers Log*.

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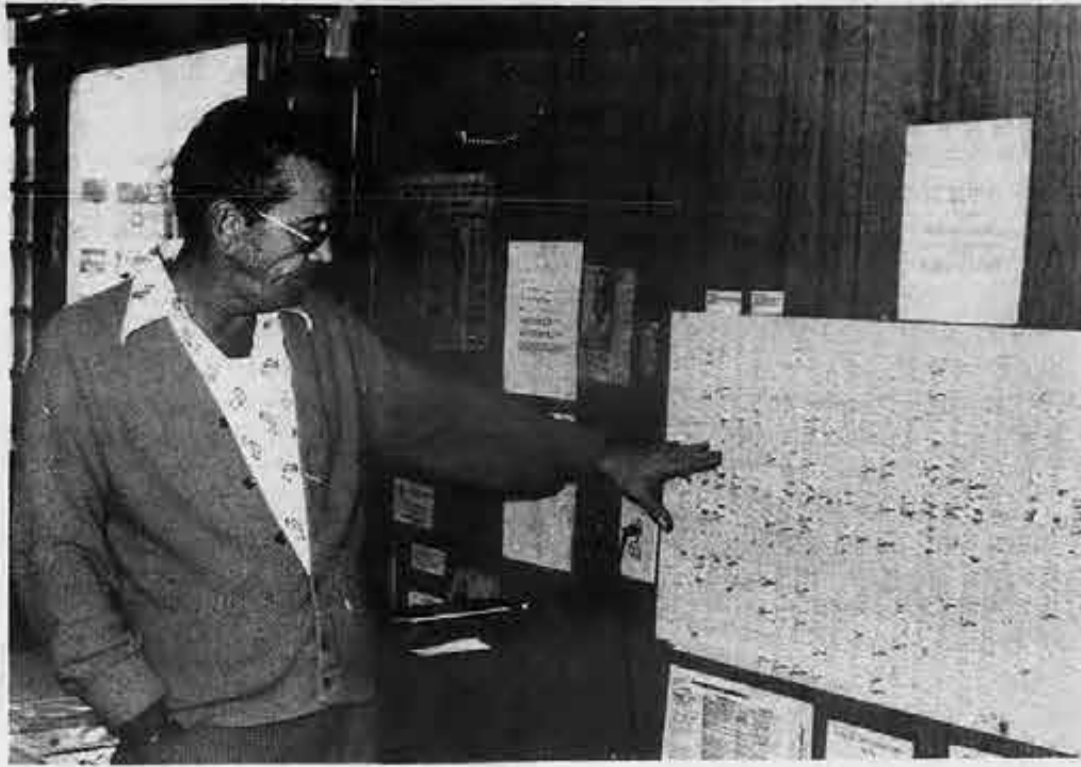
Articles of particular interest to members in each area can be found on the following pages:

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## First Inland Vacation Check



With vacation check in hand, SIU Boatman Arthur E. Lawson (r.) can get ready for a winter rest. In November, Jacksonville SIU Representative Tony Aronica (l.) presented Lawson with the first vacation check issued under the breakthrough Union vacation plan for Inland Boatmen negotiated with Stuart Petroleum. Lawson currently ships as a deckhand on the *Esther S.* He joined the Union in 1972. The negotiation with Stuart was the SIU's first step in its plan to establish an industry-wide vacation benefit for all Inland Boatmen. (See story on Page 3 of November 1976 Log).



In the control room of the Detroit Hall, Port Agent Jack Bluitt keeps track of the SIU-contracted ships and the crewmembers on board.



Pensioner Mike Pesenak of Detroit talks about the dangers and romance of shipping out on the long, narrow Lakes freighters.

## From Duluth to Buffalo, Industry Relies on Lakers

From Duluth to Buffalo on the shores of the Great Lakes, industry depends upon shipping and upon skilled and capable SIU crews. SIU-contracted freighters loaded with gypsum, sand-suckers and bulk cement carriers serve the construction trade. Self-unloading vessels bring coal to fire the Detroit-Edison electric plants and carry iron ore, processed as taconite pellets, to supply steel mills and auto factories. In the summer, Seafarers man passenger boats that run from Detroit to the Bob-Lo Island Amusement Park. They also fit out and crew boats that bring vacationers from St. Ignace, Mich. to the Mackinac Island resort. But during the winter, as the Lakes and linking waterways freeze over, most of the ships lay up. The regular shipping season ends Dec. 20. On that date, the extended winter season starts and a man can leave his vessel once the Union Hall finds him a replacement. Under the Great Lakes shipping rules, he keeps his seniority and can rejoin the same vessel in the spring. If the vessel doesn't fit-out after the thaw, he gets reassigned in the fleet according to his seniority. When a new permanent job opens, it is filled through the Union Hall, provided there is no seniority man from that fleet available. SIU representatives are available 24 hours a day to provide relief men or women for the vessels from the list of Seafarers registered at the hall.



The Detroit Hall in River Rouge, which is now the main hall for the Great Lakes, occupies a converted auto showroom. Ground was broken for the new Great Lakes headquarters in Algonac, Mich., Nov. 23. (See story in this issue of Log on Page 3).



The Detroit Hall bulletin board lists the SIU-contracted Great Lakes vessels and the ratings employed on each one. Many of these vessels are 50 years old.



Retired Cook and Steward John White of Detroit remembers almost every vessel that sailed on the Great Lakes since the 1920's.



In the Cleveland Hall on the bank of the Cuyahoga River, Lakes Seafarers wait for their ships and listen to B. J. Canty, OS (far left) tell amusing stories about his trips to New York. The others are (l. to r.): Jim Brærd, deckhand; Henry Jung, QMED; Richard Palmer, deckhand, and Terry Desnoyers, porter.

## 2 to 1 Vote Denies Jurisdiction to NMU

# NLRB Upholds SIU's Manning of 3 PRMMI Ships

The National Labor Relations Board in Washington, D.C. has voted 2 to 1 to uphold an earlier ruling by an NLRB administrative law judge that the SIU has legal jurisdiction to man the three Ro-Ro ships *SS Eric Holzer*, *SS Ponce de Leon* and *SS Puerto Rico*, operated by Puerto Rico Marine Management, Inc.

The ships had been manned by NMU crews until Oct. 1, 1975 when the Puerto Rico Merchant Shipping Authority, which had chartered the ships from the NMU-contracted company, Transamerican Trailer Transport, transferred operation to PRMMI. In turn, PRMMI, who held a fleet-wide contract with the SIU, recrewed the three ships with SIU members. At the time, Seafarers were already manning the PRMSA's eight other vessels, which had been purchased from Sea-Land Service and Seatrain Lines.

The NMU retained jurisdiction on a

fourth Ro-Ro, the *SS Fortaleza*, which was not transferred to PRMMI for operation.

The removal of the NMU crews from the three Ro-Ro's prompted the NMU to set up picket lines at PRMMI terminals in Puerto Rico and the United States. The U.S. District Court in San Juan issued a temporary restraining order later that month which ended the NMU's picketing.

However, on Oct. 24, 1975 the same court ruled that NMU crews be put back on the ships until the NLRB made its ruling. The SIU appealed this decision, and the U.S. District Court of Appeals in Boston ruled in favor of the SIU, and SIU members remained aboard the three Ro-Ro's.

The issue was then handed over to the NLRB, and in May 1976 an NLRB administrative law judge upheld the SIU's jurisdiction on the vessels, ruling the SIU had a valid contract with

PRMMI to man all vessels under the company's operation and that the NLRB had jurisdiction over the dispute.

The NMU then brought the case to the National Labor Relations Board in Washington, D.C. but was again disappointed when the board ruled in favor of its jurisdiction and the SIU.

The NMU will probably make one last effort to get the ships back by appealing the NLRB's final decision before the U.S. District Court of Appeals in Boston where the case will be heard.

### May Sell Fleet

The SIU's success in this long legal battle, however, may be in contest again because Puerto Rico Governor-elect Carlos Romero Barcelo has indicated he is considering selling the PRMSA fleet of 12 ships, 11 of which are operated by PRMMI and manned by SIU members.

Therefore, the SIU in accordance

with its contract has demanded compensation of \$2-million per ship if selling the fleet results in the loss of jobs for Seafarers on any or all of the vessels.

According to a spokesman for PRMSA, a sale would create many problems, the most serious of which is that Puerto Rico would "almost certainly" lose the service of the Ro-Ro vessels for the island because these ships "are in great demand in other parts of the world, especially in the Persian Gulf."

The spokesman said the Ro-Ro's "are an absolute necessity for Puerto Rico," because they are suited to carry "cars, odd sized cargo, heavy lift equipment used in construction, and trailer tanks for the pharmaceutical and rum industry."

The spokesman said that many local officials are convinced that the new governor "will eventually decide against going ahead with the sale."

## AFL-CIO Organizers Discuss Fight to Unionize Workers

Regional directors and staff representatives of the AFL-CIO Department of Organization and Field Services met for three days last month to discuss the immediate and long-term goals for bringing the benefits of unionization to unorganized workers in this country.

SIU President Paul Hall, chairman of the Standing Committee on Organizing, conducted the heavily-attended conference along with AFL-CIO President George Meany; Alan Kistler, director of Organizing and Field Services, and Donald Slaiman, deputy director of the department.

The participants suggested ways to halt the flight of organized union factories and other unionized businesses to right-to-work states to break union contracts. They also talked about ways of coping with anti-union sentiment in

these traditionally non-union areas.

However, it was the general consensus among committee members that aggressive organizing activity is the key to keeping the trade union movement alert and strong.

A number of freshmen field organizers also participated at the meetings. Afterwards, they were provided with additional training and orientation sessions at the AFL-CIO's George Meany Center for Labor Studies.

One of the most notable achievements of the Organization and Field Services Department was the aid it gave to the United Farm Workers in that union's efforts to bring union representation to thousands of deprived farmworkers in California.

A special committee, headed by Paul Hall, visited the farm areas for five days and succeeded in pressuring the State

of California to enforce its Agriculture Labor Relations law against union busting. Prior to that time, UFW organizers

had been intimidated and threatened at gunpoint while trying to do their jobs.



SIU President Paul Hall, far right, chairs session of three-day conference of the AFL-CIO Department of Organizing and Field Services. Hall is chairman of the Standing Committee on Organizing. Beside Hall (r. to l.) is AFL-CIO Pres. George Meany, and Alan Kistler, director of Organizing and Field Services, and Donald Slaiman, deputy director of the department.

## SIUNA Cab Strike Report:

# Large AFL-CIO Rally Pledges Labor Support

SAN DIEGO, Calif.—Pledges of all-out support for the striking workers at the Yellow Cab Company here came

from AFL-CIO President George Meany, SIUNA President Paul Hall and other labor leaders at a huge rally

held Dec. 4 marking the 100th day of the strike.

The strikers are members of the Transportation and Allied Workers of California, an affiliate of the Seafarers International Union of North America, AFL-CIO.

In a telegram to the members of the

striking cab drivers union, AFL-CIO President Meany praised them for their "dedicated resistance to the anti-union tactics of the Yellow Cab Company." The telegram, which was read at the rally by R. R. Richardson, executive secretary of the San Diego-Imperial

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## MARAD Gives Waterman Green Light to Build 4 LASH Ships

As the year ends the Union's deep sea contracted fleet continues to expand since the U.S. Maritime Administration has given the SIU-contracted Waterman Steamship Co. final okay to build four more LASH-container vessels under provisions of the Merchant Marine Act of 1970. MARAD set the construction subsidy rate at a formal ceremony last month. SIU Executive Vice President Frank Drozak was on hand to represent the Union.

Ed Walsh, president of Waterman, said that the company will send out its specifications on the new ships to various yards and then await bids. He said construction on the first ship should get under way in about six months.

The four new LASH ships will replace eight old Waterman Mariners now servicing the U.S.-Atlantic and Gulf to Far East run. These old vessels were scheduled to be taken out of service in the near future.

Waterman's fleet presently includes three recently built LASH vessels, the *SS Robert E. Lee*, the *SS Stonewall Jackson* and the *SS Sam Houston*.

In another plus for the SIU-contracted company, the Maritime Administration awarded Waterman a 20-year operating subsidy contract for Trade Routes 12 and 22—the U.S. Atlantic, Gulf to Far East. The four new LASH ships will operate exclusively on this run.

Waterman still has applications pending for 20-year subsidy contracts covering its Gulf-United Kingdom and Continent, Atlantic-United Kingdom and Continent, North Atlantic-Scandinavian, Baltic and South Atlantic-United Kingdom and Continent north of Portugal services.

The company already has secured a long-term contract for its Atlantic and Gulf-India, Pakistan, Red Sea, Persian Gulf service.



Striking cab drivers march in a "Union Is Alive—Yellow Cab Is Dead" parade in San Diego marking the 100th day of their strike. They carried a makeshift coffin signifying the death of Yellow Cab and later led a motorcade through the streets of the city.



### Detroit

Most dredging projects of SIU-contracted companies in the Great Lakes have already shut down for the winter, but Great Lakes Towing Co. boats in all Great Lakes ports are still busy docking ships and bringing domestic ships into harbor for lay up. By Jan. 1, however, all SIU-contracted inland operations on the Great Lakes will have ceased, except for six tugs which Hannah Inland Waterways operates year-round in the cross-Lakes towing of petroleum products.

### Paducah, Ky.

The *M/V Southland*, a fleeting towboat operated by American Commercial Barge Line, sank at the company's dock in Cairo, Ill. on the Ohio River, about 40 miles from Paducah. The cause of the sinking is as yet unknown.

No one aboard was injured, and the crew was rescued by the ACBL boat *D. Ray Miller* which was nearby making up a tow.

The *Southland* was eventually raised, but the company plans to sell her and replace her with another boat. Meanwhile another ACBL boat, the *W.A. Kernan*, is taking up the *Southland's* fleeting duties at Cairo temporarily.

### Jacksonville

Shipping is good here, as Caribe Towing Co. is now operating four boats—the *Defender*, the *Bulwark*, the *Monitor*, and the *Pioneer*—on the container barge run from Jacksonville to Puerto Rico.

### New Orleans

The 1800 hp. towboat *Lenward Stevens*, owned and operated by American Commercial Barge Line Company of Jeffersonville, Ind., has just crewed up here for operation on the Gulf Intracoastal Waterway and the Mississippi River System. The *Stevens* will be joined by an identical boat, the *Delmar Jaeger* in coming months.

\* \* \*

The SIU-contracted riverboat *Delta Queen* had a minor scraping collision with a ship in the Mississippi River near Westwego in New Orleans Harbor

last month. The riverboat sustained only slight damage in the incident, while the 565-foot Liberian bulk carrier *Star Nadine* sustained no visible damage.

The accident occurred as the *Star Nadine* was being tended by two tugs before docking at a grain elevator. The wind apparently caught the ship and turned her sideways in the river just as the *Delta Queen* was headed upriver during a weekend plantation river cruise.

No crewmembers were hurt, but a few passengers suffered minor injuries. The *Delta Queen's* cruise schedule was not interrupted, and she will still be running between New Orleans and Natchez, Miss. and Vicksburg, Miss. until Jan. 2, when the steamboat will lay up for one month before beginning her 1977 season.

### St. Louis

Negotiations are under way for a new contract with Eagle Marine Service, a St. Louis-based harbor and fleeting service. The present contract expires on Jan. 31 of next year. A negotiations committee was elected by the 30 SIU members who work for Eagle Marine. Several meetings have already been held.

\* \* \*

Ice has been appearing in the Mississippi River here about a month earlier than normal, both because of the early and severe winter the region has been experiencing and the drought this summer and fall which left the river dangerously low. The Coast Guard says it foresees no immediate problems with river navigation in the St. Louis port, but warmer temperatures and some rain would certainly be welcome.



You win, Fenwick, there is a Santa Claus.

## Old Salt Saw the Steamboat, Sailing Days

# John 'Bananas' Zierys, 71, Passes Away

Retired Seafarer John "Bananas" Zierys, 71, died in his sleep of a heart attack last month in St. Louis, Mo. He was a man of many nicknames, many experiences, and many talents.

His family called him Jack. Among his shipmates he acquired the name "Bananas" because of his fondness for the fruit. His sea stories and "old salt" appearance, complete with white beard and tattoos, won him the nickname "Captain John" among his friends and neighbors around the SIU Hall in St. Louis, where he spent the last five years of his life.

He was born in Dubuque, Ia. on the banks of the Mississippi River in 1905. The excitement of the passing steamboats and of the ever-flowing river filled young Jack Zierys with an adventurous spirit and a love of boats and water which were never to leave him.

In his early teen years, he managed to get odds jobs on excursion steamers working in the Dubuque Harbor. At 18, the desire for further adventure overtook him and he signed as an ordinary seaman on the cargo ship *Archer*, headed for the Philippines.

During the next 16 years Brother Zierys sailed both non-union and with the old International Seaman's Union. He worked on all kinds of ships—on the Great Lakes, from both coasts, and on South American and Indian runs.



A recent photo shows the late Captain John "Bananas" Zierys at his desk in the St. Louis Union Hall. Loved by all who knew him, Brother Zierys passed away in his sleep in his apartment above the hall, surrounded by his beloved maritime memorabilia from 50 years of seafaring.

Seafarer Zierys had an abiding delight in sailing ships. The job of which he spoke most fondly was in 1926 sailing on the yacht *Cythera* which he called "one of the finest sailing vessels I've ever been aboard."

He was always keenly aware of the SIU's contribution to the welfare of the merchant seaman, since he could remember such things as being paid \$50

for 25 days' work as quartermaster back in 1928.

### Joined SIU in 1939

In January of 1939, just a few months after the SIU was formed, John Zierys joined the Union in the port of Baltimore. Brother Zierys sailed with the SIU as AB and bosun for 32 years. During that time he became rather

famous in seafaring circles.

Author Richard Bissell, who grew up in Dubuque with Zierys and has written several books about the river, mentions Zierys in his book *My Life on the Mississippi, Or Why I Am Not Mark Twain*. Bissell tells of being interviewed for a job with a barge line in Chicago by a man who had worked "on the deep water and the Seven Seas as a deck officer and he was a pistol."

Bissell, when asked by his cocksure interviewer whom he had sailed with on the *Exochorda*, replied, "The only officers I knew were Mr. Kelly and Mr. Faye. Frank Pickard was bosun. And Jack Zierys was on there, they called him 'Bananas.' He was sort of famous."

"So you shipped with 'Bananas,' did you?," the interviewer asked. "He was on the Grace Line with me."

Bissell got the job.

The telling of sea stories would have to rank first on a list of Brother Zierys' talents. In his nearly 50 years of seafaring, "Captain John" experienced his share of excitement and near disaster. He could tell quite a tale of adventure aboard ship and in the many exotic ports which he visited.

John "Bananas" Zierys had an artistic streak which showed up in the poetry which he wrote and the photographs which he took. Predictably enough, his

Continued on Page 28



# Headquarters

## Notes

by SIU Executive Vice President  
Frank Drozak

The brotherhood of the sea and the community of Seafarers, Lakers and Boatmen in the SIU is a good one. For many of us, it is the only community we know. Through our Union, young people who otherwise might not have had a chance in life get to learn a trade. They can upgrade their skills at the Harry Lundeberg School and qualify for high paying, responsible positions on ships and tugs. Or they can get a high school equivalency diploma. We have friendship, freedom and self respect.

However, our community is threatened on many fronts. The Coast Guard is seeking to eliminate unlicensed ratings aboard ships. Government support for the shipping industry is unpredictable. But perhaps the most deadly threat comes from alcohol.

Alcohol eats away at the inside of a person leading to an early death. It is a killer disease. Although some of the brothers who suffer from this disease are able to perform their job on board ship, many cannot. Some alcoholic brothers are too drunk to even appreciate the fine community we live in and their behavior separates them from the other members.

It is not difficult to see why drinking might become a problem for a sailor. Many of our members come from broken homes. In addition, our work takes us away from the homes we do set up. Loneliness and maintaining a good family life becomes a problem. Modern ships with their long voyages and short stays in port add to the strain.

Many of our problems were overlooked in the past and one of our most important ones was a drinking problem. But now, we are confronting alcoholism the same way we confront our other problems—we seek a constructive solution.

We have decided that we must give an alcoholic a chance in life and that we,

as a Union, must deal with psychological as well as economic problems. Through the Seafarers Alcoholic Rehabilitation Center, we offer a sick brother real help.

During the one year the Center has been around, more than 80 members have been through the program and the success rate for treatment is high. Recently we had a seminar on "Rehabilitation: One Union's Approach to Alcoholism" and we had a chance to hear these brothers speak for themselves. They told the audience how much they were enjoying their new lives as sober productive members of our community. And they had only the highest praise for the Center and the staff. (See special supplement in this Log).

Port agents, management representatives and two elected delegates from each port attended the conference which was held on the weekend of Nov. 12, 13 and 14. The object was to show everyone just how our program works and why it is important to deal with the alcoholism problem head-on. At the last seminar, held in January 1976, we were asking what the Union could do about the problem. Now we know. At this conference, we learned step by step how to identify an alcoholic brother, how to confront him, and how to get him into treatment.

Needless to say, laughing at an alcoholic brother, or blaming him for his disease is no solution. Nobody knows why some people can drink every day and never become addicted, while others start to develop a problem from the very first shot. The only solution is to get the sick brother into the Seafarers Alcoholic Rehabilitation Center or into a program in his home port, if he cannot go to Piney Point.

To save our alcoholic brothers, to show real brotherhood, we are going to have to make some changes in our own attitudes. Shipping out an alcoholic or covering for him will not help. The idea that you are ratting on a friend if you confront him with his drinking problem is no longer acceptable.

We want to save the lives of members who are alcoholics and everyone in this Union is going to have to participate. Given the spirit of the SIU brotherhood, I'm sure we can make the program work.

Already since the seminar, attendance at the Alcoholic Rehabilitation Center has increased. The Center and the staff can take care of 14 residents at a time, yet last year, which was our first year, we averaged eight members in treatment. Now the Center is filled to capacity and more members are asking about the program. This means that delegates and port agents who attended the seminar carried the word back home.

## Drozak Sees Congress Widening Use of Lakes Fleet

A determined effort "to broaden U.S.-flag service on the Great Lakes" will be initiated in the next Congress, according to Frank Drozak, executive vice president of the SIU.

Making these remarks last month on behalf of Paul Hall, SIU and AFL-CIO Maritime Trades Department president, at the 17th Annual Dinner-Dance of the Greater Chicago and Vicinity MTD Port Council, Drozak summed up the problem in one word, "cargo." He said that "over the years, the majority of the cargo moving out of the Lakes to ports throughout the world has moved on foreign-flag vessels. Our job is to reverse that trend."

Drozak affirmed that the only sure answer to U.S. maritime expansion for the Great Lakes as well as for the entire nation is passage in Congress of a national cargo policy. Such a policy would reserve a percentage of America's foreign commerce for U.S. ships through cargo preference and bilateral sharing agreements.

Vice President Drozak predicted that a national cargo policy would be of special significance to the Great Lakes because "the Lakes maritime industry is based on a wide variety of cargoes and on a geographical balance in the shipment of goods."

He also stressed that "putting more Lakes cargo on U.S. ships would mean additional vessels under the U.S. flag, with the new jobs they would produce."

He forecasted "it is likely that these vessels would be built in the Great Lakes area, thus expanding the employment generating benefits."

Drozak then called for the "grass-roots support" of the Chicago and other Port Councils throughout the nation in the legislative fight for a national cargo policy.

The Chicago Port Council itself, under the 17-year leadership of Council President Benny Pachalski, has

grown to 52 member affiliates and is very active in local union and political activities. Pachalski is also president of the Iron Workers District Council of Chicago.

### Some Headway Made

Even without a cargo preference law, Vice President Drozak asserted that the U.S. merchant marine has made significant advancement on the Lakes in the past year.

He said the breakthrough came last year when Congress passed legislation reserving a portion of Title XI (Merchant Marine Act of 1970) construction and operating subsidy money for the Lakes. He said, "this landmark achievement meant that new U.S. ships built to operate to foreign ports from the Lakes could be assured adequate subsidy support."

Drozak also pointed out that there has been a "gradual modernization of the Great Lakes fleet, once the oldest in the world. He said the Lakes fleet has seen an influx of new and efficient vessels, employing technology such as self-unloading ore carriers, tug-barge vessels and other modern ships."

The SIU vice president noted another

### SIU Joins Group

## AFL-CIO Reactivates Food Trades Department

WASHINGTON—The SIU joined with 11 other national unions in reactivating the AFL-CIO Food and Beverage Trades Department. The new labor group immediately agreed to cooperate on common legislative goals and organizing efforts, and to work together to resolve jurisdictional problems.

James T. Housewright, president of the Retail Clerks, was elected president. Daniel B. Conway, president of the

recent plus for Great Lakes shipping—the establishment this year of Maritime Administration branch office in Cleveland "to better facilitate Great Lakes companies using various MARAD programs."

In closing, Vice President Drozak af-

firmed that the positive steps already taken by the Maritime Trades Department to revive U.S.-flag shipping on the Great Lakes is "only the beginning of a major new program to assure U.S. vessels a major share of cargo from every U.S. port."



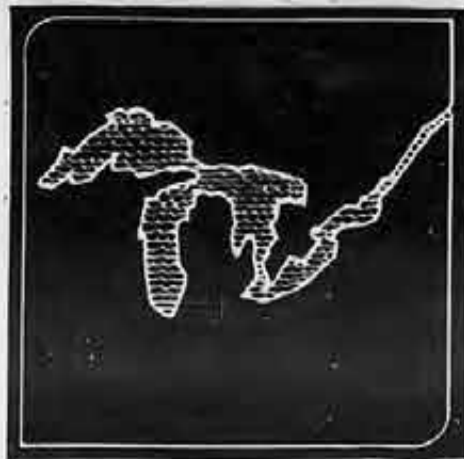
SIU Executive Vice President Frank Drozak, second right, presents ship's wheel to Frank Bryant of the Painters District Council at the annual Chicago MTD Port Council Dinner-Dance last month. Bryant was given the Council's Man of the Year award. Far left in photo is Bernard Sniegowski, vice president of the Painters International Union, and far right is Bernard Pachalski, president of the Greater Chicago and Vicinity MTD Port Council. Pachalski is also president of the Iron Workers District Council.

Bakery and Confectionery Workers, was named secretary-treasurer.

In addition to the SIU, Retail Clerks and the Bakery and Confectionery Workers, the member unions of the new AFL-CIO department include the Meat Cutters, Hotel and Restaurant Employees, Distillery Workers, Grain Millers, Laundry Workers, Service Employees, Operating Engineers, Plumbers, and the Retail, Wholesale and Department Store Union.

The Department will hold its first regular convention in December 1977 in Los Angeles. Meanwhile, a major legislative goal for the Department will be to strengthen the Fair Labor Standards Act in order to raise the minimum wage and do away with exemptions on coverage of the wage law.

AFL-CIO President George Meany pledged the full support of the federation to the programs of the department.



# The Lakes Picture

## Detroit

Ice is forming very early this year in the Detroit area with temperatures in early December dipping below zero. The intense cold, coupled with predictions of a very difficult winter, threaten this port's "extended shipping" season which is scheduled to run from Dec. 20 to Feb. 15.

SIU operators originally slated 15 deep draft vessels to run during the "extended" season, employing about 300 Great Lakes Seafarers. However, if the present weather trend holds true, the number of ships sailing could be cut to as few as three.

Bad weather in the Saginaw Bay area may force the SIU-manned sandsucker *Niagra* to come south early this year. Presently, she is delivering sand to car factories, which use the product for molds. Ice has already formed over much of the bay.

Despite the weather, the 1,000-foot long tug-barge marriage known as the *Presque Isle* is expected to operate throughout the "extended" season.

Erie Navigation has informed the Detroit Union Hall that its two vessels were laid up for the winter this month. The *Day Peckinpaugh*, a cement carrier, will call Utica, N.Y. home for the winter, and the sandboat *M/V St. John* will weather the winter in Lorain, Ohio.

## Buffalo

An early winter blizzard buried the city of Buffalo this month under snow and drifts four feet high. The snow, making many roads impassable, forced a number of establishments and offices including the SIU Hall here to shut down for awhile.

The weather has also put four SIU-manned ships of the Kinsman fleet into suspended animation here. The vessels, fully loaded with grain, are waiting to unload at Buffalo's grain terminals, presently inoperative due to the weather.

When they do unload, however, the four ships will join six sisterships in winter layup in either Cleveland, Lorain or Toledo, Ohio.

## Duluth

Temperatures nosedived in this Lake Superior port this month reaching as low as 22 degrees below zero, with a stiff wind chill factor making it feel like 59 below.

On Nov. 28 there was no ice in Duluth's Harbor, but just four days later the Siberian-like temperatures quickly formed 9 inches of ice. As a result, the Coast Guard ordered all low horsepower vessels into layup, and navigation for the bigger ore carriers is slow and difficult. Early this month, it took the new SIU-manned self unloader *Sam Laud* four hours to make a usual one hour run across the ice-bound Duluth Harbor to an unloading site.

## Frankfort

The weather is bad here, too, but come hell or high water, the SIU-manned carferry *Viking* will operate throughout the long winter on its route across Lake Michigan from Frankfort, Mich. to Kewaunee, Wisc. The trip usually takes three-and-a-half to four hours.

Six of the seven SIU-manned small excursion ships, operated by Arnold

Transit, have gone into winter layup. The ships take passengers from Michigan's Upper Peninsula to scenic Mackinac Island, a favorite summer tourist spot for Michiganites.

The ships provide the only transportation to the island which is dotted with old French forts and other areas of historic interest. No cars are allowed on the island and transportation is restricted to feet, bicycles and horse buggies.

One of the Arnold Transit ships will remain in operation the entire winter.

## Cleveland

The Coast Guard has scheduled a seminar here for February to discuss the problems of winter navigation on the Lakes, as well as to conduct a new round of safety hearings. This is the second group of safety hearings to be conducted by the Coast Guard since the tragic loss of the *Edmund Fitzgerald* late last year, in which 29 men including one SIU member lost their lives.

The SIU will be represented at the February seminar.

## Alpena

Gale force winds on Thunder Bay have forced many of the ships in the area onto the hook. The Coast Guard released gale warnings every day for four weeks here in late November and early December.

## 'When They Lay Up'

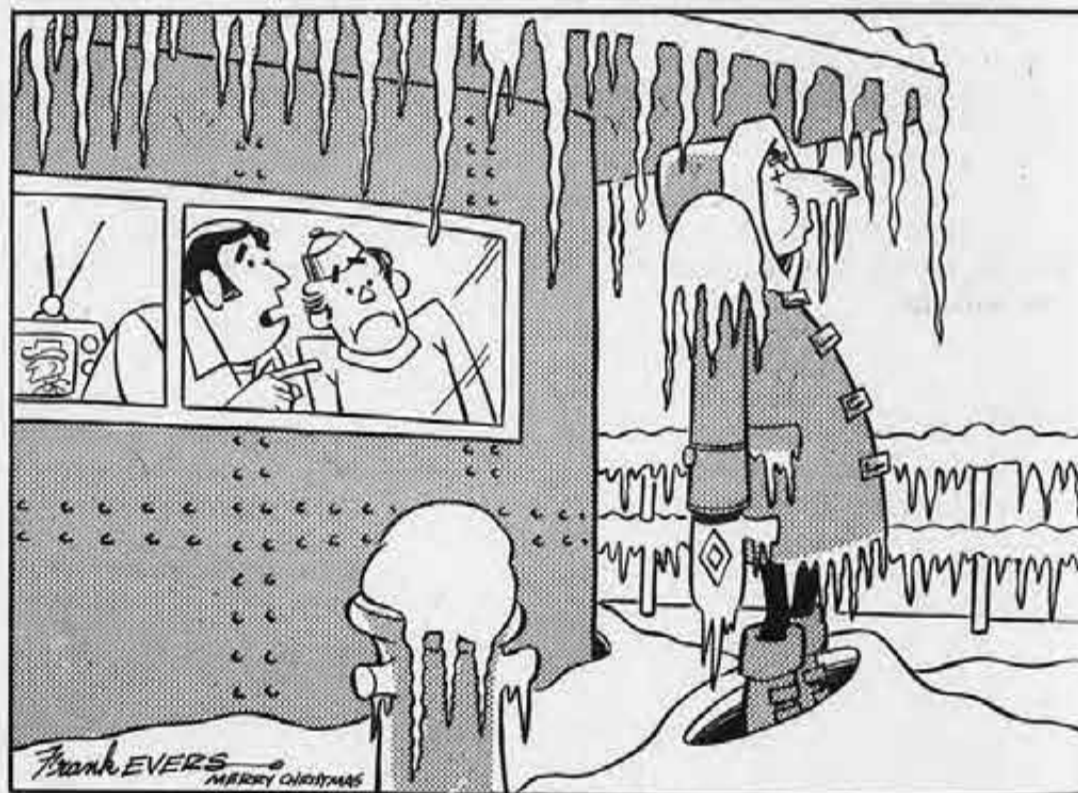
When the winter winds and ice force scores of huge Lakers into hibernation in some sheltered port, the crew doesn't just disappear. In fact, when a ship lays up for the winter, the work for some of the crew can last for as long as three to six weeks.

Deck department men have several days work stowing all the deck gear as well as closing down the pilot house and boarding up the windows.

The blackgang works on general maintenance, and depending on the amount of work needed, they could be at it up to six weeks.

As long as some of the crew is aboard working, several steward department members, usually a chief steward, a cook and a porter, remain aboard to keep the crew well fed.

Eventually, though, the entire crew is gone and these giant silenced Lakers stand tall side-by-side waiting for another Great Lakes winter to subside.



Me? You were supposed to relieve Quenten!

## November Jobless Rate of 8.1 Percent Hits '76 Peak

Last month the nation's unemployment rate climbed to 8.1 percent, a high for the year, from October's 7.9 percent. The U.S. recession peak of 8.9 percent jobless was reached in May 1975.

A key factor in the jump of the monthly unemployment rate was the layoffs of adult men whose jobless rate rose from 6.3 percent to 6.5 percent (a 1976 high) and for married men whose unemployment rate increased from 4.4 percent to 4.6 percent. For fulltime workers, the rate went from 7.6 percent to 7.7 percent.

Also apparently related to the higher jobless rate for adult males was the fact that during last month 147,000 more workers lost their last job bringing to a total of 3,925,000 those who had suffered the same fate. This figure is the top for this year and is 460,000 above the May low.

In November, 200,000 more jobless workers in the country were added to the 7,769,000 in the ranks of the unemployed. Only 357,000 persons found jobs last month and almost 560,000 more workers entered the 95.9-million labor force.

## Houston IBEW Beef Backed



Houston SIU picketers show their support for the International Brotherhood of Electrical Workers (IBEW) Local No. 66 strikers against the Houston Lighting and Power Co. recently with placards and music in a protest demonstration there.

# Season's Greetings



# Washington Activities



President-elect Carter's meetings with members of the Ford Cabinet and appointments for his own Administration have been highly visible and the subject of much speculation.

Congress, with considerably less visibility, is preparing for the First Session of the 95th Congress, opening Jan. 4.

The Senate will swear in 18 new senators, the largest group since 1958, which may have an influence in changing that very traditional body. In addition, a proposal to reorganize the committee system in the Senate is pending and Sen. Stevenson, chairman of the Select Committee, expects the Senate to act on the plan early in the session. The House was reorganized in 1974.

Majority Leader Thomas P. "Tip" O'Neill (D-Mass.) will replace retiring Carl Albert as speaker of the House. Rep. Leonor Sullivan, chairman of the Merchant Marine and Fisheries Committee and Rep. Thomas Downing, chairman of the Merchant Marine Subcommittee, both retired this year. Rep. Thomas Ashley (D-Ohio) who is the senior Democrat on the committee and thus in line for chairmanship is also second in seniority on the Banking and Currency Committee, and has not decided which option to pursue.

## CARGO PREFERENCE AND THE 95TH CONGRESS

With President-elect Jimmy Carter on record in favor of a strong, viable U.S.-flag fleet, the maritime industry looks forward to steps toward a comprehensive national cargo policy after the inauguration and the opening of the 95th Congress.

The industry feels that in addition to a cargo preference law there will be a reaffirmation of the Jones Act, which protects the nation's coastwise shipping, and the establishment of a Cabinet-level office for the coordination of all maritime activities.

## STUDY URGES GREATER DEFENSE ROLE FOR MERCHANT FLEET

A Washington, D.C., research organization, the American Enterprise Institute for Public Policy Research, has just published an in-depth study of the nation's defense transportation system, concluding that the private transportation sector can meet most, if not all, of the needs of the Department of Defense at a significant saving, and without impairing overall defense readiness.

The study maintains that "the United States can no longer maintain parallel military transportation capabilities when the private sector can do the job."

## NACOA WILL ADDRESS PROBLEMS OF MARINE TRANSPORTATION

The National Advisory Committee on Oceans and Atmosphere (NACOA), an arm of Congress, this month adopted a motion to begin a study of the entire field of marine transportation, including the problem of conflict between commercial and national security goals, and the failure of present merchant marine policy.

Committee director, Dr. Donald McKernan pointed out the steady decline of the U.S. merchant marine, particularly in comparison to fleets of other nations. McKernan said that despite direct subsidies to merchant shipping, the U.S. merchant marine has failed to prosper in the way it was intended under the Merchant Marine Act of 1936.

The study will require 18 months to complete, and former Congressman Larry Hogan (R-Md.) suggested that along with the executive and legislative branches, trade associations and unions ought to be petitioned for help.

## TRANSPORTATION POLICY COMMISSION CONVENES

The National Transportation Policy Study Commission, established under the Federal Aid Highway Act, met last month to set up the ground rules for its assessment of the nation's present and future transportation needs. The commission is charged with defining the proper mix of highway, rail, air, pipeline and marine transport.

The maritime industry will be monitoring the activities of the commission very closely. Deep concern has already been voiced over the makeup of the 19-member body, which is conspicuously without a single member from the maritime industry, either labor or management.



**SPAD is the union's separate segregated political fund. It solicits and accepts only voluntary contributions. It engages in political activities and makes contributions to candidates. A member may voluntarily contribute as he sees fit or make no contribution without fear of reprisal.**

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

**A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission, Washington, D.C.**

## A Father and Son Combination: In the Harbor and on the Sea

Someday deepsea member Raul Guerra just might find himself on a ship that is being docked by his son, Raul Jr.

The senior Brother Guerra, a member of the engine department, ships out of the SIU port of Houston. He is currently sailing as electrician and refrigeration maintenanceman on the SS *Sea-Land Consumer*. The younger Raul Guerra works as a tug deckhand for an SIU-contracted shipdocking company, G & H Towing Co. of Houston.

Brother Guerra Sr. has sailed on SIU ships for 25 years, so it was only natural that his namesake become interested in working on the water, too. Instead of following exactly in his father's footsteps, however, Raul Jr. decided to work on tugs instead of ships.

The 23-year-old Boatman chose an excellent route to his present career. As soon as he graduated from high school he enrolled in the Harry Lundberg School's entry Deckhand Program. Truly a veteran Piney Point Boatman, Brother Guerra was a member of IBU Class No. 3, back in 1973. He went straight from Piney Point to his job

with G & H, where he has been ever since.

"I like working four days on and four days off," says the younger Brother Guerra, explaining his preference for working on boats. "This schedule gives me plenty of time to follow my outside

interests. And besides," he adds with a chuckle, "on a harbor tug you're always in sight of land."

Brother Guerra Jr. has a most rewarding outside interest to pursue when he is not working on his regular boat, the tug *Ling*. He is starting his own real

estate business, in which he purchases and refurbishes houses and mobile homes for resale.

Although father and son do not work together on the water, their interests blend nicely on land—Raul Sr. enjoys helping his son with the electrical work on his income property. Dad spends his sparetime on other mechanical pursuits as well, such as repairing autos and building go-carts for his children.

Raul Guerra Sr. and his wife Betty have five other offspring in addition to Raul Jr., the oldest. The Guerra family lives near Houston in Texas City, just a few blocks from the waterfront, where they all enjoy fishing and other water sports. And at least one more Guerra son is considering a career with the SIU.

Raul Guerra Sr. has a comfortable SIU retirement to look forward to in a few years. And what of his son's future? "I want to go back to Piney Point to upgrade," Raul Jr. says wisely.

So, if the son's tug ever does dock the father's ship, Brother Raul Guerra Jr. will probably be in the *Ling's* wheelhouse, running the whole show.



The SIU father and son team of Boatman Raul Guerra, Jr. (left) and Seafarer Raul Guerra, Sr. get together on the deck of the *Sea-Land Consumer* in the port of Houston, last month. In the background is the son's company, G & H Towing.



# Houston Meeting: New Hall, Carter and the USPHS



Second Pumpman Charlie C. Connor (left) and OS Pete Dolan who later took jobs on the SS Eagle Voyager (Sea Transport), await the start of the Houston membership meeting.



At the monthly meeting last month were Seafarers Robert Bunch (left) of the engine department and Albert Coles of the deck department.



SIU Vice President Paul Drozak discusses the opening of a new Houston hall in the spring.

SIU Vice President Paul Drozak discussed with the members at the port of Houston monthly membership meeting on Nov. 15 the moving of the hiring hall in the spring of next year to a 10-year-old building acquired and undergoing renovations. He also assured one member, who had asked if President-elect Jimmy Carter would endeavor to keep the U.S. Public Health Service Hospitals open, that the President-elect was in favor of continuing to provide health care to seamen at these hospitals. Another speaker, SIU Representative Gene Taylor, who chaired the constitutional port meeting, read the Headquarters reports in his capacity as reading clerk.



Registering on the beach with Patrolman Joe Perez (right) during the meeting was Brother Bob Fulk.



"Can President Carter help to keep the USPHS Hospitals open?" asks QMED Perry Ellis of the chairman.



In a group shot, Houston members listen attentively to Union business being discussed.



OS Johnny Hagen (left) talks some matter over with Wiper Russell Haynes.

# McCartney Stirs SIU Support for U.S. Cargo Policy

At a conference held in New York City Nov. 23 to debate the role of third-flag ocean carriers in American foreign trade, George McCartney, SIU N.Y. port agent, emphasized the Union's support for a national cargo policy. "The elements of this cargo policy would include cargo preference and bilateral shipping arrangements between the United States and its trading partners," he said.

As an example of cargo preference, he mentioned the SIU support for legislation requiring that a percentage of America's crude oil imports be carried on U.S. flag tankers. Although this legislation was pocket vetoed by President Ford, Brother McCartney noted that "we will be pursuing that goal again in the coming months in the new Congress."

The conference was called by the Friends of the Seaman's Church Institute and held in the institute's New York City headquarters.

Other speakers at the conference included representatives of third-flag carriers—Danish and Soviet lines, freight forwarders, American steamship lines, shippers and Government maritime agencies. Because each of the speakers represented a different point of view, debate was heated and centered around whether to protect the American merchant marine against the often cheaper third-flag carriers.

Here the state-supported Soviet steamship lines was singled out for criticism by Donald Aldridge, executive vice president of the United States Lines as well as by freight forwarders and shippers who themselves take advantage of the cheaper Russian rates. It was pointed out that rate cutting by the Russians, who do not need to make a profit from their operations, could put the American merchant fleet out of business. Afterwards, the Russians could raise their rates whenever they wanted.

McCartney noted that the SIU was "especially concerned about the invasion of American foreign commerce by Soviet ships, through rate-cutting which cannot be matched."

A good solution to the overall problem of third-flag shipping would be cargo preference legislation and bilateral shipping agreements, McCartney suggested. "We subscribe to something like the 40-40-20 percentage arrangement, which the United Nations Conference on Trade and Development (UNCTAD) appears to favor overwhelmingly. That is, 40 percent of the commerce between two nations to be carried out by each of the trading partners, with 20 percent to be carried by third-flag vessels." If the trading partners don't have the cargo carrying capability, then the third-flag ships can play a greater role, he explained.

Flag-of-convenience vessels "which is a nice way of referring to tax-dodg-

ing, runaway flag ships" also contribute to the problems of American shipping, McCartney pointed out. "We feel that the operators of the vessels contribute nothing to our economy but rather are a drain on our balance of payments. We are constantly battling this device of registering American-owned ships under registries of countries such as Liberia and Panama, a practice which eventually must be eliminated in the national interest."

The fact that foreign-flag carriers dominate U.S. ocean-going foreign trade was behind the concern about third-flag ships. Last year, U.S.-flag carriers transported 31 million tons, or 5.1 percent of the 612 million tons of waterborne cargo that moved in our foreign trade, according to Howard F. Casey, deputy assistant secretary for maritime affairs of the U.S. Maritime Administration. He blamed the situation partially on the lack of a modern bulk carrier fleet.

## Cannery Workers Ink 1st Contract in U.S. Samoa

Culminating a bitterly fought three-year organizing campaign, the SIUNA-affiliated United Cannery and Industrial Workers of the Pacific has succeeded in negotiating the first contract ever for workers in American Samoa.

The Union won the right to bargain for the workers at Van Camp Sea Food Co. after receiving a 2 to 1 mandate from the company's 600 employees in an NLRB-conducted election last year.

The Union actually had lost a previous NLRB election there, but filed unfair labor charges against the company, and the Labor Board subsequently overturned the election and ordered a new one.

The new contract, which provides for hourly increases of 12 to 19 cents an hour in each of the two years of the agreement, was unanimously approved by the workers.

Steve Edney, president of the Cannery Workers, said that when the Union first began organizing in Samoa "the people were afraid because they didn't know what unions stood for, and the company threatened them with the lie that the cannery would move out of Samoa if the union was accepted."

Edney also remarked that the new contract "may appear modest by U.S.

mainland standards, but you have to start somewhere and I believe it will go a long way toward bringing better working conditions for all Samoans."

### Another Drive

Presently, the Union is involved in another bitter organizing drive in Samoa at the Star Kist cannery, which employs 700 people.

There has already been one NLRB election that the Union lost. However, the Union filed unfair labor charges against the company, and again, the NLRB overturned the election. At first, the Labor Board simply ordered a new election. But the Union appealed this decision on the grounds that the company's extreme unfair labor practices "had destroyed conditions for effective organizing."

The NLRB General Counsel agreed and subsequently issued a bargaining order for the Union, contingent on concurrence from an NLRB administrative law judge. In other words, the Union may be awarded bargaining status for the workers without another election. Public hearings on the issue begin next February.

Steve Edney said "such rulings are rare, but with the backing of the NLRB

General Counsel, we feel we have a good case and will come out on top."

During the Star Kist Drive, Union organizers were threatened and coerced,

while a company hired front organization, the National Liberation Movement, led a widespread anti-union campaign.

## Congratulate Moynihan



New Sen. Daniel Patrick Moynihan (D-NY) on the right gets congratulatory handshake from N.Y. Port Agent George McCartney (left) and the good wishes of Seafarer Louis N. Cirignano, who is a member of the Passaic (N.J.) Board of Education, at an election rally held in New York City on Nov. 2.

## Quarterly Financial Unit Meets



The seven members of the Union's Quarterly Financial Committee met early this month to check the books at Headquarters. On the committee, elected at the December membership meeting in New York, are, clockwise from far left: Chief Cook Raymond Perez; Chief Steward Ivan Buckley; AB Nick D'Amante; Chairman Warren Cassidy of the steward department; William Koflowitch of the engine department; Chief Steward Angel Seda, and Chief Steward Bob L. Scarborough.

## For Soviet-American Relations



Seafarers of the SS Eagle Traveler (Sea Transport) add to Soviet-American relations by joining with part of the Russian crew of the M/V General Leseld on board the U.S.S.R. vessel in the Russian port of Poti.

# Boatmen Moved Bumper '76 Grain Crop

SIU Boatmen who handle grain barges play a vital role in our nation's economic well-being.

Despite low water conditions on the Mississippi and delays at Locks 26, the towing industry transported 40 percent of this year's bumper crop of midwestern grain. Much of this grain moved through the St. Louis area, where the Boatmen on this page can be seen doing their usual efficient job.

Some SIU Boatmen work on large lineboats such as the *Jack Wofford* of American Commercial Barge Line

Co. of Jeffersonville, Ind. These boats operate up and down the Mississippi and Illinois Rivers, dropping off empty

barges upbound and picking up loads downbound.

Barge fleet services, such as the



## INLAND WATERS



SIU-contracted Eagle Marine Service of St. Louis, help assemble grain barges into larger tows for their southward journey. Their job includes shuttling empty and loaded barges in and out of the several local grain terminals.

The efficient flow of grain on the inland waterways is crucial to our nation's economy. Without low-cost grain transportation, we would all be paying more for scores of grain related products. The towing industry also enables our country to export some of its grain, contributing significantly in the nation's balance of trade with foreign countries.



Boatman Bud Prine, sailing lead deckhand, works aboard grain barge tow of his boat, the *Jack Woffard*, operated by American Commercial Barge Line. The boat was locking through Lock 26 at Alton, Ill. on the Mississippi River.



While moving her tow of grain and soybean products through Lock 26, the *M/V Jack Woffard* seems to have disturbed a hungry flock of birds. Alas! Grain, grain everywhere but not a morsel to eat.



Deckhand Frank Floyd of the *Jack Woffard* unwinds ratchet as boat locks through at Alton, Ill.



SIU Deckhands Melvin Hand and John Johns of the boat *Nancy Allen* drop off empty grain barge at St. Louis grain terminal.



Boatman David Ricketts works on tow of the *Jack Woffard* at Lock 26.

# How the AFL-CIO Serves the Labor Movement

*This is the seventh in a series of articles which the Seafarers Log is publishing to explain how various organizations affect the jobs and job security of Seafarers.*

The American Federation of Labor and Congress of Industrial Organizations—known more familiarly as the AFL-CIO—is a voluntary federation of 109 national and international unions in the United States. It was established on Dec. 5, 1955 when the two separate labor federations merged into a single trade union center.

At its base, the AFL-CIO is people, more than 14-million men and women in occupations as diverse as America itself—steelworkers, Seafarers, machinists, actors, television cameramen, waiters, cannery workers, sales clerks, fishermen, engineers, garment workers, college professors, printers, letter carriers, nurses, tugboat captains, schoolteachers, cab drivers, zoo keepers, etc., etc.

In nearly every field of human endeavor, workers have formed unions to bargain collectively with their employers, striving to improve their way of life by achieving just wages and working conditions.

The AFL-CIO itself does no bargaining. It is a union of unions which was formed to represent the American labor movement and to serve its affiliated unions by:

- Speaking for the whole labor movement before Congress and other branches of government.
- Representing American labor in world affairs through its participation in the International Labor Or-

ganization (ILO), a United Nations agency, and through direct contact with the central labor organizations of free nations throughout the world.

- Helping to organize the unorganized in the United States.
- Coordinating such activities as community services, political education and voter registration for greater effectiveness.

The organizational structure of the AFL-CIO insures the preservation of the democratic process within the federation.

Broad, general policies are established at conventions which are held every two years, and which are participated in by every affiliated national union. The convention elects the AFL-CIO president, secretary-treasurer and 33 vice presidents.

These officers make up the AFL-CIO Executive Council which governs federation affairs between conventions, supplements convention policies and keeps them up-to-date.

SIU President Paul Hall is a vice president of the AFL-CIO and is a member of the Executive Council.

There is also a General Board, made up of the Executive Council plus an officer of each affiliated union and each constitutional department.

The AFL-CIO also has eight constitutional departments which are trade and industrial groupings for unions with strong common interests. They are the Maritime Trades Department, Building and Construction Trades, Metal Trades, Railway Employees, Industrial Union, Union Label and Service Trades, Public Em-

ployees, and the Food and Beverage Trades. These departments have their own executive boards, hold their own conventions, and manage and finance their own programs.

The aims and aspirations of the AFL-CIO are clearly spelled out in its constitution. In summary, these objectives are:

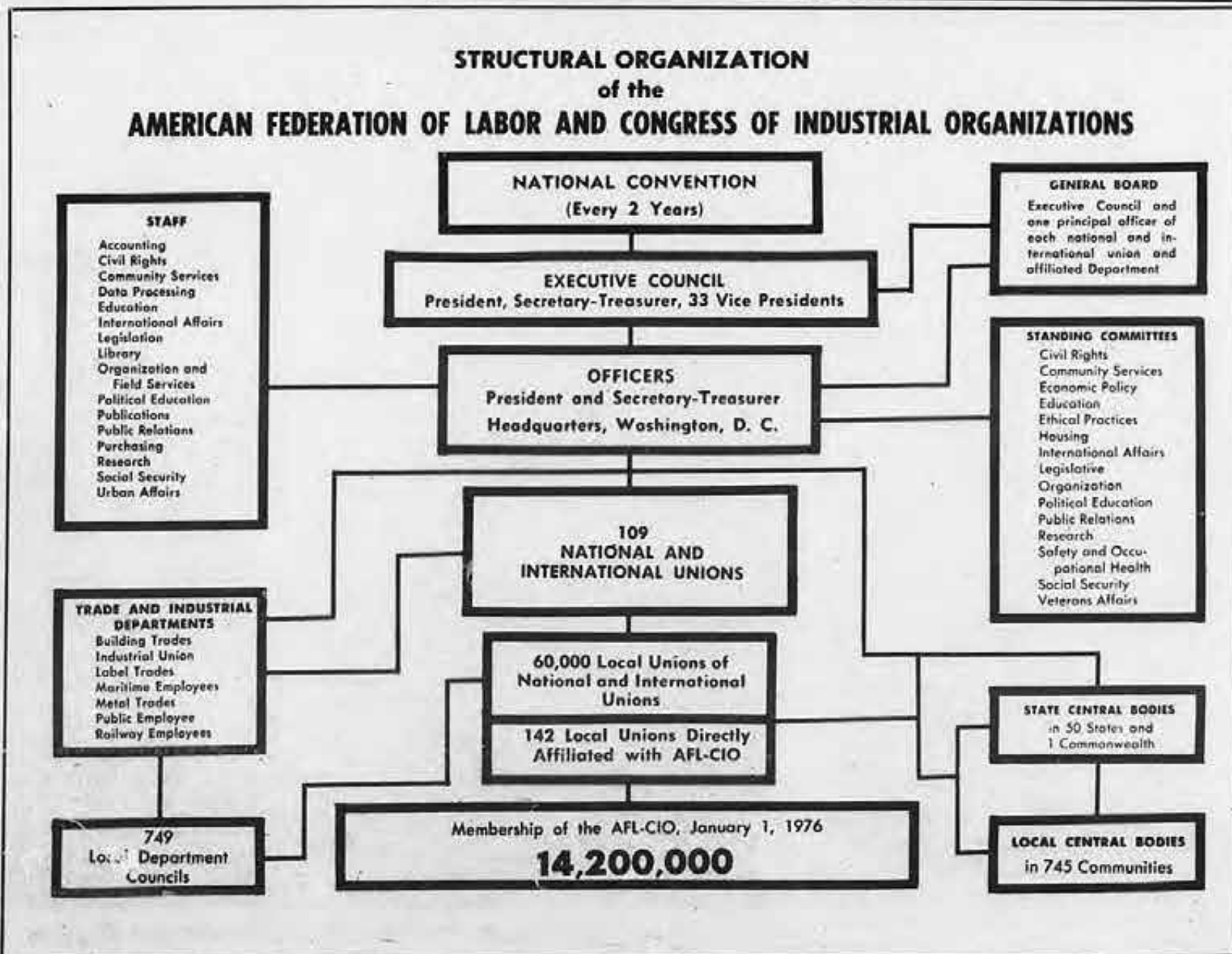
- To improve wages, hours and working conditions for workers.
- To bring the benefits of free collective bargaining to all workers.
- To achieve equality of opportunity for all workers, regardless of race, creed, color or national origin.
- To support legislation which will aid workers and to oppose harmful legislation.
- To protect and strengthen democratic institutions and to preserve America's democratic traditions.
- To aid in promoting the cause of peace and freedom in the world.
- To protect the labor movement against corruption and racketeers.
- To safeguard the labor movement from communists, fascists and other totalitarians.
- To encourage workers to register and vote, and to exercise fully their responsibilities as citizens.
- To encourage the sale of union-made goods through the use of the union label.

Specific programs to achieve the AFL-CIO's goals are developed at conventions and by the Executive Council. These are carried out by standing committees established by the AFL-CIO, and are implemented on a day-to-day basis by the field and headquarters staff under the direction of the AFL-CIO president.

The standing committees were set up to deal with legislation, civil rights, political education, ethical practices, international affairs, organization, education, Social Security, economic policy, community services, housing, research, public relations, safety and occupational health, and veterans affairs.

The SIU takes an active part in the affairs of the AFL-CIO, participating in organizing drives, education programs, legislation and political action. In addition to his activities as a vice president of the AFL-CIO and member of the Executive Council, SIU President Paul Hall is also the chairman of the federation's Organizing Committee.

The AFL-CIO, for its part, has stood side by side with the SIU in many of our Union's struggles. During the long legislative battle for enactment of a cargo preference law—the Energy Transportation Security Act of 1974—the AFL-CIO lent its influence in Congress to help win passage of the act. The Federation was also instrumental in helping to win passage of the Merchant Marine Act of 1970. And, the AFL-CIO will stand with us in this next session of Congress when we again seek to achieve a cargo preference law which will promote the jobs and job security of SIU members.



**MAYAGUEZ** (Puerto Rico Marine Mgt.), October 3—Chairman, Recertified Bosun M. Landron; Secretary S. Garner. No disputed OT. Chairman discussed and read a letter on the Alcoholic Rehabilitation Program. The importance of donating to SPAD was also discussed. A vote of thanks to the steward department for a job well done. Next port, Baltimore.

**PANAMA** (Sea-Land Service), October 3—Chairman, Recertified Bosun C. Mize; Secretary J. E. Higgins; Educational Director N. Bathia. \$10.20 in ship's fund. Some disputed OT in deck department. The Alcoholic Rehabilitation Program poster was received and posted. Observed one minute of silence in memory of our departed brothers.

**SHOSHONE** (Hudson Waterways), October 10—Chairman, Recertified Bosun A. E. Weaver; Secretary B. Fletcher; Educational Director T. G. Clark; Deck Delegate R. Rogers. No disputed OT. Chairman noted that the *Seafarers Log* is being received regularly. Discussed item Nos. 3 and 7 in the highlight notices of the August *Log*. Also advised crewmembers to read the Know Your Rights column in the *Log*. Next port, Corpus Christi.

**MOUNT EXPLORER** (Mount Shipping), October 6—Chairman, Recertified Bosun Billy G. Edelman; Secretary A. Salem; Deck Delegate Marvin Zimbardo; Engine Delegate Paul C. Johnson; Steward Delegate Young McMillan. No disputed OT. Chairman will hold a discussion on the Alcoholic Rehabilitation Program. A vote of thanks was given to the steward department for exceptionally good food and good service. Next port, Texas City.

**SAN FRANCISCO** (Sea-Land Service), October 16—Chairman, Recertified Bosun Anthony Palino; Secretary A. Seda. Some disputed OT in deck and engine departments. Chairman noted that the ship will go to Northern Europe on the next voyage. Also discussed the importance of donating to SPAD. A vote of thanks to the steward department for a job well done. Observed one minute of silence in memory of our departed brothers.

**AMERICAN EXPLORER** (Hudson Waterways), October 3—Chairman, Recertified Bosun D. D. Fleming; Secretary D. G. Chafin; Educational Director S. J. Browning. No disputed OT. Chairman gave a report on the Seafarers Alcoholic Rehabilitation Program and the poster on the program was received and put on the bulletin board in the crew messroom. Also asked all crewmembers to read the *Seafarers Log* since it contains a lot of good information. A vote of thanks to the steward department for a job well done.

## Personals

### John Ashley

Oliver N. Myers asks that you contact him at Apt. 2F, 536 9th St., Brooklyn, N.Y. 11215.

### Clarence "Pee Wee" Prior

Vern Poulson asks that you contact him at 6039 South Tacoma, Wash. Puget Sound 98409.

### Bernard Lee Gay

Ruby Gay-Cloutier requests that you contact her as soon as possible c/o Don Whitman at Box 488, Coats, N.C. 27521.

### Charlie Gard

Chris Killeen asks that you contact him as soon as possible at 926 Monroe Ave., Scranton, Pa.



**NEWARK** (Sea-Land Service), October 17—Chairman, Recertified Bosun K. Hellman; Secretary L. J. Crane; Educational Director Roger P. Coleman; Deck Delegate G. Hayes; Engine Delegate A. L. Craig; Steward Delegate A. Lazorisak. Some disputed OT in deck department. Chairman informed the members of the articles that are contained in the *Seafarers Log* and that they should read them so as to be better informed on what is going on in the Union and around them. Secretary extended a vote of thanks to all departments for making everything run smooth on the ship and for keeping the messrooms and pantry clean. Next port, Seattle.

**SEA-LAND COMMERCE** (Sea-Land Service), October 10—Chairman, Recertified Bosun L. G. G. Reck; Secretary Gus Skendelas; Educational Director John B. Kirk; Steward Delegate Walter R. Stewart. No disputed OT. \$339.20 in movie fund. Chairman advised crewmembers to read the *Seafarers Log* more closely to be up-to-date on what our Union is doing. A vote of thanks to James Fuller, QM, for playing tapes on the public address system; the crew really appreciated it. A vote of thanks to the steward department for a job well done. Next port Long Beach.

**BORINQUEN** (Puerto Rico Marine Mgt.), October 3—Chairman, Recertified Bosun Calixto L. Gonzales; Secretary J. Prats; Engine Delegate Juan Guaris. \$34 in ship's fund. No disputed OT. A discussion was held by ship's chairman on the SIU and IBU merger and if we continue like this we are going to be one strong Union governed by one unified Constitution. Also a discussion was held on the President's Report and why we cannot afford to sit still. Comparing our Union as it was 30 years ago, the American maritime labor movement after years of struggling for recognition and dignity has achieved many victories. We should keep the SIU strong and break new ground in developing a base of security for all Seafarers; both the young men just starting out and the old-timers who are ready to retire. A vote of thanks to President, Paul Hall for all of his efforts to make the SIU today the strongest maritime Union in America. Also noted was the importance of donating to SPAD.

**DEL ORO** (Delta Steamship), October 24—Chairman, Recertified Bosun Donald E. Pool; Secretary Teddy Kross; Educational Director Benjamin Cooley; Deck Delegate George L. Esteve; Engine Delegate Orlando Gonzales; Steward Delegate Cesar Guerra. \$120 in movie fund. \$70 in ship's fund. Some disputed OT in deck department. Chairman explained the work of the ships' committees and also discussed Piney Point. Report to *Seafarers Log*: "Ship just left Belem, Brazil. Will arrive in Monrovia, Liberia on the 27th of October. Then to Lagos-Apapa, Nigeria."

**OGDEN WABASH** (Ogden Marine), October 24—Chairman, Recertified Bosun J. Delgado; Secretary H. Huston; Educational Director M. Williams; Deck Delegate J. Spell; Engine Delegate T. Rodriguez; Steward Delegate O. Rios. No disputed OT. Letter was received from Executive Vice President, Frank Drozak, explaining the Ogden Marine 12-month articles in regard to days off and transportation, and was read and posted. A vote of thanks to the steward department. Report to the *Seafarers Log*: "This is a 30-hour ship. We pump out in 30 hours, have 30 hours at sea and return. From Guayama, Puerto Rico to either Aruba, Puente, Cadone, Venezuela or Puerto La Cruz. We sometimes lose track of what day it is. The weather is good, we have no snow."

**FORT HOSKINS** (Interocean Mgt.), October 24—Chairman John Floyd; Secretary G. Rosholt; Educational Director C. Landa. No disputed OT. \$11.68 in ship's fund. Chairman has folder about the Alcoholic Rehabilitation Program which will be posted on the billboard for all those who are interested. Observed one minute of silence in memory of our departed brothers.

**SEA-LAND ECONOMY** (Sea-Land Service), October 31—Chairman, Recertified Bosun F. H. Johnson; Secretary L. Nicholas; Educational Director H. DuHadaway; Deck Delegate C. Johnson; Engine Delegate R. Cliaus; Steward Delegate H. Jones. \$35 in ship's fund. No disputed OT. The SIU educational pamphlet was received and posted. Chairman discussed the Alcoholic Rehabilitation Program and made reference to the poster in the messhall which contains all the information needed for this service. It was suggested that it be brought up at the next safety meeting for the mates to be more specific on instructions of duties of each person at fire and boat drill. This has been brought to the attention of the safety meeting before. Next port, Rotterdam.

**INGER** (Reynolds Metals), October 3—Chairman, Recertified Bosun William Bushong; Secretary Duke Hall; Educational Director Oscar Cooper; Deck Delegate Jose Salinas; Engine Delegate Barney Hireen; Steward Delegate Walter Cutter. \$69.11 in ship's fund. No disputed OT. The last issue of the *Seafarers Log* was read and discussed and the chairman advised all crewmembers to read the *Log* from front to back to get all the news. Also discussed the importance of donating to SPAD. Next port, Corpus Christi.

**OGDEN WILLAMETTE** (Ogden Marine Transport), October 17—Chairman, Recertified Bosun R. D. Schwarz; Secretary E. Kelly; Educational Director H. Meredith; Deck Delegate C. H. Spina; Engine Delegate C. Killeen; Steward Delegate I. Gray. No disputed OT. A discussion was held on the Alcoholic Rehabilitation Center at Piney Point and the good job it is doing. Also, a discussion on President Paul Hall's Report. A vote of thanks to the steward department for a job well done.

**SEA-LAND MARKET** (Sea-Land Service), October 24—Chairman, Recertified Bosun W. Byrne; Secretary R. Hutchins. Chairman reported that the Piney Point Alcoholic Rehabilitation Program is now in operation and anyone who knows of a shipmate who needs help can take him to the SIU hall to register. The agent will take it from there and see that he is enrolled. No disputed OT. The entire crew gave the steward department a vote of thanks for a job well done and for making the trip pleasant. Observed one minute of silence in memory of our departed brothers.

**BOSTON** (Sea-Land Service), October 3—Chairman, Recertified Bosun L. E. Joseph; Secretary J. Keno; Educational Director Glen; Deck Delegate A. Mouiglio; Engine Delegate J. Diaz; Steward Delegate S. Bell. No disputed OT. A poster was received on the Alcoholic Rehabilitation Center and posted in the messroom. At this meeting the program was discussed and the general feeling is that it is another benefit along with the many wonderful benefits which our Union affords it's membership. BR Louis Moreno was returning to the ship when he tripped somehow on the gangway and fell through the ropes. He landed on the dock and was badly hurt and rushed to the hospital. The crew made inquiries this trip as to the condition of Brother Moreno and was very happy to hear he was doing very well. We wish him a speedy recovery. The crew was asked to pay special attention when going on and off the ship in Texas, to do so with all precaution as this is still a very dangerous dock.

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

ZAPATA PATRIOT	GALVESTON	AMERICAN EXPLORER
TRANSINDIANA	MOHAWK	OGDEN CHALLENGER
MOBILE	CHARLESTON	DELTA MAR
PORTLAND	LONG BEACH	YELLOWSTONE
OAKLAND	MARYLAND	MAUMEE
LYMAN HALL	EAGLE TRAVELER	SEATTLE
DELTA MEXICO	IBERVILLE	AGUADILLA
NECHES	DELTA PARAGUAY	TAMARA GULDEN
JEFF DAVIS	TEX	BALTIMORE
SEA-LAND MC LEAN	JOSEPH HEWES	OVERSEAS TRAVELER
SEA-LAND VENTURE	PONCE DE LEON	SEA-LAND RESOURCE
MERRIMAC	CAROLINA	ANCHORAGE
GALLOWAY	SAN JUAN	TRANSCOLUMBIA
ALLEGIANCE	DELTA URUGUAY	SEA-LAND EXCHANGE
COLUMBIA	THOMAS LYNCH	SEA-LAND PRODUCER
THOMAS JEFFERSON	PENN	BANNER
ELIZABETHPORT	PUERTO RICO	JACKSONVILLE
SEA-LAND CONSUMER	JOHN TYLER	GALVESTON
BEAVER STATE	HUMACAO	SEA-LAND FINANCE
WORTH	POTOMAC	VANTAGE DEFENDER
COASTAL CALIFORNIA	TT BROOKLYN	BRADFORD ISLAND



### SS Manhattan

The 115,000-ton tanker, the *SS Manhattan* (Hudson Waterways) has been chartered by the Exxon Corp. for 18 months to carry oil from the North Slope's Alaskan Pipeline to the lower 48 states when the pipeline is completed by around the middle of next year.

Exxon chartered the *SS Manhattan* in 1969 converting her hull to an ice-breaker when she made a successful test run from the port of Philadelphia plowing up through 15-foot thick ice-clogged Canada's Northwest Passage to Point Barrow, Alaska. The run was to test the economic feasibility of carrying oil over the northern route to East Coast ports.

Last June she was on the grain run to Russia.

### SS Sea-Land Producer

Chief Steward Lambert Waldrop of the S-L 7 containership *SS Sea-Land Producer* (Sea-Land) last month got a letter of commendation from the U.S. Public Health Service for attaining a perfect 100 score on sanitary inspection of the ship's steward department. She is the fourth Sea-Land vessel based in the port of New Orleans to be so cited, according to the company's port steward there, Art Lesh. The others are the *Sea-Land Consumer*, *Sea-Land Venture* and the *Sea-Land Economy*.

### SS Transindiana

Seafarers and officers aboard the *SS Transindiana* (Hudson Waterways) enjoyed quite a delicious Thanksgiving Day Bicentennial dinner hosted by Capt. O. Sewell and prepared by maitre d' Chief Steward Walter J. Fitch, Chef James P. Barclay, Vegetable Cook Jose Cubano and Baker German Rios.

Maitre d' Fitch served the crew such appetizing canapes as real caviar, anchovies stuffed deviled eggs and smoked salmon and oysters to begin the feast. Or they could have had a shrimp cocktail, or egg nogg or a fruit salad with sour cream to start. Or crab soup imperial or Oriental-broiled fresh halibut steak. Chef Barclay then offered Seafarers a grilled, marinated shell steak smothered in mushroom sauce.

Next came a sherry-basted roast young Tom turkey with oyster dressing, hen gravy and cranberry, spiced apple rings. If you were still hungry, you could have had a serving of baked, glazed Virginia ham in wine sauce. All of this gourmet food with a Portuguese red wine. Cook Cubano featured wild rice, candied sweet potatoes, asparagus and fresh corn on the cob. Baker Rios provided rolls, hot mince and pumpkin pie and fruit cake. An after dinner treat was Edam cheese.

### SS Delta Norte

The *SS Delta Norte* (Delta Line) has inaugurated a first port of call of one of the company's LASH vessels to Santo Tomas de Castilla, Guatemala.

### SS Golden Endeavor

On Christmas Day, the *SS Golden Endeavor* (Aeron) hauled 76,000 tons of crude oil from a West African port to the Caribbean.

### Montreal, Canada

Roman Gralewicz, 46, president of the SIU of Canada, in Geneva, Switzerland was named to the governing executive board of the Joint Maritime Commission of the International Labor Organization.

The 36-member commission nominated by the International Labor Conference oversees international maritime affairs and sets worldwide standards for the wages and working conditions for seamen.

Gralewicz was appointed by the Canadian Government as a "workers delegate" to the 62nd International Maritime Conference in Geneva.

### Freeport, Tex., New Orleans, Galveston

Last month, U.S. Attorney General Edward H. Levi gave the conditional green light to Federal construction licensing by waiving objections to proposed deepwater Gulf super oil ports off Freeport, Tex. and Grande Isle, New Orleans.

Levi said he was okaying the ventures because of the nation's need for large oil import facilities. He urged requirements that would let all shippers use both ports. An onshore superport for Galveston faces a referendum vote next Jan. 15.

### Washington, D.C.

The Washington-based Transportation Institute (TI) has urged President Ford to reject proposals to boost Panama Canal tolls for the second time in two years.

In a letter to the President, the institute said the proposed 19 percent hike — on top of 1974's 20 percent increase — "would seriously jeopardize the ability of a large segment of American-flag shipping to continue a portion of their intercoastal operations."

While a further increase "would place an additional burden on Panama Canal users" it would "do nothing to alleviate the basic financial problem of the Panama Canal Co." Rapidly rising operating costs are plaguing the company.

Herb Brand, president of TI, mentioned the company's 1974 accounting decision whereby it began to write off treaty rights, excavation and other items thus raising measurable costs which must be covered. Congressional legislation to require the company to revert to its old accounting system failed to garner the necessary votes to pass.

Brand added "that in view of the "large question surrounding this matter, we believe a cautious approach is called for. Consequently, we respectfully urge that you (Ford) do not approve the Panama Canal Co. petition for a rate increase until an in depth examination can be made of all factors involved."

Some South American nations and the nonsubsidized American Maritime Assn. have also objected to a jump in canal rates.

\* \* \* \*

The U.S. has signed treaties with the Soviet Union and Mexico on America extending its 12-mile fishing zone to a 200-mile limit off her coasts on Mar. 1 and allowing Yankee fisherman to fish in a 200-mile area off the Mexican coasts. All vessels will have to register, obtain fishing permits and respect fish catch quotas. Japan and the U.S. are set to sign a fishing pact.

## Tom Cranford Heads Unit That Processes 25,000 Claims a Year

It takes a lot of people to keep the SIU's Headquarters operations running smoothly. And one of the "smoothest operators" of all these people is Tom Cranford, head of the Claims Department of the SIU Welfare Plan.

Cranford's department annually processes upwards of 25,000 welfare claims from SIU and UIW members and their dependents, translating into nearly \$6 million in cash payments. His department, made up of 28 people, also handles all pension claims as well as applications for the SIU's Annual College Scholarship Program.

Yet despite the workload, if a welfare claim is received by Cranford's department on a Monday, and if all pertinent information accompanies the claim, a check is in the mail to the member or his dependent by Friday.

He explains, however, that claims are often delayed due to a lack of important information on the claim form or the failure to include other necessary documents such as doctor or hospital bills.

As a part of the operation, the Claims Department maintains a tele-

type office to get in quick touch with members on ships or the ports, as well as a microfilm library which stores

thousands of members' records. The Claims Department also works closely with the Union's computer data center

to establish such items as a member's eligibility.

### Working for Union 16 Years

Cranford, now 36 years of age, has been working for the Union for 16 years. He started out in June 1960 as a multilith operator printing forms for the Welfare Plan. He got the job with the Union just three days after coming to New York from his hometown of Lynch, Ky.

When he first started the job, Cranford actually planned to work only for the summer, and then continue his college studies at a school in New York. He had gone to Kentucky State College for four years but was 27 credits short of a degree in Business Administration. He originally wanted to be a teacher, but instead he decided to stay with the SIU. As the years went by, he became more and more involved in the Union and its operations.

Cranford joined the Claims Department in 1962 as a processor, working his way up to supervisor by 1967. In

*Continued on Page 33*



Tom Cranford, standing, head of the Claims Department of the SIU Welfare Plan, goes over some work with Lou Delma at the Plan's offices in Brooklyn.

## Warrior Committee

At a John F. Kennedy Airport payoff in the port of New York last month was the Ship's Committee of the *SS Warrior* (Sea-Land) of (l. to r.): Deck Delegate C. Ensala; Chief Steward Oscar Smith, secretary-reporter; Educational Director Mikal Overgaard; Engine Delegate Dennis Whalen, and Recertified Bosun John Japper, ship's chairman. The *Warrior* had experienced engine trouble north of Lisbon, Portugal and the crew was flown home.



## Joseph Hewes Committee

Recertified Bosun Raymond Ferrera (standing far left) ship's chairman of the *SS Joseph Hewes* (Waterman) stands by at a payoff with (seated l. to r.): N.Y. Patrolman George Ripoll, the ship's Deck Delegate William Moody and N.Y. Patrolman Teddy Babkowski. Standing (center to r.) are: Educational Director William Egan; Chief Steward Robert Outlaw, secretary-reporter, and Engine Delegate Harry Foster. The ship paid off at Brooklyn's Pier 7.



THE  
COMMITTEE  
PAGE



## Vantage Horizon Committee

Waiting for the loading of grain for Russia to be completed in the port of Galveston is the Ship's Committee of the *SS Vantage Horizon* (Vancor) of (seated l. to r.): Engine Delegate Peter Mikos; Houston Patrolman Gene Taylor, and ship's chairman, Lonnie Cole, recertified bosun. The rest of the committee at the payoff are (standing l. to r.): Chief Steward Cleo Jones, secretary-reporter; Deck Delegate Tony Maben, and Steward Delegate R. E. Crawford.



## Iberville Committee

The Ship's Committee of the *SS Iberville* (Waterman) pose for a payoff photo last month in Port Newark, N.J. They are (standing l. to r.): Chief Electrician Edgar Armstrong, educational director; Steward Delegate Don Hewson, and Engine Delegate Bob Spencer. Seated (l. to r.) are: Recertified Bosun Tom Price, ship's chairman, and Deck Delegate Desal Barry.



## Boston Committee

Part of the Ship's Committee of the *SS Boston* (Sea-Land) are (l. to r.): Chief Cook S. Bell, steward delegate; Engine Delegate J. Diaz; Recertified Bosun Loyal Joseph, ship's chairman, and Educational Director James Glenn. The ship paid off on Nov. 14 in Port Elizabeth, N.J.

## Robert E. Lee Committee

SIU Headquarters Representative Leon Hall (seated center) is with the Ship's Committee of the *SS Robert E. Lee* (Waterman) last month of (l. to r.): Deck Delegate E. Clarke, Jr.; Recertified Bosun Alfred Hanstvedt, ship's chairman; Engine Delegate S. Hawkins, and Steward Delegate Vincent Herbert. The ship paid off in the port of New York at Brooklyn's Pier 7.



Official publication of the SEAFARERS INTERNATIONAL UNION - Atlantic, Gulf, Lakes and Inland Waters District - AFL-CIO

## Seminar Rallies Help for Alcoholics

"Telling it like it is" might have been the theme of the seminar on alcoholism held at the Harry Lundberg School, Nov. 12, 13, and 14. If anyone thought they would leave the weekend of lectures, films and meetings the same way they came in, they were clearly mistaken.

From all over the country, port agents, management representatives and invited guest speakers gathered. Each SIU port elected two delegates from the rank and file to attend. Other unions also sent representatives to see how the Alcohol Rehabilitation Center works.

From the time we arrived till the time we left the seminar, "Rehabilitation: One Union's Approach to Alcoholism," our attitudes and actions toward alcoholics were challenged. We learned that alcoholism is a killer disease but one that can be treated if the Union members face up to this fact, pull together, and encourage the alcoholic brothers to seek help.

"Help is available right in the family—at the Alcoholic Rehabilitation Center," one of the speakers, Seattle Port Agent Harvey Mesford



Bill Hibbert, director of the Alcoholic Rehabilitation Center, greeted the audience and introduced the guest speakers.



SIU members and guests gather in the auditorium of the Charles S. Zimmerman.

told the participants. In addition, the delegates were given a list of rehabilitation facilities in each port. The key to treatment we learned is to stop covering for alcoholic brothers, laughing at them, blaming them, or hoping their problem will disappear by itself. "Save a life," was the message.

On Friday night, all day Saturday, and Sunday morning, the speakers explained how to tell who is an alcoholic, what the medical and psychological symptoms are and how the disease can be brought under control. We learned how the Alcoholic Rehabilitation Center works and were given specific instructions on how to convince Union brothers to attend. Visitors were able to tour the Center Saturday afternoon and attend an open Alcoholic Anonymous meeting Saturday night.

The most inspiring moment came on Sunday morning when nine of the brothers who have completed the program spoke about their experiences. They thanked the Union and offered living proof of the miracle of recovery.



It was a long trip from San Francisco, but well worth it according to, from the left: Jack Kingsley, bosun; Steve Troy, San Francisco port agent, and Steve Mooney, QMED.

The last seminar, held in late January 1976, brought the sailors' drinking problem out of the closet. At that time, the SIU was forming its policy on ways to help alcoholic members and the Rehabilitation Center was just getting under way. Since then, over 80 Seafarers, Boatmen and Lakers have been through the program and the success rate for treatment has been high.

The benefits of this second seminar are already visible. During its first year the Center had an average of eight residents at a time, although the staff and spacious facility were able to accommodate 14 men. Since the mid-November seminar, the Center has been filled to capacity and many more brothers are showing an interest in signing up for the six-week program.



St. Louis Port Agent Scotty Aubusson (l.) and SIU Boatman Jim Bernachi from St. Louis were enthusiastic about the seminar.



After the lectures, the deep-draft Great Lakes delegation got together for a photo. They are, (l. to r.): Jack Allen, SIU Duluth representative; George Telegadas, SIU Cleveland representative; Fred Farnen, Headquarters representative; Jack Bluit, Detroit port agent, and Leo Godley, a Detroit delegate.

## Drozak Declares the ARP Proved Successful Both Aboard Ship and on Shore

On Saturday morning, SIU Executive Vice President Frank Drozak opened the session with: "I believe the Alcoholic Rehabilitation Program has proved successful on board ship and on shore," he declared. "Already we can see a difference in the Ship's Committees and the functioning of the Union on board the ships.

"We were shy about admitting that the bottle can get the best of you, but this program has improved the relationship with the membership 100 percent," he said.

"Shipping today is completely different from what it used to be. These large automated high speed ships and the fast turn around ships have an effect on the Seafarer. The short stay in port especially creates problems and pressures. We need to discuss our problems with each other and that is what we are doing.

"In particular, if we talk about the problems of alcohol and about the Rehabilitation Center, we can save a life. Many of our brothers who seemed like hopeless cases went through the Center



and became competent, useful Seafarers again," Brother Drozak pointed out.

"The Alcoholic Rehabilitation Program is one of the greatest things the Union could have done. Many of the people who come into our industry come from broken homes and many of these homes were broken by alcohol. Some of the Seafarers come from orphanages and some have their kids in orphan homes. But this program can help the situation.

"We have a brotherhood and a community here. But a guy who is drunk all the time cannot even appreciate the community he has. That is why we have the program, to make our community even stronger.

"I suggest we help our brothers," Vice President Drozak concluded. "If a brother asks you about the Center or asks you for help, don't brush him off."

## "...We Are Concentrating on What We Can Do"

"We are grateful for your support," Hazel Brown, president of the Harry Lundeberg School, told the audience as she followed SIU Executive Vice President Frank Drozak on the podium. Noting that there has been a growing awareness about the problems of alcoholism on the part of Union members, she posed a challenge. "The first conference in January 1976 was one of awareness. Now we are concentrating on what we can do."

The problem is pressing. Ms. Brown cited the October collision between a ferry and tanker on the Mississippi

### for the Alcoholic—Brown

River in Louisiana. Newspaper reports indicated that the captain of the ferry may have been drinking. "A combination of alcohol and fatigue distorts perceptions of time, space and distance and impairs the motor facilities," she noted. Jobs in the shipping industry are dangerous and alcoholism must be controlled, she said.

#### Deal With the Alcoholic

"People who get rid of a drunk in the hall by shipping him out are causing a

problem," she said. "We want the port agents who are on the firing line in dealing with the members to take note of this and deal with alcoholics."

She called attention to the booklet of material given to each participant at the seminar. It included a list of alcoholic rehabilitation resources available in each port which could be used if members with a drinking problem were not willing or not able to go to the Piney Point Center.



Increased use of all facilities for dealing with alcoholism would help the members and the Union, she said.

## "...Result of Too Much Drinking Is Harm to the Body"—

"The most direct result of too much drinking is physical harm to the body," Dr. LeClair Bissell explained in her speech about the medical aspects of alcohol. Alcohol is involved in certain types of cancer and liver disease. But other results are less direct and people don't always realize alcohol is the cause.

"For example, alcohol hurts sexual potency," she said. "People think they drink because they have problems in the bedroom, but the problem is often caused by alcohol to begin with. Alcohol can even make you feel insane, although once you stop drinking you may find out you are perfectly normal.

"Many people who are hospitalized with severe burns or broken legs are alcoholic," she continued. "Most patients who are in the hospital cold unit recovering from overexposure after lying out in freezing weather are alcoholic, unless they are diabetic or had a stroke. Alcoholics are likely to get knife or gunshot wounds, or convulsions."

Dr. Bissell, who is the chief of the Smithers Alcoholism and Treatment Center of the Roosevelt Hospital in New York City and had been an active alcoholic herself, got her M.D. degree from the Columbia College of Physicians and Surgeons—also in New York. Her specialty is internal medicine and treatment of alcoholism.

She estimated that 30 to 60 percent of hospital beds were occupied by alcoholics and declared it was about time the alcoholism itself was treated, rather than the results. But the medical establishment has been slow in coming around to this point of view.

#### Alcoholism Is a Disease

"Alcoholism is a disease and like all diseases, nobody wants to get it," she declared. "A kid doesn't say when he is 5-years-old, 'Daddy I want to be an alcoholic when I grow up.' You should not hold an alcoholic responsible for becoming one, because in fact he is not

### Bissell



responsible," she stressed. "However, once a person knows he is an alcoholic, he is responsible to work on his cure, just as you would expect a diabetic to be careful about eating sugar."

"Alcohol can be a deadly drug. You can die of an overdose of alcohol if you happen to chug-a-lug a bottle of vodka and don't vomit it back," she pointed out. "However, it is more common to die when withdrawing from alcohol because the withdrawal can be very severe. That is why an alcoholic has to be detoxed in a hospital. You cannot try to detox while on a ship, because you can die of convulsions or delirium tremors."

Withdrawal is severe because of the way alcohol affects the nerves, she explained. Alcohol is part of a family of drugs called "sedative-hypnotics" which includes wood alcohol ("gets you high before you die"), laughing gas, chlorhydrate (Mickey Fins), quaalude, Milltown, valium and librium. They are sold for fun, for anesthesia, as sleeping remedies and as minor tranquilizers. All affect the nervous system in the same way.

When you first take the drug, you relax and your nervous tension drops, but later, you become more tense than you would have been normally. In the case of alcohol, the calm state lasts 20

minutes to an hour, while the tension remains for six to eight hours. After an evening of heavy drinking, the resulting tension results in a hangover or sleepless night. Often, a habitual heavy drinker cannot sleep late the "morning after" as he plans, because the tension wakes him up and he must take another drink to sedate himself.

The more you drink, the faster the cycle goes and the longer the tension lasts. An alcoholic has to drink again and again to sleep through a night, or to keep himself calm. As his tolerance increases, he gets less high and must drink more for the same effect. At the same time, the tension—which is the after effect of drinking—gets worse. The five senses become irritable. The skin prickles, so the alcoholic thinks there are ants and roaches crawling on him. He sees and hears things and finally may have convulsions. Convulsions and "D.T.'s" are medically the same as a hangover, only convulsions are more severe.

Many doctors prescribe valium and

other drugs from the "sedative-hypnotic" family as an alternative to drinking and to calm the alcoholic's nerves. However these drugs cause the same problems as alcohol only the results are not as extreme because they act slower. Dr. Bissell explained. She is opposed to the use of these sedatives except to counteract severe withdrawal symptoms.

"If you switch your addiction from one drug in the family to another, you may feel better and think you are cured," she said. "But in fact, you are still drunk, only on another drug." The only cure is to kick the habit altogether, she stressed, and commended the SIU for meeting the problem head on.

During the question and answer period, Dr. Bissell explained what to do if someone has an alcoholic convulsion. "Ease them down," she said, "so they don't hit their head. And turn them over on their side or their stomach with their head to one side so that if they vomit, they won't breathe it in and choke. Do not try to put anything in their mouth."



Byron Kelley (r.), Great Lakes area director for the inland waters, attended the seminar with Dave LeBarron (l.), assistant area director, and Dick Gimpel. Brother Gimpel is the Detroit area job steward for the inland waters.

# Not Easy to Discern Social Drinker and Alcoholic

Even with years of experience in the field of rehabilitation, it is not easy to tell the difference between a heavy social drinker and an alcoholic, according to Jim Bryan. Identifying who is an alcoholic is important however, because the sooner you catch the disease and begin treatment, the easier it is to cure.

On Saturday afternoon, Bryan gave the audience a list of clues that he uses when interviewing people at the Beachcomber, a rehabilitation center in Delray Beach, Fla., where he works as clinical director. Before joining the Beachcomber, Bryan worked at the Chit Chat Foundation, an alcoholic rehabilitation center in Pennsylvania.

He warned that anybody could show a few of the symptoms and not be an alcoholic, but a combination of the symptoms is a sign that a person has a serious drinking problem. It's not necessary to show all the symptoms either. If you even wonder about a friend, that is a good indicator that he or she should seek help, Bryan said.

An alcoholic will deny that his prob-



lems are caused by drinking, Bryan told the audience. "He will mention having nervous breakdowns, but you know he has never been hospitalized for one. At the same time he will be reassuring you that everything in his life—his family life, for example—is going well.

"Alcoholics often live in the past, bragging about past achievements, or blaming problems in the past for the present situation, while minimizing the problems they have now."

When they are denying their prob-

lem, alcoholics do not want to hear about Alcoholics Anonymous, Bryan said. An alcoholic will give you many reasons for drinking and you know he is trying to convince himself. He claims to know what type of drinker he is, "only beer, only wine, only after 5 o'clock, to show he doesn't have a problem. He can't accept that alcohol is a drug because he doesn't want to think of himself as an addict," Bryan explained.

As the drinking problem gets worse, you will see an alcoholic become less responsible. Bryan pointed out. He will change doctors or go to several doctors. A regular churchgoer, he will stop going to church altogether. His eating habits will get worse and his weight will change. After a few beers, an alcoholic will get quite bloated, then later shrink down to almost nothing. He will get shaky and need two hands to light a cigarette. He will be hospitalized repeatedly. According to Bryan, all these personality changes are clues to the alcoholism problem.

Unfortunately, the people who are closest to the alcoholic are the most likely to cover up the problem, Bryan pointed out. They don't want to "expose" their loved ones or friends. The attitude that "it's a crime to stop drinking" in a society that places a high value on social drinking makes it worse. But the real crime is to avoid the situation. Once a person is in treatment he can learn what a beautiful life he can lead without alcohol.

Industrial rehabilitation programs like the SIU facility are the best, Jim Bryan noted, because they keep people on the job and don't isolate them from their co-workers. Using employment as a threat isn't necessarily bad because often you need to confront the alcoholic to get him into treatment. Having other recovering alcoholics around who have successfully completed a rehabilitation program also helps.

**"Taking the first step and admitting you have lost control of yourself begins the cure," Bryan concluded. "Hope is the basis of the recovery."**

## Expert Says Alcoholic Rehabilitation Protects Job Security

The AFL-CIO's cooperation with the National Council on Alcoholism is part of the labor movement's wider participation in community affairs, W. G. "Chief" Brant told the audience Saturday afternoon. As labor program director of the National Council on Alcoholism, Brant serves as liaison between the AFL-CIO and the council's rehabilitation programs. He also helps labor unions around the country with their own treatment programs.

"The AFL-CIO believes that what is good for the community is good for labor. We believe our members should be active in community affairs," he emphasized.

The AFL-CIO, through its Community Services Division runs a variety of programs including strike assistance, family counseling, children's clubs and senior citizens centers, blood collections, disaster service and alcoholism rehabilitation programs. In 10 cities, the AFL-CIO has staff members working on alcoholism control.

Because many grievances and problems on the job are alcohol-related, labor unions are beginning to set up treatment programs and are more willing to talk about the problem. "We took up grievances for workers who came in late or were absent frequently. Now we know when alcohol is the cause of the



problem," he explained. "Instead of pleading to get the worker another chance, there is something we can do about it. We can save the worker's job

as well as his life."

In the past, management didn't recognize the problem either. Now they realize that alcoholism is costly and that it affects the bottom line. But management is still lagging behind unions in dealing with alcoholism.

Brant commended the SIU for taking the lead in alcoholism control. "Hopefully what you have done will be a project for other unions to follow," he said.

**Brant summed it up when he said, "Since the business of the union is to protect job security, alcoholism rehabilitation is the best way to do it, because you save a life at the same time."**

## Mesford Tells How to Deal With Your Alcoholic Shipmates

Wrapping up Saturday's session Harvey Mesford, SIU Seattle port agent, electrified the audience with his specific instructions for dealing with alcoholic brothers. Mesford is a "recovering" alcoholic himself with 15 years sobriety. During the past year he has sent 14 SIU men to the Rehabilitation Center so he was well able to answer the question, "What can we do?"

First he advised port agents and members to distinguish between the drinker—who spends time between job calls in gin mills looking for companionship, even getting good and high—and the habitual drunk. "We should look for the individual with the poor work record such as missing ships, unable to stand watches, drinking while at sea and going on watch drunk. They are well known, each port has them," he said.

Convincing the person that he needs help is the hardest job for the port agent but Brother Mesford has worked out a strategy.

"On my first contact with a person, I get him alone and explain to him that I realize he has a problem caused by drinking and that my only concern is to try to help him with this problem. I then explain that alcoholism is a disease and that it is a treatable disease and that we have an excellent treatment program right here in our own family. Then I usually sit back and prepare myself to field the denials."

Here Mesford feels he has an edge



over the officials who never had a serious drinking problem. "The alcoholic learns to deny reality so that he can blame other factors for the problems he has, which were actually produced by drinking. I think, my God, he is repeating the same things I made up years ago.

"This is when you are going to win or lose the person, and believe me, it is a game of selling," he explained. "Losing could mean losing his life. If you have documentation of his performance, it helps a lot because he will usually give you some of the most beautiful excuses and alibis you have ever heard. I usually knock these down by smiling and repeating after each one, 'Wasn't it really the bottle?'"

Most guys don't come around at once, but usually they will call back and ask for more information. Although the individual is interested, he may want to make one more trip before going for treatment. Mesford recommends

then explaining the urgency of treatment and the importance of getting off the merry-go-round syndrome.

"By this time, I am in control," he said. "I immediately set up the first nonstop flight to Piney Point and tell him exactly where and when I'll pick him up, preferably, at his place of residence. I then pick up the plane ticket, then him, and proceed to the airport. I usually plan my trip so that I have about an hour with him at the airport to help strengthen his resolve. After he boards the plane, I wait until the plane is actually airborne for obvious reasons. Then I call the Treatment Center and give them the exact plane flight and of course they pick him up personally at Dulles."

Although port agents are on the frontline of the recruitment campaign, Mesford had some words for Union members and instructors and employees at Piney Point.

**"One of the most important things an alcoholic's shipmates can do is to stop covering for him. We cannot lose sight of the fact that alcoholism is an illness. We should say 'If this guy is going to recover, maybe I better help him realize he's got a problem'. We must spread the word and here our recovering alcoholics are the best people to do it."**

Mesford used the word "recovering" in place of the more typical "recovered" to stress the chronic nature of the illness and its eternal susceptibility to re-

lapse. That is why followup after a brother graduates from the Center is so important.

When a graduate arrives back home, Mesford recommends picking him up or having another "recovering graduate" pick him up and get him into a local AA group right away. He has returned as a different person. Therefore, Mesford tries to get the wife to meet with a professional counselor trained in alcoholism. "She finds out from the counselors how to handle the recovering alcoholic and how to learn to live with his sobriety because she has been living for five to 30 years with a drunk," he said.

AFL-CIO community service groups, state and county agencies, and of course AA, Alanon and Alateen (which are for wives, husbands, and children of alcoholics) provide important help.

### Relapses Problem

Relapses are another problem in followup. A high percentage of alcoholics experience one or more relapses during the recovery process, especially during the first two years.

"Most relapses follow a similar pattern—first they become overconfident and second they stop going to AA meetings." But a relapse is not the end of the world. "The best way to handle the relapsing is to get him back into the AA program as soon as humanly possible," Brother Harvey Mesford concluded.

# We Kicked the Alcohol Habit at the Center and Saved Our Lives



Oskar Kirs

Brother Oskar Kirs ships out of New York as a bosun and A.B. Since he left the program a few months ago, he hasn't had a drink and attends A.A. meetings. "The main thing is just to do it," he declared.

"I had a problem with my drinking," Brother Kirs explained. "I lost a lot of good jobs. I would get fired aboard ship or quit."

He heard about the program through the Log and the port agents. "The Center gives you good ideas," he said. "I was very comfortable here. The staff is good and it's a good program."



John Sullivan

"I didn't know you could have such a good time sober," Brother John Sullivan from Seattle told the audience at the Sunday morning meeting. "I went to an A.A. picnic this summer, and being a nosy Irishman I had to look around. I didn't see any booze anywhere, but everyone was having a good time."

"Since I left the rehabilitation program, I have been working on the Sealand shoregang in Seattle. I'm in school for my stationary engineer's license and I will graduate next month. But for awhile, I never thought I would make it to retirement."

"While I was going for treatment, my wife was drunk also, but she was going to Al Anon, which is for the family of alcoholics. I told her that she needed A.A. too, so she went. Now we are both sober and I can sit and watch T.V. in the evening with my wife at my side."

"Harvey Mesford conned me and sweet talked me into going to the treatment Center. He thought I could still be a credit to this Union. And I'm glad he did. When Harvey said you have to get tough with guys who have a drinking problem, I disagreed. But now I know you must get tough because some guys are stubborn and are not going to come here."

"I love this program," Brother Sullivan added. "We should talk it up all the time, even in bars. I've argued with many of the Union's programs, but not with this one. If there is any more brotherhood than this program, I can't see it."

Staying away from that first drink isn't easy however, but support from other people helps. "A couple of months ago I had the urge to get a drink," Sullivan said. "I got dressed up and went downtown. I know I could have called Harvey, but I didn't. I was on my way to the Frontier when my car blanked out right across from the Seaman's Club. I went in to call my old drinking buddy to pick me up and I walked right into an A.A. meeting. So I was saved."



Charles Wysozki

When Charlie Wysozki told the Log why he came to the treatment Center, he said he didn't mind if the story was printed. "I'm not ashamed to admit I'm an alcoholic," he explained. "I've been a drunk for 35 years. People might as well know I'm sober." At the time of the seminar, Brother Wysozki, who sails as an AB from New York, was just finishing the six-week rehabilitation program.

"I don't know how I managed before," he said. "I even came up before the Coast Guard twice as a result of my drinking. I kept getting sick till I got tired of being sick. Once I even tried to sober up on rubbing alcohol. It should have killed me but it didn't because I'm a fighter. Now I'm fighting alcoholism and diabetes too."

"Some friends of mine, former drinking partners, went through the program. I saw it worked for them and I thought it would work for me."

"What scared me most were my blackouts. I stood watch on a LASH ship for two months, but it seemed like two weeks. I remember going into ports, but I don't remember coming out. There could have been an accident, but God was with me."

In a letter about his six-week stay at the Center, Brother Wysozki said, "I needed help and I have been getting help for the past six weeks. It's the best thing that ever happened to me. I learned a lot about myself. I also learned to surrender and turn my will and life over to a higher power and through Him I believe that it works. By taking and following the steps 'easy does it', 24 hours-a-day, one day at a time, even minute by minute," he said he would make it and not take the first drink again.

Brother Charles Wysozki intends to continue attending A.A. meetings whenever he can.

Part of the process of recovering from a drinking problem involves giving testimony. At the open Alcoholics Anonymous meeting Saturday night, Seafarers who have been through the Alcoholic Rehabilitation Center, men from the



Al Pelton

Brother Al Pelton, who ships from New York as an AB, went through the program last January. "I wasn't bad on ship. I took it easy with the drinking while I worked," he said, "but I was having problems and got in a lot of arguments. I decided I needed some help."

"This program helped me a lot. It changed my life and I'm feeling better all the time. I only wish they had it sooner," Brother Pelton said.



Lee Buchan

At the time Brother Lee "Buck" Buchan enrolled in the program, he was living nearby in Maryland. However, most of his shipping had been done on the Great Lakes (R. M. Kyes, J.T. Hutchinson, J. F. Schelkopf). He and his wife read about the program in the Log and contacted Bill Hibbert. Then Buck's wife drove him over to the Center.

"Over the years my drinking got worse," he explained. "I could admit I was an alcoholic, but I didn't accept it deep down inside. Many people don't accept it deep down inside."

Before shipping out with the SIU, Brother Buchan had re-enrolled in the Air Force where he served as a flight engineer during the Vietnam War. "The Air Force couldn't accept that I was an alcoholic either," he noted. "They gave me tranquilizers." But tranquilizers didn't solve the problem.

After going through the program earlier this year, Brother Buchan stayed on as the cook. He's a good cook too. During the busy weekend of the semi-

nar, he found time to bake his usual spread of cakes and cookies for the Alcoholics Anonymous meeting on Saturday night. His nutritious meals are praised by all the visitors and residents at the Center.

At the Sunday morning meeting, Brother Buchan told the representatives, "I'd like to thank the brotherhood for the Center and for saving my life. It's a beautiful program. The best Christmas present we can give ourselves is to help one brother."

The Center's dining room is comfortable and warm, the atmosphere at the meeting was

friendly and loving. People who spoke called themselves "recovering" alcoholics. Although many had been sober for months or even years, they continue to attend A.A. meetings and work at staying away from that first drink. Their stories of recovery were dramatic and inspiring.

Of course at an A.A. meeting you cannot take notes or pictures. It is just that—anonymous. But before and after the meeting, several of the brothers who have been through the SIU rehabilitation program, and two who were residents, told the Log their story. And Sunday morning, at a seminar



Frank Conway

When Bill Hibbert introduced Brother Frank Conway he said, "Here is a guy who came to the Center in sad shape. Now he looks like an ad for Esquire Magazine."

"I reached the bottom in San Francisco," Frank Conway told the brothers at the seminar. "I had nowhere to go. The hospitals didn't want me and the Union was angry too. I was stealing money out of the welfare fund by taking my in-hospital benefit payments and drinking them up. I spent it all on booze."

"Finally I went to Steve Troy in San Francisco and he was very gentle with me. In a few hours I was on a plane headed for the Center. I was scared. But they welcomed me here with open arms. I received such loving care. I didn't know things like that happened anymore."

"Now I'm back in the human race. I have my life and my dignity. And I want to thank the Union for saving my life."

Brother Conway now ships out as a QMED from New Orleans. He attended the program in March.

meeting aboard the Charles S. Zimmerman, nine of the brothers thanked the Union for sending them to the rehabilitation center and told how kicking the drinking habit had changed their lives. Here are their stories.

Oliver Myers, who ships as an oiler, maintenance-utility, or electrician from New York, continued his story. "I'm a big guy and nobody can knock me down. But Sue Shinkle (the nurse-counselor), that little bit of dynamite, got to me. It's like selling a bill of goods—you have to know what you want. If you want sobriety, you can stay sober. And they convinced me of it."



Oliver Myers

"I was 6 feet above the bottom and close to the grave, a hard drinker all my life," Oliver Myers said. "I had been having blackouts. After the last one, my head was busted open and I failed to join a vessel. When I came to the hall trying to lie my way out of it, George McCartney talked me into coming down to the rehab Center. I agreed, but I went feeling belligerent."

Brother Myers, who ships as an oiler, maintenance-utility, or electrician from New York, continued his story. "I'm a big guy and nobody can knock me down. But Sue Shinkle (the nurse-counselor), that little bit of dynamite, got to me. It's like selling a bill of goods—you have to know what you want. If you want sobriety, you can stay sober. And they convinced me of it."

"I don't feel physically better, but I feel mentally better. I can cope with my problems and see an end to problems that seemed insurmountable before. I have gotten in touch with some of my family and I am paying off debts that are long overdue. I have many people to make amends to and I want to do it before I die."

Brother Myers concluded his testimony to the audience by saying, "Thank you for not letting me go down into the grave."



Eugene Repsch

Brother Eugene Repsch, who sails as a cook on the tugs in Philadelphia, admits to battling a drinking problem for years. "Back in 1939," he said, "I was drunk once for seven weeks in a row. When I was hauled into court the judge said, 'you're here more than me.' I even

carried a bottle of Four Roses when I met my wife, instead of the usual bouquet."

Since 1950, Brother Repsch has attended Alcoholics Anonymous meetings, "but I have had a few relapses," he explained. "Anyway, I would go right back to A.A. It's my salvation."

Before his last drinking bout in February 1976, he had been dry for seven years. That drinking episode, which lasted eight days, really upset his wife. "When I came home my wife called Agnes Keifer, who works in the Philadelphia Hall. Agnes arranged with John Fay to have me sent down to the Center. My wife, Audrey, then got another fellow to get me drunk enough to pass out. They threw me in the back seat of the car and drove me down to Piney Point. I haven't had a drink since then." Mrs. Repsch accompanied her husband on his trip to the November seminar.

Although Brother Repsch wanted to stay the full six weeks, something came up and he had to leave. But he still found it helpful. "I've been in a couple of rehab places and the Center down here is the best," he declared. "It's the way they discuss things, the way they read the A.A. book, and the counseling."

That February drinking bout had another positive effect. His drinking partner was Brother John Lynch, who then learned about the program through Repsch and later attended himself.



Patrick Donovan

"A lot of guys think the Union will use it against you, if you come to the alcoholic rehabilitation center," Brother Patrick Donovan said. "But if they wanted to throw you out, they could have done it better when you were drunk. It says right in the contract that the Union will provide a sober crew."

"Now I've been shipping from Seattle as a QMED since I left the Center. And I'll tell you, the company, the Union and the crew trust you more when you are sober."

"Before I came here I was fighting captains and chief engineers. I was in everybody's fight including my own. Everyone on board used to turn away when I came around because they thought it would be another beef," Donovan explained.

"When I came to the Center, Harvey Mesford put me on the plane from Seattle and told me I could have two drinks. So I got those two little bottles and put them in my socks, just in case. I drank them on the ride to Piney Point, and the counselor who met me didn't say anything. But when I got

here, I knew I would live up to the program.

"Everything is better now. My wife was drinking too and we both quit. Our friends, who were truly our friends, are coming back. The others, who wanted to booze and burn holes in our rugs, don't come around anymore."

"I've been out of the Center for seven-and-a-half months. I no longer have a lot of debts. I have money in the bank and money in my pocket. I have a good family life. This program is one of the best things that ever happened."



John Lynch

"I had been drinking since 1958," John Lynch explained. Brother Lynch works as a captain on the McAllister tugs in Philadelphia Harbor. "I would drink on the boat. After docking a ship, the captain would say 'How about a drink?' so I got in the habit. Soon I was drinking for the sake of drinking."

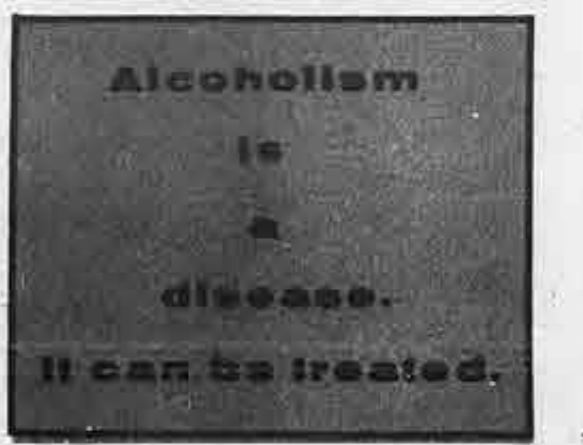
"I would go home and drink and just sit at the kitchen table like a zombie. I didn't talk to my wife or children. Soon I didn't trust anyone either. I didn't get along with the port agent or the crew."

"I was able to do my work, but I dreaded it. I dreaded coming home too. One night I told my wife, 'Rosemarie, I need some help.'"

"We had seen and heard a little about the Center from Gene Repsch, and I decided to attend. I had no idea what it would be like. When I first came, I didn't look my counselor, Frank McCutcheon, in the eye. But they are the kindest people I know. My family came down on weekends, and the staff even counseled my family."

"These people have a way of getting to the root of things. I am really very grateful for what they have done. I am also grateful to the Union and to the company. Without the program I might have gone down the drain in a year or two."

"It is easy to go to work now, and I feel friendlier toward everyone. Since I've sobered up, it's hard to find anyone I dislike. My family life is better too. I still go to Alcoholics Anonymous whenever I have the opportunity."



# "The Quality of Care Must Be Preceded by the Quality of Caring"

"The quality of care must be preceded by the quality of caring." Uwe Gunnerson told participants in the Alcohol Rehabilitation Seminar. The director of the Alcoholism Division of the Joint Commission on Accreditation of Hospitals, Gunnerson was responsible for drawing up the guidelines for evaluating alcoholism treatment centers. During his speech, the first one on Sunday morning, he outlined the requirements for accreditation.

Caring was high on the list and in this regard he complimented the labor-management alcoholism treatment programs. "There is a great deal of caring for the members in the unions that have

these programs," he said.

He explained that accreditation is necessary to guarantee high quality of care in hospitals and other medical and psychiatric treatment centers. The medical industry and hospital industry were themselves responsible for setting up accreditation machinery. Part of the reason is that insurers such as Blue Cross didn't want to pay for inferior care and needed some standards to go by.

Alcoholic treatment centers came to be accredited in 1970 when the National Council on Alcoholism decided these centers should be part of the main stream of medical care and asked the

Joint Commission on Accreditation of Hospitals to do the job. But it was difficult to decide what standards to use. Gunnerson said, because there are as many approaches to rehabilitation as there are people in the field. "We look at the environment, the quality of personnel, the clinical treatment, and the care after the patient leaves the treatment center," he added.

One problem is that insurers pay for the most expensive kind of care which is hospital treatment, while the small centers can often do the job better. That is why his committee is trying to get around to look over the alcoholism treatment centers. However, there are



so many centers around the country that accreditation of all of them will take awhile, he explained.

## 'The Way to Prevent a Re-occurrence Is to Avoid the First Drink'

After the SIU brothers testified about rehabilitation in action, Sunday morning, Dr. Maxwell Weisman summarized the major points made at the conference. The director of the Alcohol Control Administration for the State of Maryland, Dr. Weisman has spent much of his time as a psychiatrist and physician dealing with the problem of alcoholism.

"Many alcoholics feel they are responsible for their condition, but this is a destructive attitude," he emphasized. "If an alcoholic feels guilty for becoming one, then he may feel there is no reason or hope for a cure. Nobody knows the cause of the disease." He



added that an alcoholic, like a diabetic, must be held responsible in his own treatment. "The way to prevent a re-

occurrence is to avoid the first drink."

Alcoholics may also feel their condition is hopeless if they tried to do something on their own and failed. But he pointed out that through A.A. and other programs, the miracle of recovery is everywhere. He expressed admiration for the SIU brothers who went through the Center and are living proof of that fact.

"When alcoholic patients recover, they discover some marvelous qualities in themselves they never knew they had," Weisman told the audience. That is why he is opposed to treating alcoholism as a mental disease.

"Unfortunately, some doctors treat

it as a mental disease and prescribe sedatives for anxiety," he noted. He agreed with Dr. LeClair Bissell that substituting a solid pill for liquid alcohol is a poor solution.

Dr. Weisman learned about Alcoholics Anonymous when he was working in a hospital emergency room. After telling drunks to quit drinking and seeing them come back intoxicated over and over again, he decided to learn something about the problem. "In medical school, we didn't learn anything about alcoholism," he explained. Soon he was referring patients to A.A. and experiencing a higher success rate in treatment.

## Hall: "...We Have Only Scratched the Surface"

As the seminar came to a close and buses pulled up to bring the delegates and guests to the Washington, D.C. Airport, SIU President Paul Hall briefly summed up the progress of the alcoholism program and put it in perspective for the Union.

First thanking director of the program, Bill Hibbert and his staff and HLSS President Hazel Brown and her staff for a stimulating session, he reminded the audience that in less than a year the Center had treated over 80 Seafarers.

"While that's a good number, we have only scratched the surface. All officers should take an example from Harvey Mesford in Seattle," Hall said. "He works in a one-man port, but 14 out of the 80 residents came from his

port. George McCartney and John Fay are also trying to make a start in recruitment, but we have to work hard to make this work." Here, the recovering alcoholics are our best help, Hall added. "We should follow the Wobbler organizing concept of every man taking a man."

The image of the drunken sailor is not entirely false, Hall admitted, "but we are responsible because in the past we did not deal with the problems peculiar to our business. Now we have to compensate," Hall declared. Many Seafarers come from broken homes to begin with and the pressures of the job add to the difficulties.

Once the problem of alcoholism among Seafarers is licked, Hall predicted the Union could turn to dealing



with the problems of alcoholic wives and broken homes, both of which are a strain on the Seafarer or Boatman when he is away.

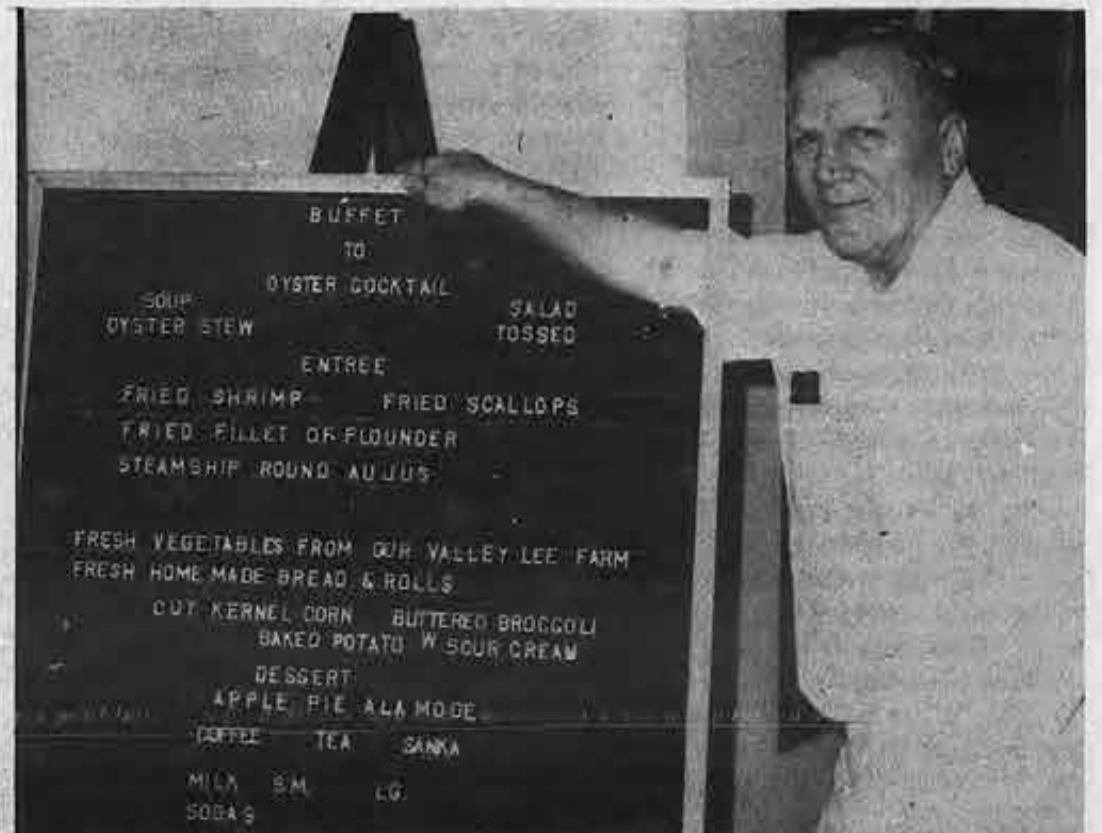
"What does a sailor do when he is on a ship and comes back to find his wife, who is an alcoholic, gone? What a mental strain it must be while he is on board a ship. What can he do with his children when seafaring is the only job he knows?" Hall asked.

The answer he gave is to deal with mental hygiene. "We must put the proper emphasis on the total value of the human being."

Calling on the membership and officials to pull together behind the challenge, Hall concluded, "If you try to make this program work, you repay a debt to our whole community. We want to build a better life for ourselves. We want to release the pain in all of our people caused by all of our problems."



Norfolk delegates C. C. Williams (l.) and Floyd Payton enjoyed learning about the Rehabilitation Center. Both men ship as chief cook.



This fabulous menu for the Saturday night buffet was prepared by Lundeberg School cook, Seafarer Bill Bellinger. Brother Bellinger went through the Rehabilitation Program this past year.

# Visitors Admire Center's Old-Homey Atmosphere



The staff of the ARC poses on the farmhouse porch. In the front row (l. to r.) are: Frank McCutcheon, counselor; Bud Garrity, counselor; Sheila Eglinton, office manager; Sue Shinkle, nurse-counselor, and Bill Mitchell, Seafarer-counselor. Behind them stand Bill Hibbert, director (l.) and Lee Buchan, cook.



James Faust, QMED (l.) and Rowland Williams, Calmar shogang bosun represented the members from the port of Baltimore.



From Houston came (l. to r.): Recertified Bosun Bill Joyner; Port Agent Mickey Wilburn, and AB James L. R. Jackson.



The Mobile, Ala. delegation got together before the tour. They are, (l. to r.): J. L. Danzey, deck department; David Norris, QMED, and Harold Fischer, patrolman.

The leisurely setting of the Seafarers Alcoholic Rehabilitation Center impressed the visitors who toured through the main building and bunkhouse on the HLS Valley Lee Farm. Several of the delegates took the opportunity to try out the pool table and exercise machines on the porch of the main building, a 100-year old farmhouse, while others browsed through racks of magazines by the fireplace in the living room.

In addition to meeting the staff, they were introduced to Blackie and Minnesota, two adopted dogs who have made the Center their home. Blackie was found dying of starvation last Christmas. Although still suspicious, she manages to befriend the sickest resident, according to Counselor Frank McCutcheon. "If he tries to leave before he's better, she won't let him go," he said.

Bill Mitchell, a skydiver, motorcyclist and SIU bosun who just joined the staff as the rotating six-month Seafarer counselor was enthusiastic. "I know half these guys anyway," he pointed out. "I've been sailing for 34 years." Brother Mitchell licked his own drinking problem nine years ago.

As they went on the tour, the director of the Center, Bill Hibbert, told the guests that he was impressed by the turnout. "We want you to know we are not just a name of something you read and hear about. We are real and we can help. I hope you all spread the word and work to remove the stigma from alcoholism. If the membership doesn't buy the program, it won't succeed."



Union and management representatives arrive at the ARC farmhouse for a tour.



Looking over the dining room are (l. to r.): Boatman Jim Bernachi; St. Louis Port Agent Scotty Aubusson; New York Port Agent George McCartney, and Counselor Bud Garrity.



The Philadelphia delegation gathered on the farmhouse porch. They are (l. to r.): A. Raio; John Lynch, tugboat captain; John Fay, port agent; Eugene Repsch, tugboat cook; and P. Huss, chief pumpman.



Visitors admire the ARC kitchen.



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## Management Is Impressed by Progress at ARC



During lunch, SIU brother Lee Scott (second from left) tells management representatives about his experiences at the ARC. Sitting around the table are (clockwise l. to r.): Pat Postiglione from Maritime Overseas Corp.; Art Steier from Zapata Bulk Transport; William Kambar from Ogden Marine, and Ted David from Interocean Management Corp.

**M**anagement representatives from SIU-contracted companies attended the weekend seminar to see for themselves the progress that has been made over the past year. In addition to attending the film and lectures in the auditorium of the Charles S. Zimmerman, they enjoyed the opportunity to visit the Harry Lundeberg School and meet with SIU port agents and delegates from around the country.

Several had attended the seminar on alcoholism last January and their

comments were enthusiastic. Captain T. G. Dennen, from Waterman Steamship said, "Last year the Center was just getting under way as a pilot project and people thought the rehabilitation program might work. Now we know that it does in fact work." Pat Postiglione, from Maritime Overseas added that the Center was a step in the right direction.

"The kind of seminars you are having here are something new and long overdue," Ted David from Interocean Management Corp. com-



Sheila Eglinton, office manager at the ARC, talks about the program with (l. to r.): Thomas Cassidy from the Staten Island Public Health Service Hospital; Michael Swayne from Transoceanic Cableships Co., and Captain T. G. Dennen from Waterman Steamship Co.

mented. "In fact, the industry will not have dealt with the problem unless rehabilitation reaches all strata, including officers." William Kambar from Ogden Marine agreed that, "many a good officer has ruined his career through drinking."

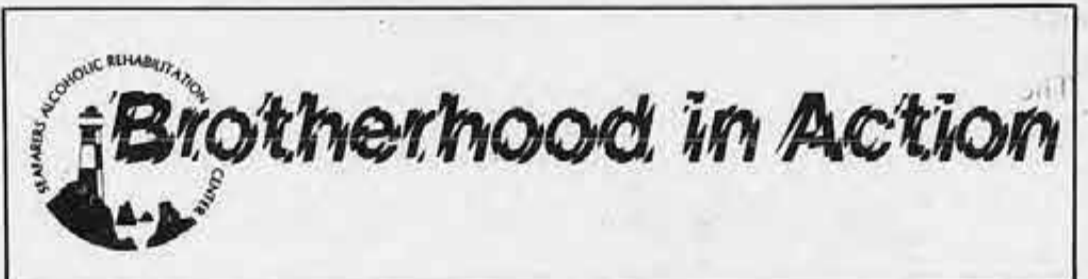
Dave Merritt from Sea-Land Service stated, "I think it is a constructive program that should lead to a better quality of man on our ships. We strongly support the program. With the type of ships we have today, we can't take a chance with a

guy being drunk on watch."

Other industry representatives who participated in the seminar and felt it had been a worthwhile experience included Edward Liaw, Puerto Rican Marine Management; Mike Swayne, Transoceanic Cable Ship; C. J. Braco and Stanley Johnson, Hudson Waterways; Arthur Steier, Zapata Bulk Transport; Leo English, Delta Line; Guy Siciliano, Victory Carriers; Irv Saunders, Dunbar and Sullivan Dredging, and M. Di-Prisco, American Maritime Association.



Irv Saunders of Dunbar and Sullivan Dredging Co. discusses the seminar with John Jaeger, an attorney from Cleveland, Ohio.



The Seafarers Alcoholic Rehabilitation Center (ARC) has been in full operation for approximately a year. In that year, more than 80 SIU members who have alcoholism have received treatment at the Center.

This success is a big achievement for all of us. But if we are going to stay on this course and successfully eliminate alcoholism among our membership, there is still a lot of work to be done. This work requires individual effort from each of us.

At one time or another, virtually every one of us has worked aboard a ship or boat where a fellow crewmember was an alcoholic. Frequently, if the man was a friend, we stood his watches for him or did his work for him or covered for him in some way. Even more frequently, we despised him and worked hard to get him put ashore as soon as possible. Either way, though, we carried him.

But did that help? Of course not. Because when he got back to port, he was troublesome to the other members and aggravating to have around the Union Hall. So the solution was simple—"Put him on a ship and get him out of here."

In behaving this way, we acted like the man's worst enemy. Whether we liked him or hated him, we were helping him to kill himself.

So we've got to work hard now to change our attitudes and behavior toward our alcoholic brother. No more covering up — confront him with the facts of his illness, don't "carry him" at work. Urge him to accept treatment.

Believe it or not, this course of action may be harder than actually doing the man's work for him. But as Seafarers, we have never taken the easy way out. Unionism in the SIU is Seafarer helping Seafarer. We don't stop to ask if helping is going to be hard or easy.

Most of us know the alcoholics aboard our ship or boat or in our Hall. We don't need to be doctors to know a man has alcoholism. We've probably been complaining or laughing or worrying about "that old drunk" for years.

Let's not lose sight of who he is — a Seafarer, our Union brother. Through our Welfare Plan, we have the ARC, the way to help him get better. As Union members, we owe it to him and to ourselves to help and encourage him to get well.

### Alcoholic Rehabilitation Center

I am interested in attending a six-week program at the Alcoholic Rehabilitation Center. I understand that this will be kept strictly confidential, and that no records or information about me will 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

# Alaskan Oil: Don't Detour It to Japan

When the first gush of precious oil flows from the Alaska Pipeline about a year from now, it will undoubtedly be pumped into the belly of a big tanker for shipment somewhere south.

Until recently, it was planned that the oil be moved by U.S. tankers to Long Beach, Calif., where the excess oil could be transhipped by pipeline to Midland, Tex. This plan would necessitate the construction of 300 miles of pipeline to hook up with an existing, but abandoned, natural gas pipeline.

However, strong opposition to this plan by California's Air Resources Board has at the very least seriously delayed the project, and may halt it outright.

This controversy has left a very big question to be answered, and that is, what do we do with the oil?

Standard Oil of Ohio (SOHIO), which owns about half of the Alaska reserves, is seeking permission to ship the oil to Japan, which will in turn have a comparable amount of her oil imports from the Middle East rerouted for delivery to the U.S. East Coast.

SOHIO says that this oil "swap" plan would last only until the California controversy could be cleared up and the pipeline to Texas built.

The SIU is vehemently opposed to this plan, even for a short while, for a number of reasons.

First of all, supposed "temporary" plans and programs, like taxes and bridge tolls, have a strange way of becoming permanent establishments once allowed to go into effect. Why should it be any different for the SOHIO swap.

The original intent of the all-



Alaska oil pipeline project was to help decrease America's dependence on foreign energy sources, which has nearly doubled in the past seven years. The SOHIO plan, quite to the contrary, would increase the nation's dependence on foreign crude—an intolerable situation. Now is not the time to be exporting U.S. produced oil, when we can't even come close to fulfilling our own energy needs.

As the saying goes, there must be a better way!

The SIU believes there is a better way, and that is simply to ship the

Alaskan oil in U.S.-manned tankers through the Panama Canal to Houston, where it can be transhipped via existing pipeline relays to sites in the Midwest. Robert J. Blackwell, head of the U.S. Maritime Administration, has already assured the skeptics that there are plenty of available U.S. tankers to do the job.

By utilizing this plan, the U.S. will first and foremost retain use of millions of barrels of domestic Alaskan oil for purely domestic purposes.

Secondly, this plan will create hundreds of permanent jobs for

American seamen on the involved U.S. oil tankers, as well as many jobs in pipeline construction when the environmental impasse in California is resolved.

By no means does the SIU stand alone in support of the shipping-to-Houston plan. This month the Federal Energy Administration came out strongly in opposition to shipping any Alaskan oil to Japan.

Frank G. Zarb, head of the FEA, put it very simply: "It is not in the nation's best interest to let that oil go abroad."

Zarb also expressed concern that exporting the Alaskan oil to Japan would postpone meaningful action to get the delayed pipeline projects out of litigation in California and into the construction stages. He said, "The time to face the question is now, and not put it off until a later date."

The SIU agrees wholeheartedly with Mr. Zarb. Too much time, effort and money has gone into construction of the Alaska Pipeline in an effort to ease America's oil dependence. We feel that it would be nothing less than criminal to let this important accomplishment go down the drain even before it is remotely realized.

Mr. Zarb said that the FEA will conduct public hearings during the next 30 days, and then will publish its final recommendations. However, Zarb said that it will be the Carter Administration that will have the final word in this matter.

We sincerely hope that the 'final word' will reflect the best interests of the nation, and sound something like, "let's keep our own, much-needed oil resources in the U.S."

## Letters to the Editor



HISTORIC PRESERVATION

## 'Really Appreciates HLSS'

As a graduate of the Cook and Baker Course of Nov. 11 at the Lundeberg School, I want to thank all the teachers at the School who were so helpful, particularly the girls on the *Simmons*.

While at HLSS, I also took the Lifeboat and Firefighting Course and I especially want to thank Lifeboat Instructor Chuck Dwyer for making sure that

I learned the lifeboat techniques correctly.

I didn't realize before just how good the School was. Now that I have been there, I can really appreciate it.

Fraternally,  
Pedro Mena  
New York City

## Thanks From an Oldtimer

As a 76-year-old pensioner I wish to say how thankful I am to have been a member of such a fine organization as the Seafarers International Union.

Without all the benefits I have received from the Welfare Plan over the years since my disability, my wife and

I would have been unable to live in and enjoy our comfortable home.

Merry Christmas and Happy New Year to all my brothers at the SIU.

Fraternally,  
Alex McCullough  
New Jersey

## Likes Lakes Coverage

I was happy to read a few issues back that the *Seafarers Log* was expanding its coverage of the Union's activities on the Great Lakes. As a former Great Lakes member who worked for Reis Steamship, I'm always glad to read as much as possible about the region and my Union brothers. Actu-

ally, I enjoy reading anything to do with the Union or the maritime industry, but the Great Lakes features are closer to home for me. Keep up the good work.

Fraternally,  
Daniel McGinnes  
Detour Ulgi, Mich.

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Shipping at most A&G deep-sea ports picked up last month as 1,418 Seafarers found jobs on SIU-contracted vessels. That's a pick-up of 119 jobs for 'A' seniority men and 60 jobs for 'B' book men over the previous month. Shipping has been consistently good for deep-sea members and is expected to remain that way for the foreseeable future.



## Dispatchers Report for Deep Sea

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
	NOV. 1-30, 1976								
				DECK DEPARTMENT					
Boston	7	4	0	6	10	0	10	4	0
New York	101	11	4	100	23	4	150	16	7
Philadelphia	5	4	0	10	5	0	18	5	0
Baltimore	28	2	0	24	0	0	52	8	0
Norfolk	13	3	0	25	9	0	17	3	0
Tampa	8	0	0	10	3	0	8	1	0
Mobile	32	1	0	13	6	0	45	1	0
New Orleans	83	10	0	65	14	0	141	17	0
Jacksonville	30	1	0	28	11	1	48	0	0
San Francisco	27	2	0	21	6	0	57	2	0
Wilmington	16	1	1	16	5	0	32	2	1
Seattle	29	1	0	34	11	0	64	0	0
Puerto Rico	8	2	0	2	3	0	19	2	0
Houston	87	8	5	83	20	5	106	5	3
Piney Point	0	0	0	0	4	0	0	0	0
Yokohama	1	0	0	5	0	0	3	0	0
Totals	475	50	10	442	130	10	770	66	11
				ENGINE DEPARTMENT					
Boston	1	3	0	3	2	0	2	6	0
New York	85	30	0	65	36	0	131	35	4
Philadelphia	11	4	0	7	2	0	15	7	0
Baltimore	18	5	0	13	2	0	40	9	0
Norfolk	15	4	0	21	9	0	20	5	1
Tampa	4	0	1	4	2	0	5	0	1
Mobile	20	6	0	12	3	0	35	8	0
New Orleans	60	6	0	37	18	0	109	20	1
Jacksonville	22	3	0	16	7	0	34	7	0
San Francisco	32	7	0	30	10	0	58	14	1
Wilmington	10	3	1	4	1	0	23	7	1
Seattle	15	4	0	29	18	0	28	7	0
Puerto Rico	6	0	0	5	3	0	17	1	0
Houston	57	12	3	59	15	2	81	9	3
Piney Point	0	0	0	0	4	0	0	0	0
Yokohama	2	0	0	3	1	0	2	0	0
Totals	358	87	5	308	134	2	600	135	12
				STEWARD DEPARTMENT					
Boston	0	1	0	0	1	0	1	1	0
New York	33	5	1	57	28	0	58	5	1
Philadelphia	4	1	0	3	7	0	11	1	0
Baltimore	15	3	0	19	3	0	20	4	0
Norfolk	10	2	0	7	4	2	16	3	0
Tampa	3	1	0	6	0	0	3	1	0
Mobile	15	0	0	7	1	0	27	1	0
New Orleans	41	0	0	33	19	0	66	3	0
Jacksonville	14	0	0	18	8	1	18	0	0
San Francisco	18	0	0	22	7	3	36	1	0
Wilmington	3	2	0	7	3	1	8	1	0
Seattle	18	0	0	20	8	0	15	1	0
Puerto Rico	5	0	0	8	1	0	12	0	0
Houston	35	0	0	41	16	9	52	0	0
Piney Point	0	3	0	0	12	0	0	0	0
Yokohama	3	0	0	2	0	0	2	0	0
Totals	214	18	1	258	118	16	345	22	1
				ENTRY DEPARTMENT					
Boston	0	3	2				1	1	5
New York	35	94	20				47	131	43
Philadelphia	6	20	0				10	31	0
Baltimore	20	17	3				31	49	14
Norfolk	11	15	2				10	20	1
Tampa	2	4	1				3	6	1
Mobile	13	22	0				23	27	0
New Orleans	38	49	0				58	89	2
Jacksonville	8	20	3				10	21	2
San Francisco	21	21	1				41	28	2
Wilmington	5	12	1				9	17	2
Seattle	10	25	0				12	19	0
Puerto Rico	9	7	2				14	17	3
Houston	24	36	18				30	51	12
Piney Point	0	17	0				0	0	0
Yokohama	2	1	0				1	2	0
Totals	204	363	53				300	509	87
Totals All Departments	1,251	518	69	1,008	382	28	2,015	732	111

\*"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.



**George L. Domingo**, 68, joined the Union in the port of Seattle in 1967 sailing in the steward department. Brother Domingo sailed 39 years, part of that time for the U.S. Military Sealift Transport Service. He was born in the Philippines and is a resident of Seattle.



**Hubert L. Lanier**, 62, joined the Union in 1946 in the port of New York sailing as a chief steward. Brother Lanier sailed for the Isthmian Line and attended the 1970 SIU Crews Conference No. 5 at the HLSS, Piney Point, Md. and another conference there. He was also on the picket line in the 1946 Isthmian strike. Born in North Carolina, he is a resident of Chinquapin, N.C.



**Thomas H. Forgrave**, 62, joined the Union in the port of Sault Ste. Marie, Mich. in 1961 sailing as a deckhand for Daejon and Kiewit Co. from 1956 to 1960 and for the Great Lakes and Dock Co. from 1960 to 1976. Brother Forgrave is a U.S. Navy veteran of World War II. He was born in Sault Ste. Marie and is a resident of Brimley, Mich.



**James E. Hill**, 70, joined the Union in the port of Baltimore in 1959 sailing in the steward department. Brother Hill sailed 17 years. He was born in Baltimore and is a resident there.



**Max P. Sarol**, 72, joined the Union in the port of New York in 1953 and sailed as a chief cook. Brother Sarol sailed 54 years, organized at the Atlantic Refinery Co. where he worked 23 years, and attended a Piney Point Educational Conference. He was born in Hawaii and is a resident of New Orleans.



**Harry C. Downey**, 67, joined the SIU in 1938 in the port of Boston sailing in the steward department for 46 years. Brother Downey was born in North Carolina and is a resident of Oakland, Calif.



**Carl F. Davis**, 68, joined the Union in 1946 in the port of Buffalo, N.Y. sailing as a deckhand. Brother Davis sailed 49 years. He was born in Buffalo and is a resident of Cleveland, Ohio.



**Julius W. Scheidel**, 60, joined the Union in 1946 in the port of New York sailing as a bosun. Brother Scheidel was on the Delta Line shoregang in New Orleans from 1974 to 1976. He is a veteran of the U.S. Army Quartermaster Corps in World War II. Born in New Orleans, he is a resident of Metairie, La.



**Hunter F. Grimes**, 70, joined the Union in the port of Buffalo, N. Y. in 1961 sailing as a deckhand for the Peter Kiewit & Son Co. from 1962 to 1976. Brother Grimes was born in Newport News, Va. and is a resident of Marathon Bay, Fla.



**Charles Zubovich**, 54, joined the Union in the port of Baltimore in 1954 and sailed as a cook. Brother Zubovich sailed 24 years. He is a wounded veteran of the U.S. Army in World War II. A native of Leisnering, Pa., he is a resident of Mason-town, Pa.



**Victor V. Sanabria**, 47, joined the Union in the port of Mobile in 1951 sailing as a chief cook. Brother Sanabria walked the picket line in the 1961 N. Y. Harbor strike. He was born in Puerto Rico and is a resident of Aguadilla, P. R.



**James Lear**, 65, joined the SIU in the port of Wilmington in 1959 sailing as an AB. Brother Lear sailed 32 years. He was born in Lake Providence, La. and is a resident of San Francisco.



**Frank J. O'Malley**, 63, joined the SIU in the port of Norfolk in 1955 sailing as a pumpman and ship's delegate. Brother O'Malley sailed 49 years. He was born in San Francisco and is a resident of Norfolk.



**Frederico P. Delos Reyes**, 74, joined the SIU in the port of San Francisco in 1966 sailing in the steward department. Brother Delos Reyes sailed 51 years. He was born in the Philippines and is a resident of San Francisco.



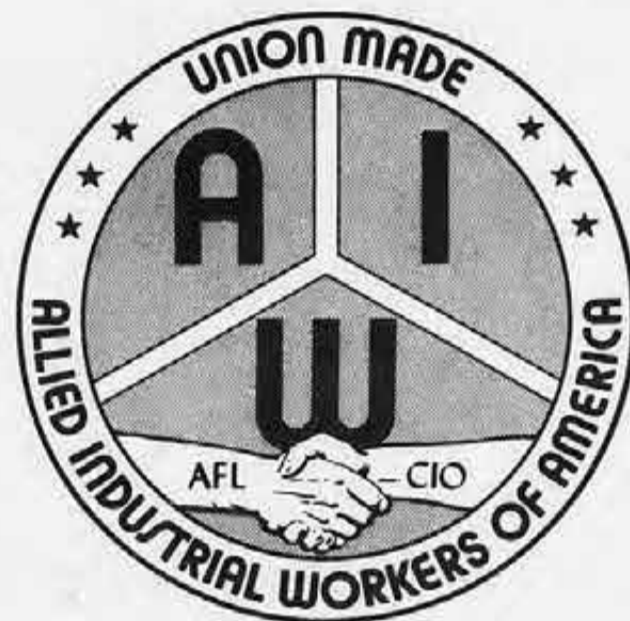
**Calvin McGahagin**, 67, joined the SIU in the port of New Orleans in 1959 sailing as an AB. Brother McGahagin sailed 32 years. He was born in Ocala, Fla. and is a resident of Tampa.



**Frank K. Robertson**, 70, joined the SIU in the port of New York in 1955 sailing as a cook. Brother Robertson sailed 26 years and was on the picket line in the N.Y. Harbor strike in 1961. A native of Scotland, he is a resident of Union Beach, N.J.

a UNION LABEL feature:

**AIW:**  
**We make it**  
**for you**



In 1976, the Allied Industry Workers International Union adopted this option of the Universal Union Label.

Meet the union label of the Allied Industrial Workers of America (AFL-CIO)—a 100,000-member union, chartered in 1935, which today represents workers in a cross section of American industry. You'll find AIW-made products with familiar names used by you and millions of other Americans nearly every day.

The electric coffee maker, electric frypan and other cookware you used in your kitchen this morning could have been made by AIW members at the West Bend Co., at Regal Ware, Inc., or the Aluminum Speciality Co., all represented by AIW locals in Wisconsin. Perhaps you cooked with products of the A. E. Staley Co. of Decatur, Ill., makers of food products processed by AIW members.

If you've got a power mower in your garage, chances are good its engine was made by Briggs & Stratton Corp. of Milwaukee, the world's largest maker of small gasoline engines — and an AIW-organized company.

If you'd rather play golf than mow lawns, take your Harley-Davidson motorcycle to the golf course, slip your Arnold Palmer clubs out of your locker and into your golf cart and enjoy your 18 holes with the help of AIW.

Your Harley-Davidson was made by union members in Milwaukee, your golf clubs at the Pro Group, Chattanooga, Tenn. and your golf cart at Outboard Marine Division's Lincoln, Neb. plant or by another division of the Harley-Davidson Motor Co.

Fishing? Put your tackle in a Kennedy Mfg.

Co. tackle box from Van Wert, Ohio, or choose one from Atkinson Mfg. Co., Ludington, Mich. You'll need your AIW-made Chrysler Outboard Motor from Hartford, Wisc. (Sorry, fishing luck is up to you.)

The toys your kids ask for this Christmas may be put together by AIW members who make many popular items such as Play-Doh and "The Six Million Dollar Man" at Kenner Products' Cincinnati plant; Etch-a-Sketch from Ohio Art, Bryan, Ohio; Duncan Yo-Yos from Flambeau Products, Baraboo, Wisc.; and Hiflier Kites from Decatur, Ill.

The Allied Industrial Workers union has its roots in the automobile industry. Today, AIW members manufacture Checker cabs in Kalamazoo, Mich. and FWD trucks in Clintonville, Wisc., as well as many key automotive parts.

Union members at Globe-Union, Inc., in Milwaukee make Diehard batteries for Sears, and in Hartford, Wisc. they make Midas Mufflers at International Stamping Co., Inc. At Briggs & Stratton, Milwaukee, AIW workers assemble the locks used by the major auto manufacturers.

Perhaps the many AIW-made products you used today were shipped to you in an AIW-made Fruehauf Corp. truck trailer, or in one from Highway Manufacturing Co. of Edgerton, Wisc. Those truck trailers rolled over AIW-made axles from North American Rockwell, Kenton, Ohio and on wheels and brake drums from Motor Wheel Corp., Lansing, Mich.

You'll find the Union Label of the Allied Industrial Workers behind many fine products Americans use and enjoy every day.

# John 'Bananas' Zierys, 71, Passes Away

Continued from Page 6

subject matter was usually related to ships, boats, and water.

## Sense of Humor

Seafarer Zierys' sense of humor was a talent in itself. He had a witty way of talking and an arsenal of favorite quotations, such as the one with which he started every morning as he sat down with his coffee and newspapers: "Ah, the nights that were, and the days that are yet to come!"

For the last five years of his life, after his retirement from the SIU, Brother Zierys worked as a jack-of-all-trades at the SIU Hall in St. Louis. He lived over the Union Hall in an apartment filled with mementos from his years as a Boatman and seaman.

One of "Captain John's" duties in St. Louis was to drive people around town on Union business. As St. Louis Port Agent Scottie Aubusson puts it, "John was the unofficial tour guide for St. Louis. No one knows more routes to the airport than John knew." Brother Aubusson remembers with a chuckle the day that one of John's "scenic routes" made him miss his plane.

Until this summer Brother Zierys conducted his chauffeur-tour guide duties in his vintage, white 1957 Ford Fairlane convertible. He finally had to stop driving the auto which had become his trademark because it was wearing out and he wanted to preserve it. He bought a new car to drive, but the old one retained its number one spot in his heart and in his garage.

## A Kind Man

Brother Zierys' most important quality had nothing to do with adventure or talent. It was, simply, kindness. The millions of favors which he did for others, especially for the SIU Boatmen and the office staff at the St. Louis Hall, will never be forgotten.

A very appropriate passage of Scripture was read at Brother Zierys' fu-

neral. In Matthew, Christ speaks of what he will say to the righteous at the Second Coming: "I was hungry and you fed me, thirsty and you gave me drink; I was a stranger and you received me in your homes, naked and you clothed me; I was sick and you took care of me, in prison and you visited me." He goes on to say, "Whenever you did this

for one of the least important of my brothers, you did it for me."

A more appropriate passage could hardly have been chosen, for Brother John Zierys was known for his generosity and compassion. The whole world was like one big brotherhood of men to him.

Seafarer Zierys is buried at SS. Peter

and Paul Cemetery in St. Louis, only a few hundred miles south of his birthplace and is survived by his wife Lela, his brothers Joe and Bill, and his sisters Harriet and Monica.

He sailed around the world many times, but his life ended, as it began, on the banks of the Mississippi, Father of Waters.

## Dispatchers Report for Great Lakes

NOV. 1-30, 1976	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Alpena	4	0	1	8	9	0	5	0	0
Buffalo	0	0	0	0	2	0	1	0	0
Cleveland	9	2	0	7	4	0	7	1	0
Detroit	12	3	2	13	8	4	13	3	1
Duluth	2	1	0	4	5	0	2	0	3
Frankfort	1	0	0	3	9	0	2	0	0
Chicago	4	0	0	5	1	0	0	0	0
Totals	32	6	3	40	38	4	30	4	4
<b>ENGINE DEPARTMENT</b>									
Alpena	0	3	0	1	9	0	3	2	0
Buffalo	1	0	1	3	0	0	1	0	2
Cleveland	2	0	0	2	1	0	4	2	0
Detroit	10	4	0	14	8	1	8	1	0
Duluth	0	1	1	2	1	0	0	0	2
Frankfort	3	0	0	4	0	0	0	0	0
Chicago	4	0	0	8	1	0	5	0	1
Totals	20	8	2	34	20	1	21	5	5
<b>STEWARD DEPARTMENT</b>									
Alpena	0	0	0	1	2	1	0	0	0
Buffalo	0	0	0	1	0	0	0	0	0
Cleveland	0	0	0	1	1	0	0	0	0
Detroit	3	0	0	3	0	1	2	1	0
Duluth	0	0	0	3	0	0	0	0	0
Frankfort	0	0	0	3	0	0	1	0	0
Chicago	0	0	0	0	0	0	2	0	1
Totals	3	0	0	12	3	2	5	1	1
<b>ENTRY DEPARTMENT</b>									
Alpena	1	4	1				3	7	6
Buffalo	2	2	4				3	2	12
Cleveland	3	6	3				2	5	8
Detroit	6	9	7				9	11	30
Duluth	3	3	3				2	4	6
Frankfort	10	14	0				4	9	5
Chicago	2	0	3				3	0	5
Totals	27	38	21				26	38	72
Totals All Departments	82	52	26	86	61	7	82	48	82

\*"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.

## Warning to Seafarers Young and Old: Drug Possession Means Loss of Seaman's Papers

If you are convicted of possession of any illegal drug—heroin, barbiturates, speed, LSD, or even marijuana—the U.S. Coast Guard will revoke your seaman papers, without appeal, FOREVER.

That means that you lose for the rest of your life the right to make a living by the sea.

However, it doesn't quite end there even if you receive a suspended sentence.

You may lose your right to vote, your right to hold public office or to own a gun. You also may lose the opportunity of ever becoming a doctor, dentist, certified public accountant, engineer, lawyer, architect, realtor, pharmacist, school teacher, or stockbroker. You may jeopardize your right to hold a job where you must be licensed or bonded and you may never be able to work for the city, the county, or the Federal government.

It's a pretty tough rap, but that's exactly how it is and you can't do anything about it. The convicted drug user leaves a black mark on his reputation for the rest of his life.

However, drugs can not only destroy your right to a good livelihood, it can destroy your life.

Drug abuse presents a serious threat to both your physical and mental health, and the personal safety of those around you. This is especially true aboard ship where clear minds and quick reflexes are essential at all times for the safe operation of the vessel.

Don't let drugs destroy your natural right to a good, happy, productive life.

Stay drug free and steer a clear course.

## Another Panama Ship Seized With Pot, 15 Crewmembers Held

The U.S. Coast Guard netted another Panamanian freighter carrying an estimated 21,700 pounds of marijuana worth almost \$6-million and arrested 15 crewmembers of the vessel.

Seized was the 220-foot SS *Rio Chagres* by the cutter SS *Point Estero* off Gulfport, Miss. right after the ship crossed the U.S. 12-mile offshore limit.

On Oct. 15 off Miami, the Coast Guard captured a Panamanian freighter the SS *Don Emilio* loaded with \$134-million in marijuana and cocaine found in rear cargo compartments. (Seafarers Log Nov. '76.) On Oct. 18, Coast Guard searchers discovered 80 more tons of pot aboard the ship in forward cargo areas bringing the total to a record-breaking seizure of 160 tons worth \$184-million!

Later on Nov. 1 in a West Coast

midnight marijuana raid off San Simon, Calif., sheriff's deputies grabbed 14 men attempting to smuggle in 5 tons of illegal concentrated pot valued at more than \$30-million.

Police said that four of the smugglers were arrested after a four-hour chase by a Coast Guard cutter during which, authorities say, they may have dumped some marijuana overboard from their 79-foot fishing boat.



# Final Departures



**Fred L. Miller, 64**, died on Nov. 9. Brother Miller joined the Union in 1949 in the port of New York sailing as an AB. He sailed for 43 years. Seafarer Miller was born in Jacksonville, Fla. and was a resident of Molino, Fla. Surviving is a sister, Mrs. Beulah A. Enfinger of Pensacola, Fla.



Pensioner **Anders E. Strom, 78**, died of a urinary infection in the Tampa General Hospital on Jan. 7. Brother Strom joined the Union in 1947 in the port of New York and sailed as a chief steward. He sailed 26 years. Seafarer Strom was born in Finland and was a resident of Tampa. Cremation took place in the National Cremation Society Crematory, Tampa. Surviving is a daughter, Lillian of Tampa.



**Romeo J. Ringuette, 54**, died of heart failure in the San Francisco USPHS Hospital on Oct. 7. Brother Ringuette joined the Union in the port of Wilmington in 1968 sailing as an AB. He attended the U.S. Merchant Marine Maritime School, Sheepshead Bay, Brooklyn, N.Y. from 1942 to 1943. Born in Green River, N.B., Canada, he was a naturalized U.S. citizen and he was a resident of San Pedro, Calif. Cremation took place in the Skyview Crematory, Callejo, Calif. Surviving are a son, Frank of La Jolla, Calif., and his parents, Mr. and Mrs. Comee Ringuette of Canada.



Pensioner **John J. Knowles, 65**, died of a liver ailment in the Mobile Medicenter on Aug. 28. Brother Knowles joined the Union in 1938 in the port of Mobile sailing as a chief cook. He sailed 37 years and attended the 1970 Piney Point Crews Conference No. 5. Born in Flomaton, Ala., he was a resident of Mobile. Burial was in Rock Cemetery, Flomaton. Surviving is a brother, Robert of Ceola, Ala.



**Norwood T. Steadham, 59**, died on Nov. 3. Brother Steadham joined the Union in the port of Mobile in 1963 sailing as an AB. He sailed 16 years in the U.S. merchant fleet, was a pre- and World War II veteran of the U.S. Coast Guard and attended a 1970 Crews Conference in Piney Point, Md. Born in McIntosh, Ala., he was a resident of Prichard, Ala. Surviving are his widow, Audrey; a stepson, John E. Robinson; a stepdaughter, Darlene Scarborough, and a sister, Mrs. Agnes Swindull of Chickasaw, Ala.



Pensioner **Nicholas J. Wuchina, 62**, died of heart failure in the USPHS Hospital, Baltimore on Sept. 13. Brother Wuchina joined the Union in 1943 in the port of New York sailing as a fireman-watertender. He was born in Pennsylvania and was a resident of Ligonier, Pa. Burial was in Ligonier Valley Cemetery. Surviving are his widow, Thea; a son, Seafarer Hans P. Wuchina, and a sister, Linda of Blairsville, Pa.



Pensioner **Henry J. Wintzel, 62**, died of lung failure in the New Orleans USPHS Hospital on Sept. 11. Brother Wintzel joined the Union in 1939 in the port of New Orleans sailing as a chief steward. He sailed 38 years. Born in Mississippi, he was a resident of New Orleans. Interment was in St. Paul Cemetery, Pass Christian, Miss. Surviving are a brother, Charles of New Orleans and two sisters, Mrs. Margaret Fournier and Mrs. Mabel Kowalski of Pass Christian.



**James S. West, 39**, died on the *SS Ogden Champion* (Ogden Marine) on Nov. 14. Brother West joined the Union in the port of San Francisco in 1968 sailing as an AB for 11 years. He was born in Pageland, S.C. and was a resident of Lincolnton, N.C. Surviving is his mother, Allie of Lincolnton.



**Robert L. Dwyer, 48**, died on Sept. 12. Brother Dwyer joined the Union in the port of Chicago in 1961 sailing as a deckhand for the W. C. Ritchie Co. from 1943 to 1946 and for the Great Lakes Towing Co. from 1948 to 1976. Inland Boatman Dwyer was a veteran of the post-World War II U.S. Air Force. He was born in Chicago and was a resident of Homewood, Ill. Surviving are his widow, Peggy, and a daughter, Maren Kay.



**James N. Barnes, 43**, died of a heart ailment in Virginia on Oct. 31. Brother Barnes joined the Union in the port of Norfolk in 1968 sailing as an AB. He sailed 10 years and during the Korean conflict. Seafarer Barnes was a veteran of the post-World War II U.S. Air Force and was a 1971 Piney Point upgrader. Born in Rocky Mount, N.C., he was a resident of Chesapeake, Va. Burial was in Meadowbrook Memorial Gardens, Suffolk, Va. Surviving are his widow, Phyllis, and his parents, Mr. and Mrs. Norfleet N. Barnes.



**Clifford P. "Slim" Thompson, 51**, died of a heart attack in New Orleans on Oct. 26. Brother Thompson joined the Union in 1947 in the port of New York sailing as a bosun. He sailed 26 years and was a veteran of the U.S. Marine Corps in World War II. Seafarer Thompson was born in Ohio and was a resident of New Orleans. Cremation took place in the St. John Cemetery Crematory, New Orleans. Surviving are a son, Clifford P. Thompson III; his mother, Mrs. Helen McLenna, and his father, Clifford P. Thompson, Sr.



**Francis J. Staples, 29**, died of head injuries suffered in a fall on Aug. 22 in Philadelphia. Brother Staples joined the Union in the port of New York in 1963 sailing during the Vietnam War as a QMED and engine delegate. He sailed as a third assistant engineer with MEBA's District 2 from 1968 to 1975 following his graduation from the SIU-MEBA School of Marine Engineering, Brooklyn, N.Y. Seafarer Staples was also a graduate of the Andrew Furuseth Training School, Brooklyn, in 1963 and graduated from Piney Point in 1968. In 1963, he walked the picket line in a Union maritime beef. Born in Philadelphia, he was a resident there. Surviving are his widow, Barbara; two sons, and his mother, Elizabeth of Philadelphia.



**Ulyss W. Crider, 70**, passed away on Nov. 2. Brother Crider joined the Union in the port of Detroit in 1957 sailing as a cook for the Bo-Lo Co. until this year. He was born in Marion, Ky. and was a resident there. Surviving is a sister, Mrs. Vera Barnes of Toledo, Ohio.

**James G. Aument, 56**, drowned as the tug *Eileen C.* (Marine Towing) sank in Buzzards Bay, Mass. on Nov. 7. Brother Aument joined the Union in the port of Norfolk in 1973 sailing as a cook for the Allied Towing Co. for three years and for the Norfolk Towing and Lighterage Co. from 1973 to 1976. He was a retired veteran of the U.S. Navy. Inland Boatman Aument was born in Wilmington, Del. and was a resident of Elizabeth City, N.C. Surviving are his widow, Estelle, and his daughter, Joan.

**Ronald P. Broussard, 34**, died on Oct. 30. Brother Broussard joined the Union in the port of Houston in 1969 sailing as a tankerman for Dixie Carriers from 1973 to 1976, Sabine Towing from 1972 to 1973 and for Slade Inc. from 1971 to 1972. Inland Boatman Broussard was a veteran of the U.S. Army. He was born in Port Arthur, Tex. and was a resident there. Surviving are his widow, Faye and his mother, Mrs. Theresa L. La Maire of Port Arthur.

Pensioner **Steven W. Dul, 57**, died of natural causes in the Staten Island (N.Y.) USPHS Hospital on Nov. 3. Brother Dul joined the Union in the port of New York in 1963 sailing as a deckhand and mate for the Erie-Lackawanna Railroad from 1943 to 1975. He was born in Windber, Pa. and was a resident of Garfield, N.J. Burial was in St. Michael's Cemetery, South Hackensack, N.J. Surviving are his widow, Anne; a son, Peter; three daughters, Lois, Catherine and Adele, and his parents, Mr. and Mrs. Peter Dul.

Pensioner **John F. McCarthy, 72**, passed away on Oct. 23. Brother McCarthy joined the Union in the port of New York in 1960 sailing as a mate for the Penn Central Railroad from 1926 to 1976. He was born in Jersey City, N.J. and was a resident there. Surviving are his widow, Agnes and a daughter, Mrs. Claire Schiller.

## Shipping Report for Inland Waters

FOR THE MONTH OF NOVEMBER 1976

	TOTAL JOBS SHIPPED						TOTAL MEN REGISTERED ON BEACH	
	Permanent Jobs			Relief Jobs			Class A	Class B
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B
BAITIMORE	0	0	0	0	1	0	2	1
BOSTON	0	0	0	0	0	0	0	0
HOUSTON	0	0	13	0	0	0	1	0
JACKSONVILLE	0	0	0	0	0	0	0	0
NEW YORK	0	0	0	0	0	0	0	0
MOBILE	0	0	0	91	0	0	0	0
NORFOLK	0	0	0	22	0	0	20	0
NEW ORLEANS	1	0	0	0	0	0	16	13
PADUCAH	2	0	8	4	1	15	3	0
PHILADELPHIA	0	0	0	70	40	0	85	135
PINEY POINT	0	14	0	0	0	0	0	0
PORT ARTHUR	1	8	11	0	0	0	2	1
PUERTO RICO	0	0	12	0	0	0	0	0
RIVER ROUGE	5	0	0	0	0	0	12	1
ST. LOUIS	4	8	9	0	0	0	10	25
TAMPA	0	0	0	0	0	0	0	0
<b>TOTAL ALL PORTS</b>	<b>13</b>	<b>30</b>	<b>49</b>	<b>187</b>	<b>42</b>	<b>15</b>	<b>145</b>	<b>176</b>

# CURRICULUM COMMITTEE'S REPORT

From November 21, 1976 to December 6, 1976 the membership elected Steward Department Recertification Curriculum Committee met at the Harry Lundeberg School of Seamanship in Piney Point, Maryland and at Union Headquarters in New York. As a result of their meetings, the Committee issued its report on the Curriculum for the S.I.U.'s Steward Department Recertification Program.

The following is the full text of the Committee's Report.

The meeting of the Steward Department Recertification Program Committee was called to order on November 21, 1976 at 9:00 a.m. by Frank Drozak, Executive Vice President. In attendance were the following Brothers:

- James Golder G-72
- Nicholas Hatigimisios H-542
- Bernard McNally M-1011
- William Hand H-556
- Donald Collins C-336
- H. W. Roberts R-428
- Harry Hastings H-211
- Walter Kilgore K-18
- Thomas Ulisse U-20

Nominations for Chairman of the Committee were opened and Brother Don Collins, C-336, nominated J. Golder, G-72. The nomination was seconded by H. Hastings, H-211, and a motion was made to close nominations and elect J. Golder, G-72, by acclamation.

After his election as Chairman, J.

The report of the Curriculum Committee on the Steward Department Recertification Program, reprinted here, was read, voted upon and passed at the December membership meetings.

An application for the Program and the dates of the courses can be found on the following pages.

Any new details on the Program will be carried in upcoming issues of the Log.

Golder, G-72, called the Committee into session.

The report of this Committee and its recommendations relative to rules, regulations, and eligibility requirements and a comprehensive curriculum for the Stewards Department Recertification Program is as follows.

## INTRODUCTION

This Committee met daily from November 21, 1976 to December 6, 1976. During this period we were given the fullest cooperation by Hazel Brown, Mike Sacco and the entire staff at the Harry Lundeberg School of Seamanship. At Union Headquarters, Frank Drozak, Executive Vice President and the Headquarters staff provided this Committee with any assistance required.

Based upon these discussions, studies, and observations, this is our report.

### 1. Eligibility Requirements

In order to qualify for the Steward Department Recertification Program, the following are required.

#### Chief Steward/Cost Accountant

All candidates must have seetime and/or training in compliance with one of the following.

(a) Twelve months as Chief Cook or Chef and hold a certificate of completion from the HLSS Chief Cook or Chef, Cook and Baker or Second Chef and Assistant Cook or Third Chef Training Programs.

(b) 42 months as Steward or Steward/Cook.

#### Chef

All candidates must have seetime and/or training in compliance with one of the following.

(a) Eighteen months combined seetime as Cook and Baker or Second Chef or Second Cook, Assistant Cook or Third

Chef (12 months must have been as Cook and Baker or Second Chef) and hold a certificate of completion from the HLSS Cook and Baker or Second Chef, and Assistant Cook or Third Chef Training Programs.

(b) Eighteen months as Chief Cook.



One qualified chief steward was elected from each constitutional port on Nov. 19 to take part in the Curriculum Committee on the Steward Department Recertification Program. Here they get ready to begin their work at Piney Point, Md. with the help of some of the HLS staff and SIU officials. Clockwise around table from far left are: William Hand, Detroit; Barney McNally, Baltimore; W. L. Kilgore, Houston; Henry W. Roberts, Mobile; Don Collins, New Orleans; Bob Kalmus, director of vocational education at HLS; Hazel Brown, HLS president; Frank Drozak, SIU executive vice president; Mike Sacco, HLS vice president; Thomas Ulisse, San Francisco; Nicholas Hatigimisios, Philadelphia; Harry Hastings, St. Louis, and James Golder, New York.



Getting assistance from SIU officials at Headquarters, the Curriculum Committee for the Steward Department Recertification Program completes its work. Clockwise around the table, starting from far left are: Tom Ulisse; Don Collins; Bill Hand; Barney McNally; Nicholas Hatigimisios; George McCartney, New York port agent; Frank Drozak, SIU executive vice president; Leon Hall, Headquarters representative; Henry W. Roberts; Walter Kilgore; Harry Hastings; Cliff Wilson, SIU representative, and Jimmy Golder.

#### Second Chef

All candidates must have seetime and/or training in compliance with one of the following.

(a) Twelve months seetime as Third Cook, Assistant Cook or Third Chef and hold a certificate of completion from the HLSS Third Cook or Third Chef Training Programs.

(b) Twelve months as Cook and Baker.

#### Third Chef

All candidates must have seetime and/or training in compliance with one of the following.

(a) Nine months seetime as Steward Assistant and hold a certificate of completion from the HLSS Entry Rating Training Program.

(b) Twelve months as Third Cook or Assistant Cook.

#### Steward Assistant

All Seafarers must have successfully completed the Entry Rating Course at the HLSS and have been certified as Steward Assistant.

Those Seafarers who hold certificates of completion from the HLSS for Third Cook or Assistant Cook, Cook and Baker or Chief Cook, dated April 11, 1975 or after, holds an appropriate firefighting certificate issued by the Maritime Administration, and possess the service requirements stated above will automatically qualify in the rating they have completed without returning to the school.

#### Requirements and Policies for Steward Department Courses

##### Certificates and Shipping

Candidates successfully completing the HLSS courses for Chief Steward, Chef, Second Chef, 3rd Chef or Steward Assistant will be issued an appropriate certificate and will receive preferential shipping in their seniority status. Since all courses include LNG safety training, candidates successfully completing the Steward Department Programs will also receive certification for sailing on LNG vessels. The LNG course is based on Inter-Governmental Maritime Consultative Organization standards (IMCO) and will include a field trip to an LNG facility.

##### Disenrollment

Candidates having poor scholastic records whether written or practical, having poor attendance or not meeting the general rules and regulations as promulgated by the HLSS may be disenrolled at any time.

##### Educational Grant

Chief Stewards admitted into the program will receive an educational grant of \$110.00 per week since Chief Stewards constitute part of the permanent Ship's Committee.

##### Housing and Meals

The HLSS will provide at no cost adequate living facilities and meals.

##### Length of Course

The course for the Chief Steward will be completed approximately 12 weeks after the date it begins. The final two weeks will be at Union Headquarters.

The course for the Chef will be complete approximately nine weeks after it begins. The final week will be at Union Headquarters.

The course for the Second Chef or Third Chef will be completed approximately eight weeks after it begins. The

## STEWARD DEPARTMENT CLASS SCHEDULE

### Classes for Chief Steward: (12 weeks)

Start	Graduate
April 11	July 5
June 13	September 5
August 15	November 7
October 10	January 3, 1978
December 12	March 6
February 13	May 8

### Classes for 2nd Chef and 3rd Chef: (8 weeks)

Start	Graduate
April 11	June 3
June 13	August 5
August 15	October 7
October 10	December 2
December 12	February 3
February 13	April 7

### Classes for Chief Chef: (9 weeks)

Start	Graduate
April 11	June 10
June 13	August 12
August 15	October 14
October 10	December 9
December 12	February 10
February 13	April 14

### Classes for Assistant Steward: (6 weeks)

Start	Graduate
April 11	May 20
June 13	July 22
August 15	September 23
October 10	November 18
December 12	January 20
February 13	March 24

Continued on Page 31

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final week will be at Union Headquarters. The course for Steward Assistant will be completed approximately six weeks after it begins. The final week will be at Union Headquarters.

The Seafarers Log will carry a schedule of the starting and termination dates for all classes, prior to the commencement of the first class, April, 1977.

**2. Stewards Committee to select applicants for the Programs.**

Due to the length of the various courses involved, when necessary, a special meeting will be held in New York, following the regular monthly meeting to elect a committee of three Stewards, who on the following day will select the necessary number of applicants to complete the specific classes. This committee will be paid one day's pay at the stand-by rate.

The first committee will be elected following the March 1977 general membership meeting in order to select applicants for the Program which will commence in April 1977.

In making their selections, the Selections Committee shall consider the prior employment record of all applicants.

Each class will consist of the following ratings:

- 5 Chief Stewards
- 5 Chefs
- 5 Second Chefs
- 5 Third Chefs
- 5 Steward Assistants

The Seafarers Appeals Board shall have the authority to regulate the admission of applicants to this Program.

Each selected applicant must acknowledge his acceptance of the class he is assigned to by notifying the Seafarers Appeals Board in writing or by telegram as soon as possible.

Requests from applicants for class re-assignments must be directed to and approved by the Seafarers Appeals Board.

Failure to comply could result in substituting another applicant in your place.

**3. Vocational**

**Chief Steward/Cost Accountant**

The Steward Department course is being offered to Chief Stewards in order to make the S.I.U.'s Steward Department the most progressive afloat. The course was designed with special emphasis on new management techniques and the latest changes in food service industry. This will be helpful in keeping pace with the ever changing hospitality field. Assignments will vary depending upon goals to be met for the period and the ability of the individual member to accomplish these goals. Each Chief Steward will perform the duties of each job in the Steward Department. He will supervise, inspect and evaluate the work of the other members in this training program.

**Chef**

The course being offered to Chefs will prepare them for their duties as efficient and effective galley managers in the newly constructed Steward Department. The goal will be the elimination of waste and mismanagement in the galley. The Chef will perform some of the duties of the Chief Steward to gain an understanding of that rating. He will supervise and coordinate the galley personnel to insure proper preparation, cooking and serving meals. Instruction will also be given in identifying, correcting and cleaning unsanitary conditions in the galley and reefer spaces. The course covers many of the culinary skills employed in hotels and restaurants.

**Second Chef**

The course being offered to Second Chefs will provide instruction in their new responsibilities on board ship and to prepare them for advancement. The purpose of the course is to qualify the Second Chef to perform the duties required in the bake shop and in the galley for breakfast cookery. He will also work the Third Chef's schedule and those of the entry ratings as a review of former jobs he may

have held. He will perform the duties of Chef in order to become familiar with the responsibilities of that rating.

**Third Chef**

The course being offered to Third Chefs will prepare him through classroom

presentations and on-the-job training, the proper practices, procedures and methods that are being used successfully in the hospitality industry. These include instruction in sanitation, cooking serving meals, baking, beverage and salad preparation, dining room and stateroom skills.

**Steward Assistant**

The course being offered to Steward Assistant is designed to assist members in the entry rating in the responsibilities of the Assistant Steward aboard ship. He will perform some of the duties of the ratings

Continued on Page 32

ATTACH  
PHOTO

## STEWARD DEPARTMENT RECERTIFICATION PROGRAM

**APPLICATION**  
(Please Print)

HOME PORT: \_\_\_\_\_

DATE: \_\_\_\_\_

NAME: (In Full) \_\_\_\_\_

Last	First	Middle
------	-------	--------

ADDRESS: \_\_\_\_\_

Street	City, State, Zip	( ) Code Phone
--------	------------------	----------------

DATE OF BIRTH: \_\_\_\_\_ SOCIAL SECURITY NO.: \_\_\_\_\_

PLACE OF BIRTH: \_\_\_\_\_ BOOK NUMBER: \_\_\_\_\_

HEIGHT: \_\_\_\_\_ PRESENT SENIORITY STATUS: \_\_\_\_\_

WEIGHT: \_\_\_\_\_ DEPARTMENT: \_\_\_\_\_

EYES: \_\_\_\_\_ RATING: \_\_\_\_\_

HAIR: \_\_\_\_\_ LAST SIU CLINIC CARD DATE: \_\_\_\_\_

AMERICAN CITIZEN? Yes \_\_\_\_\_ No \_\_\_\_\_

IF NATURALIZED, Date: \_\_\_\_\_ Certificate No.: \_\_\_\_\_ Place: \_\_\_\_\_

IF ALIEN, Type of Alien: \_\_\_\_\_ Alien Registration No.: \_\_\_\_\_

CHECK ONE (1) OF THE FOLLOWING RATINGS YOU WISH TO UPGRADE TO IN THE RECERTIFICATION PROGRAM: (See reverse side for service requirements).

CHIEF STWD./COST ACCT.	<input type="checkbox"/>
CHEF	<input type="checkbox"/>
SECOND CHEF	<input type="checkbox"/>
THIRD CHEF	<input type="checkbox"/>
STEWARD ASST.	<input type="checkbox"/>

DO YOU HOLD A U.S. COAST GUARD ENDORSEMENT AS A LIFEBOATMAN IN THE U.S. MERCHANT MARINE?  
YES \_\_\_\_\_ NO \_\_\_\_\_ DATE RECEIVED \_\_\_\_\_

DO YOU HOLD A MARITIME ADMINISTRATION FIRE-FIGHTING CERTIFICATE?  
YES \_\_\_\_\_ NO \_\_\_\_\_ DATE RECEIVED \_\_\_\_\_

HAVE YOU ATTENDED ANY OF THE FOLLOWING PROGRAMS?

AFTS/HLSS ENTRY PROGRAM:  
YES \_\_\_\_\_ NO \_\_\_\_\_ FROM \_\_\_\_\_ TO \_\_\_\_\_ PORT \_\_\_\_\_

HLSS/MEBA UPGRADING:  
YES \_\_\_\_\_ NO \_\_\_\_\_ FROM \_\_\_\_\_ TO \_\_\_\_\_ PROGRAM \_\_\_\_\_

**EDUCATION**

Name	Highest Grade Completed	Graduated		Type of Course
		Yes	No	
Grammar _____		( )	( )	
Junior High _____		( )	( )	
High School _____		( )	( )	
College or Univ. _____		( )	( )	
Trade Schools _____		( )	( )	

— OVER —



# SIU Breaks Ground for Algonac Hall

Continued from Page 3

our contracted vessels and our members who man them."

## Panoramic River View

The Union Hall will be located at the south end of Algonac's riverfront park and will overlook the clear blue waters of the St. Clair River. The main building of the complex will house the Hiring Hall, offices and lounge areas.

The face of the Hiring Hall, running the entire length of the 115-foot long building, will be enclosed in glass to provide a panoramic view of the river. Between the hall and the river will be a professionally landscaped promenade, and parallel to the building will be a hundred foot dock for small craft.

## Fire-Ravaged SS Seattle

Continued from Page 2

CO<sub>2</sub> system using the main controls on the main deck.

For reasons as yet undetermined, only part of the system could be activated by the main controls and the mates, again using breathing apparatus, had to go down to the lower deck to a second set of CO<sub>2</sub> controls, according to SIU members.

Finally flooded with CO<sub>2</sub>, the main fire was put out but residual fires burnt for almost six hours and by late afternoon the temperature in the engine room was still between 150 degrees and 185 degrees—hot enough to disintegrate the galley's floor tiles.

## Tom Cranford Heads Unit

Continued from Page 15

1973, the entire department was turned over to him, and since then he has done an excellent job.

### Married, 2 Children

In 1967, Cranford married the former Johanna Henrickson of Brooklyn. They now have two children, an eight-year-old daughter, Telsa, and a four-year-old son, Julyan.

The couple live in a 50-year-old brownstone on a vintage tree-lined block in Park Slope, Brooklyn. Since

The main building will be used for monthly membership meetings as well as the Hiring Hall for the area. The grounds will be complete with parking facilities. The Hall will further serve the local SIU members and retirees as a place to gather and meet casually and for social affairs.

Next to the main building will be a new boathouse to replace the structure which has occupied the site since 1960. The boathouse will provide space for two launches at water level. The space above will be occupied by ship-to-shore radio equipment which will enable SIU officials to maintain close contact with the Union's contracted vessels.

SIU patrolmen, as well as replace-

ments for the ships will be transported from the Hall, via the launches, to the ships as they pass by. Also, the Union will be better able to provide the ships with the latest periodicals and other important materials.

About 95 percent of all SIU deep-draft Great Lakes vessels regularly pass through the St. Clair River on their voyages between the upper lakes and the lower lakes. The St. Clair River and Lake are the connecting links between Lake Erie on the south and Lake Huron on the north.

The two buildings of the complex will be joined by an indoor walkway. According to the architect's design, the buildings will be constructed of brick with wide expanses of glass enclosing the space above the docking area of the boathouse on three sides, as well as the entire length of the main building facing the river. The roof will be edged with

copper facia and the building's facade will be trimmed with bronzed aluminum.

The whole design will integrate the building complex with the surrounding park and riverfront area. The grounds will have shrubs and trees.

Algonac is a favored resort community for Detroit residents and many SIU active members and pensioners make the scenic city their home.

Algonac City Manager Fern Nichols stated at the ground breaking ceremonies that "construction of the new Union Hall is especially important now, for the city," where rebuilding through the city's urban renewal program is beginning under the direction of Town Engineer Jack Daniels.

Algonac's Mayor Karen Cole said that the SIU's move to her city "would be mutually beneficial for the SIU and the city of Algonac."

## Crew Saved Themselves

Continued from Page 3

ton, looked out the window and saw the barge was passing us. He said 'we've got to do something and do it right now.'" According to Walton, Lupton ran up to the wheelhouse while he and the two engineers went out the galley door, out the starboard engine room door and ran to the bow.

By the time Walton and the engineers got to the bow the tug had already started turning over on her side, he said, "so we jumped up on the rubber fenders. If it hadn't been for the mate looking out the galley window, I wouldn't be telling this story today."

Meanwhile, after asking Brother Aument to go with him up through the boat, Mate James Lupton said he headed for the wheelhouse to see what was going on. "There are two flights of stairs going up to the wheelhouse. I got up the first alright," Lupton explained, "but on the second I had to pull myself up." The boat was already halfway tipped over, he said.

Once in the wheelhouse, he helped an AB escape by pushing him out the window. Then he climbed out the window himself.

The captain escaped from the wheelhouse by dropping from the lower window into the water, according to Walton.

Next Lupton climbed down the side of the boat which by then was hitting the barge. "Each time it hit, a man would go onto the barge," he continued. "After we were on the barge, the boat sank completely. It all happened so fast."

The cook, James Aument, did not make it to the barge. Two days later the U.S. Army Corps of Engineers re-

covered the body in the galley. He was not a regular on the *Eileen C* and had been sent out by the Norfolk Hall to replace the cook just a few days earlier.

From the barge, Lupton radioed the U.S. Coast Guard, sending Mayday signals over Channel 6 and then Channel 13. The Coast Guard answered the second call and a helicopter arrived first. Approximately 40 minutes later two Coast Guard 45-footers arrived from Woods Hole, Mass. Lupton said he let them know everyone on the barge was in good condition and the Guard started checking the water for the lost man.

The SIU-contracted tug *Mariner* soon came by and took the men on board, giving them coffee and clothes.

Just before the accident, the *Eileen C* had traveled up Buzzards Bay heading for the Cape Cod Canal with the barge on a hawser approximately 1,200 feet long. They had shortened the hawser to 300 feet in order to get behind the barge, but decided to continue towing since the water was rough. When the steering went out, according to the SIU members, the barge came up on the boat and the tug could not move out of the way. It sank in 45 feet of water, two-and-one-half miles west of West Falmouth, Mass.

Other SIU members on board could not be reached for comment. They were: Sam Bonnette, deckhand, and John Cartos and Jerry Kleva, tanker-men. Marine Engineer Beneficial Association members Walter Hazel, captain, Ed Ellison, chief engineer and T. McCormick, second engineer (relief) also survived the incident.

The boat was salvaged last month and a full Coast Guard report will be ready by mid-January.

## Large AFL-CIO Rally

Continued from Page 5

Counties Labor Council, said:

"The national AFL-CIO and its official state and local labor councils in California pledge their full and continuing support to the striking affiliated members of the Seafarers International Union of North America in this struggle."

SIUNA President Paul Hall, in a telegram to Michael Spadacini, president of the striking union, said:

"You can count on the SIUNA as we intend to fight along with you with all the vigor at our command to assist you in reaching a favorable agreement."

Support also came from the Building & Construction Trades Department, AFL-CIO. President Robert A. Georgine told the strikers:

"The Building Trades Department and its California Councils stand behind you 100 percent in your efforts to reach a fair and equitable agreement."

John Bennings, president of the California Labor Federation, pledged that "One million AFL-CIO members in California stand behind you 100 percent."

The AFL-CIO Maritime Trades De-

partment and the Maritime Port Council of San Diego also gave the striking cab drivers pledges of support. O. William Moody, MTD administrator, and Les Parker, president of the Port Council, said "We stand solidly behind the courageous members of the Transportation & Allied Workers who have stood fast for 100 days against the slave labor tactics of the Yellow Cab Company."

Looking back at his decision to stay with the SIU instead of continuing school, Tom Cranford says in his sincere, frank manner: "I don't regret it. I like the Union, I like the job, I like the people I work with and I have a good family. What else can a person ask for."

moving in, Cranford has done a lot of work on his own to restore much of the home's hand carved woodwork. He has also restored the house's stained glass windows.

### 'Shoulder to Shoulder'

Pledges of support also came from two other SIUNA affiliates in San Diego. Jack Tarantino, president, and Jim Bozzo, secretary-treasurer of the Fishermen's Union of America, Pacific and Caribbean, and Antoinette Garcia, San Diego business agent of the SIUNA United Cannery Workers and Industrial Workers of the Pacific, told the strikers that they would stand "shoulder to shoulder with you until you win your just cause."

The strike against the Yellow Cab Company began Aug. 27 after the company refused to bargain in good faith when their contract with the union came up for renewal.



# The Harry Lundeborg School of Seamanship

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

Refrigerated Container Mech., Welding, Automation, Pumphoom Maint. Upcoming

## HLSS Gives New Look to Next Year's Courses

The new year won't be the only thing new at the Lundeborg School this year because the HLSS Vocational Education Department has revamped many of the School's upgrading courses to better reflect projected changes in the industry and advances in technology on the newest ships of today's American merchant marine.

Among the upcoming 'new look' courses of special interest to our deep-sea members are Refrigerated Container Mechanic, Welding, Automation and Pumphoom Maintenance and Operation.

Starting dates for these courses

are as follows:

- Refrigerated Container Mechanic—Jan. 10, and Sept. 5, 1977.
- Welding—Jan. 10, April 4 and Sept. 19, 1977.
- Automation—Feb. 21, and July 25, 1977.
- Pumphoom Maintenance and Operation—March 7 and Nov. 14, 1977.

A complete outline of these courses along with course requirements is carried under course descriptions for the engine department.

In addition to the new look in the

courses, SIU members will be pleased to know that the Lundeborg School is opening a new upgrading center on the School's grounds as of Jan. 1, 1977. This new facility, complete with modern classrooms and a shop building, will provide more comfortable surroundings for SIU upgraders as well as being a more conducive place to learn and study.

Many of the courses themselves have been increased by two weeks to include important additional material for consumption by Seafarers.

Education and upgrading is the key to job advancement and job security in the modern day U.S. merchant marine. New ratings mean more responsible jobs aboard ship, and most importantly, it means higher pay for you.

The Lundeborg School, and the School's staff of professionals, are at your disposal. There is no reason that it shouldn't be utilized. So check the courses you might like to take and make application to the School. Do it soon; the sooner the better!

### Deck Department

#### ABLE SEAMAN

The course of instruction is four weeks in length and leads to the Coast Guard endorsement of Able Seaman—12 Months—Any Waters or Able Seaman—Unlimited—Any Waters.

Course Requirements: Able Seaman 12 Months—Any Waters. You must:

- Be 19 years of age
  - Have 12 months seetime as Ordinary Seaman, OR Be a graduate of HLS at Piney Point and have eight months seetime as Ordinary Seaman
  - Be able to pass the prescribed physical, including eyesight requirements.
- Able Seaman Unlimited—Any Waters. You must:

- Be 19 years of age
- Have 36 months seetime as Ordinary Seaman or 12 Months Able Seaman
- Be able to pass the prescribed physical, including eyesight requirements.

Starting dates: Jan. 24, May 12, Aug. 4 and Oct. 27, 1977.

Note: Courses and starting dates are subject to change at any time. Any change will be noted in the LOG.

### QUARTERMASTER

The course of instruction leading to certification as Quartermaster consists of Basic Navigation instruction to include Radar; Loran; Fathometer; RDF; and also includes a review of Basic Seamanship; use of the Magnetic and Gyro Compass; Rules of the Road; Knots and Splices; Firefighting and Emergency Procedures.

Course Requirements: Must hold endorsement as Able Seaman (Unlimited—Any Waters).

Starting dates: March 21, June 13, Sept. 5 and Nov. 28, 1977.

### LIFEBOATMAN

The course of instruction is two weeks in length and leads to the Coast Guard endorsement of Lifeboatman.

Course Requirements: Must have 90 days seetime in any department.

Starting dates: Jan. 6, 20; Feb. 3, 17; March 3, 17, 31; April 14, 28, and May 12, 26, 1977.

Note on Lifeboat:

The requirements and course material for the endorsement of Lifeboatman is identical for all personnel. So the above outline and starting dates of the Lifeboat course applies to our deepsea and Lakes Seafarers as well as to boatmen.

### Engine Department

#### WELDING

The course of instruction in basic welding consists of classroom and on-the-job training including practical training in electric arc welding and cutting; and oxy-acetylene brazing, welding and cutting. On completion of the course, an HLS Certificate of Graduation will be awarded.

Course Requirements:

- Engine department personnel must have 6 months seetime in an engine room rating
- Deck and steward department personnel must hold a rating in their department.

Starting dates: Jan. 10, April 4 and Sept. 19, 1977.

#### AUTOMATION

The course of instruction leading to certification for automated vessels consists of both classroom and practical training which includes; operation and control of automated boiler equipment, automated marine engineering plant operations including, turbines, main and auxiliary condensate systems, lubrication systems, generators, fire, sanitary and bilge systems. Basic principles of instrumentation are covered in the course with the actual application of instruments used in automated systems control.

The course is instructed primarily with

the aid of a full scale engineering plant console. All students will learn and control main and auxiliary engine plant operations directly from the engine room console. Engineering plant malfunctions will be covered in the class and each student will gain experience in actual console emergency procedures and operations. This engine plant console is similar to those found aboard automated ships.

Requirement: Applicant must hold Coast Guard endorsement as QMED—Any Rating. The normal length of the course is four weeks.

### PUMPROOM OPERATION AND MAINTENANCE

The course of instruction leading to certification in Pumphoom Operation and Maintenance consists of cargo properties and emergency procedures, tanker development and construction, operation and maintenance of valve loading procedures, cargo pump operations, cargo measurements, discharging procedures, ballasting procedures, tank cleaning, inert gas systems, fire fighting and safety, pollution control and cargo control systems. All students will learn the use of metal lathes and milling machines by completing practical ship board projects.

Requirement: All applicants must have six (6) months seetime in a rating. The length of the course is six weeks.

### REFRIGERATED CONTAINER MECHANIC

The course of instruction leading to certification as Refrigerated Container Mechanic consists of both classroom and on-the-job training that includes the following: instruction covering all units on refrigeration, electrical and engine tune up on gasoline and diesel units, operation, maintenance and trouble shooting on all refrigeration units, instruction of fundamentals of operation and servicing and diagnostic procedures used with electrical circuits.

Requirements: Applicant must hold Coast Guard endorsements as Electrician and Refrigerating Engineer or QMED—Any Rating. The normal length of the course is six weeks.

## SIU Gives 7 Scholarships to Members, Dependents

Another part of the SIU's total educational program for its members is the Union's College Scholarships Fund. Each year the SIU awards five \$10,000 four-year scholarships, of which one is reserved for a Union member and four for dependents of members.

The Union also awards two \$5,000 two-year scholarships reserved exclusively for members. The two-year scholarships offer various opportunities especially for the member who plans to keep shipping. In such a program you may develop a trade or skill which would improve your performance aboard ship as well as helping you obtain a better paying job when you are ashore.

The \$10,000 scholarships may be used to pursue any field of study at any accredited college or university in the U.S. or its territories.

In regard to our members, application requirements are geared for the man or woman who has been out of school for a number of years, so you will only be competing with other seamen with similar educational backgrounds. The awards are granted in April of each year and the deadline for the receipt of all applications is usually around April 1.

Eligibility requirements are as follows:

- Have not less than two years of ac-

tual employment (three years for the parent or guardian of dependents) on vessels of companies signatory to the Seafarers Welfare Plan.

- Have one day of employment on a vessel in the six-month period immediately preceding date of application.
- Have 90 days of employment on a vessel in the previous calendar year.

Pick up a scholarship application now. They are available for you and your dependents at the local Union hall or by

writing to the Seafarers Welfare Plan, College Scholarships, 275 20th St., Brooklyn, N.Y. 11215.

# Towboat Operator Courses Coming Soon

One of the most important courses offered to SIU Boatmen at the Lundeborg School will be conducted several times during the coming year. The course, broken down into several categories according to area, is Original Towboat Operator for Western Rivers, Inland Waters or Oceans not more than 200 miles offshore.

The course of instruction leads to Coast Guard licensing as either 1st or 2nd class operator of uninspected motor vessels.

## Steward Department

All Steward Department Courses Lead To Certification By HLSS.

### CHIEF COOK

The course of instruction is six weeks in length and students specialize in the preparation of soups, sauces, meats, seafoods, and gravies.

**Course Requirements:** All candidates must have seetime and/or training in compliance with one of the following:

- 12 months seetime as cook and baker OR
- Three years seetime in the steward department, with six months as 3rd cook or assistant cook and six months as cook and baker OR
- Six months seetime as 3rd cook or assistant cook and six months as cook and baker OR
- 12 months seetime as 3rd cook or assistant cook and six months seetime as cook and baker and hold a certificate of completion for the HLS cook and baker training program.

**Starting dates: Jan. 6, Feb. 3 and March 3, 1977.**

### COOK AND BAKER

The course of instruction is six weeks in length and students specialize in the selection and preparation of breakfast foods, breads, desserts, and pastries.

**Course Requirements:** All candidates must have seetime and/or training in compliance with one of the following:

- 12 months seetime as a 3rd cook or assistant cook OR
- 24 months in the steward department with six months as a 3rd cook or assistant cook OR
- Six months seetime as 3rd cook or assistant cook and hold a certificate of completion from the HLS assistant cook training program.

**Starting dates: Jan. 6, 20; Feb. 3, 17; and March 3, 17, 1977.**

### ASSISTANT COOK

The course of instruction is six weeks in length and students specialize in the selection and preparation of vegetables and salads.

**Course Requirements:** All candidates must have 12 months seetime in the steward department, OR three months seetime in the steward department and be a graduate of the HLS entry rating program.

**Starting dates: Jan. 20, Feb. 17, March 17, 1977.**

**Upcoming dates for the course include:**

- Western Rivers—Jan. 10, April 18 and Sept. 12, 1977.
- Inland Waters and Oceans not more than 200 miles—Feb. 14, May 23 and Oct. 19, 1977.

Eligible boatmen should not hesitate to apply for the course because it gives you

a chance to earn a license, which carries along with it higher pay and increased job security.

Requirements for this course are as follows:

- All candidates for 2nd class operator must be at least 19 years of age and have evidence of 18 months service on deck on a towing vessel. This service must have

included training or duties in the wheelhouse.

• All candidates for 1st class operator must show evidence of three years service on deck of a towing vessel. One year of this service must have included training or duties in the wheelhouse.

• All candidates must have at least three months service in each particular geographical area for which application for licensing is made.

• All candidates must pass a physical exam given by a medical officer of the USPHS or a certified, reputable physician.

## Steward Courses Will Be Changed

Along with the inception of the SIU's Steward Department Recertification Program in April, the Lundeborg School's Steward Department Program will change in both name and content.

To find out what these programs will be like, as well as their starting dates, refer to the special section reserved in this issue of the *Log* for the Steward Recertification Program.



### LUNDEBERG UPGRADING APPLICATION

Name \_\_\_\_\_ Date of Birth \_\_\_\_\_  
(Last) (First) (Middle) Mo./Day/Year

Address \_\_\_\_\_  
(Street)

Telephone # \_\_\_\_\_  
(City) (State) (Zip Code) (Area Code)

Deepsea Member  Inland Waters Member  Lakes Member

Book Number \_\_\_\_\_ Seniority \_\_\_\_\_

Date Book Was Issued \_\_\_\_\_ Port Presently Registered In \_\_\_\_\_  
Port Issued

Social Security # \_\_\_\_\_ Endorsement(s) Now Held \_\_\_\_\_

Piney Point Graduate:  Yes  No  (if so, fill in below)

Entry Program: From \_\_\_\_\_ to \_\_\_\_\_ Endorsement(s) Received \_\_\_\_\_  
(Dates Attended)

Upgrading Program:  
 From \_\_\_\_\_ to \_\_\_\_\_ Endorsement(s) Received \_\_\_\_\_  
(Dates Attended)

Do you hold a letter of completion for Lifeboat:  Yes  No;  
 Firefighting:  Yes  No

Dates Available for Training \_\_\_\_\_

(Refer to Directory for all course listings.)

I Am Interested in the Following Course(s) \_\_\_\_\_

**RECORD OF EMPLOYMENT TIME**—(Show only amount needed to upgrade in rating noted above or attach letter of service, whichever is applicable.)

VESSEL	RATING HELD	DATE SHIPPED	DATE OF DISCHARGE

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

RETURN COMPLETED APPLICATION TO:  
 LUNDEBERG UPGRADING CENTER,  
 PINEY POINT, MD. 20674

## Directory of All Upgrading Courses

### DEEPSEA, LAKES COURSES

#### Deck Department

- Able-seaman, 12 Months Any Waters
- Able-seaman, Unlimited Any Waters
- Lifeboatman
- Quartermaster

#### Engine Department

- Fireman, Oiler, Watertender (FOWT)
- QMED—Any Rating
- Advanced Pumpman Procedures
- Automation
- LNG-LPG
- Refrigerated Containers
- Welder
- Diesel Engines

#### Steward Department

- Assistant Cook
- Cook and Baker
- Chief Cook
- Chief Steward

### INLAND WATERS COURSES

- Able-Seaman
- Pre-Towboat Operator
- Original Towboat Operator
- Master/Mate Uninspected Vessels Not Over 300 Gross Tons Upon Oceans
- First Class Pilot
- Radar Observer
- Pre-Engineer Diesel Engines
- Assistant Engineer Uninspected Motor Vessels
- Chief Engineer Uninspected Motor Vessels
- Tankerman
- Towboat Inland Cook
- Vessel Operator Management and Safety Course

James Briordy



Seafarer James Briordy finished the trainee program at the Harry Lundeberg School and began sailing with the SIU in 1974. Brother Briordy, shipping in the engine department, returned to Piney Point to upgrade to FOWT before starting the "A" Seniority Program. A native and resident of New York City, Brother Briordy ships from that port.

Thomas Goodin



Seafarer Thomas Goodin has been sailing with the SIU since graduating from the trainee program at the Harry Lundeberg School in 1975. Shipping in the deck department, Brother Goodin returned to upgrade to AB at the Piney Point school before attending the "A" Seniority Program. A native and resident of Seattle, Brother Goodin ships from that port.

William Robles



Seafarer William Robles began sailing with the SIU in 1970 after attending the Andrew Furuseth Training School in New York. Brother Robles now ships in the steward department as a cook and baker. A native of New York, Brother Robles lives with his wife Ada and his five children in Florida. He ships out of the port of New York.

Kamin Lambertson



Seafarer Kamin Lambertson, who sails with the SIU in the deck department, graduated from the trainee program at the Harry Lundeberg School in 1972. Brother Lambertson also obtained his AB ticket at the Piney Point school. A native of Boston, Brother Lambertson now lives in New Mexico and ships from either Houston or New York.

## 'A' Seniority Upgrading Program

# New 'A' Book Members

This month 12 more Seafarers joined the ranks of the SIU full 'A' book members by participating in and graduating from the 'A' Seniority Upgrading Program. This brings the number of Seafarers who have earned their 'A' books through this program to 309.

They are Gary Carter, Thomas Goodin, Louis Almodovar, James Briordy, John Neff, Stephen Patton, Tom Tankersley, William Robles, Jay Shuler, Mark Lance, William Sullivan and Kamin Lambertson.

Before graduating from the program, these new 'A' book members were given

the opportunity to sharpen their seafaring skills by learning about the latest innovations in the maritime industry.

The 'A' Seniority Program also provided these Seafarers with a thorough working knowledge of the SIU's history, functions, operations and goals.

This two-pronged approach used to upgrade these Seafarers into full 'A' book status insures that the SIU will always have a solid membership that can participate in Union activities with an understanding of the modern maritime industry and their Union's role in that industry.

Jay Shuler



Seafarer Jay Shuler has been sailing with the SIU since graduating from the Andrew Furuseth Training Program in New York in 1967. A member of the engine department, Brother Shuler obtained his QMED endorsement at the Harry Lundeberg School before attending the "A" Seniority Upgrading Program. Brother Shuler is a native of New York City and now lives in Oneonta, N.Y. He ships out of the port of New York.

Louis Almodovar



Seafarer Louis Almodovar graduated from the Andrew Furuseth Training School in New York in 1970 and began sailing in the engine department on SIU ships. Now an FOWT, Brother Almodovar is planning to return to Piney Point to upgrade to QMED in the near future. A native of Puerto Rico, Brother Almodovar now lives in New York with his wife Donna and ships from that port.

Mark Lance



Seafarer Mark Lance has been sailing with the SIU since graduating from the Harry Lundeberg School in 1974. Shipping in the steward department as a third cook, Brother Lance is also a graduate of that Lundeberg School training program. Brother Lance ships from the Gulf and lives in California. He is a native of St. Louis, Mo.

Stephen Patton



Seafarer Stephen Patton has been sailing with the SIU in the engine department since graduating from the Harry Lundeberg School three years ago. Brother Patton returned to Piney Point for his FOWT endorsement before starting the "A" Seniority Upgrading Program. Raised in the Midwest, Brother Patton now lives in Houston and ships from that port.

Gary Carter



Seafarer Gary Carter first shipped out with the SIU in 1971 after graduating from the Harry Lundeberg School. Sailing in the engine department, Brother Carter upgraded to FOWT in 1972. Brother Carter ships from the port of Houston and continues to live in his hometown, Clarksburg, W. Va.

John Neff



Seafarer John Neff graduated from the trainee program at the Harry Lundeberg School in 1970 and began sailing with the SIU in the deck department. Before attending the "A" Seniority Upgrading Program, Brother Neff returned to Piney Point and obtained his AB ticket. A native of Suitland, Md., Brother Neff now lives in Marcos, Tex. and ships from the port of Houston.

William Sullivan



Seafarer William Sullivan graduated from the Harry Lundeberg School and began sailing in the engine department with the SIU in 1974. Before starting the "A" Seniority Program, Brother Sullivan also upgraded to FOWT at the Lundeberg School. A native of Philadelphia, Brother Sullivan continues to live in that city with his wife, Margaret. He also ships from the port of Philadelphia.

Thomas Tankersley



Seafarer Tom Tankersley went through the trainee program at the Harry Lundeberg School in 1971. Shipping in the deck department, Brother Tankersley now sails as AB. Brother Tankersley, a native of Baltimore, now lives in Tokoma Park, Md. He ships from the port of Baltimore.

## MEMBERSHIP MEETINGS SCHEDULE

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



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.

# 'A' Seniority Honor Roll Now Numbers 309

Following are the names and departments of the 309 Seafarers who have completed the 'A' Seniority Upgrading Program.

Adams, Francis, Deck	Cooper, Allen A., Engine	Gower, David, Engine	Laner, Ronnie, Engine	Parr, Steven, Deck	Stein, Warren, Engine
Alfeo, Luciano, Engine	Corbett, William, Deck	Graham, Patrick, Deck	Lang, Gary, Deck	Patton, Stephen, Engine	Stevens, Duane, Deck
Allen, Lawrence, Engine	Correll, Paul, Engine	Grey, Joseph, Steward	Lasater, Thomas, Deck	Paulson, Glenn, Deck	Strauss, Gregory, Engine
Allison, Murphy, Engine	Cosentino, Dominic, Deck	Grimes, M. R., Deck	Laughlin, Douglas, Engine	Payton, Gilbert, Deck	Sullivan, William, Engine
Ahmad, Bin, Deck	Coyle, Michael, Engine	Grisham, Steve, Deck	LeClair, Lester, Steward	Pepo, Christopher, Steward	Svoboda, Kvetoslav, Engine
Almodovar, Louis, Engine	Cunningham, Robert, Deck	Gunter, Mike, Engine	Lohmann, Arthur, Deck	Perez, Jose, Engine	Szeibert, Stephen, Steward
Ames, Allan, Deck	Curran, John, Deck	Hagar, Ken, Deck	Lentsch, Robert, Deck	Perkins, Cy, Deck	Tankersley, Thomas, Deck
Androni, P. J., Engine	Daniel, Wadsworth, Engine	Hale, Ernest, Deck	Lesko, Samuel, Deck	Petrick, L., Engine	Tanner, Leroy, Engine
Armitstead, Daniel, Engine	Davis, Dan, Deck	Hall, Kenneth, Engine	Loane, Barney, Deck	Pickford, Albert, Deck	Taylor, Daniel, Steward
Arnold, Mott, Deck	Davis, William, Deck	Haller, Charles, Engine	Long, Alton, Engine	Pillsbury, Pat, Deck	Taylor, Dave, Deck
Aversano, Clifford, Engine	Day, John, Engine	Haller, John, Engine	Lundeman, Louis, Deck	Polotti, Pierangelo, Deck	Toll, George, Engine
Bacha, Mike, Engine	Denardo, Michael, Engine	Harris, Nathaniel, Engine	Lusk, George, Deck	Prasinos, George, Deck	Thomas, Robert, Engine
Barnett, Jay, Engine	Derke, Michael, Engine	Hanks, Fletcher, Engine	Mahaffey, J. C., Steward	Quirke, John, Deck	Thomas, Timothy, Deck
Bartol, Thomas, Deck	Deskins, William, Steward	Hart, Ray, Deck	Makarewicz, Richard, Engine	Reamey, Bert, Engine	Townsend, Joe, Steward
Baxter, Alan, Engine	Diaz, Robert, Engine	Hawker, Patrick, Deck	Mallory, Arthur, Deck	Reed, Pete J., Deck	Trainer, Robert, Deck
Bean, P. L., Deck	Olisog, Maximo, Engine	Haynes, Blake, Engine	Manning, Henry, Steward	Restaino, John, Engine	Troft, Llewellyn, Engine
Beauverd, Arthur, Engine	Dobfoug, James, Engine	Heick, Carroll, Deck	Maurstad, Mitchell, Steward	Ripley, William, Deck	Turpin, Richard, Engine
Bellinger, William, Steward	Douroudous, Emanuel, Steward	Heller, Douglas, Steward	Marcus, M. A., Deck	Rivers, Sam, Engine	Utterback, Larry, Deck
Bermudez, Frank, Deck	Dukohart, David, Engine	Hemming, Robert, Engine	Martin, Robert, Engine	Roback, James, Deck	Vain, Thomas, Deck
Berry, George, Engine	Duron, Roberto, Engine	Hooks, Bobby, Steward	McAndrew, Martin, Engine	Robles, William, Steward	Vaiton, Sidney, Engine
Bertol, Kevin, Engine	Echeverio, Ronald, Steward	Hooper, Allen, Engine	McCabe, John, Engine	Rodriguez, Charles, Engine	Vanyi, Thomas, Steward
Berulis, William, Deck	Eddings, Otis, Jr., Engine	Humason, Jon, Deck	McCabe, T. J., Engine	Rodriguez, Hector, Engine	Vazquez, Jose, Engine
Biletz, John, Engine	Edgell, Pat, Engine	Hummerick, James, Jr., Steward	McCants, Alvin, Deck	Rodriguez, Robert, Engine	Venus, Guy, Engine
Bishop, Floyd, Steward	Egeland, Ralph, Deck	Hunt, Mike, Engine	McCauley, Roy, Engine	Rogers, George, Engine	Venus, Steve, Steward
Blacklock, Richard, Engine	Elliott, Byron, Engine	Hussein, Mohammed, Steward	McLain, Warren, Engine	Ruiz, Steve, Engine	Vukmir, George, Deck
Blasquez, Gregory, Engine	Escudero, Tomas, Engine	Hutchinson, Richard, Jr., Engine	McMullin, Clarence, Steward	Sabb, Caldwell, Jr., Engine	Walden, Tim, Deck
Bligen, Archie, Engine	Esposito, Gennaro, Engine	Hilson, James, Engine	McParland, James, Engine	Salley, Robert, Jr., Engine	Walker, Marvin, Engine
Bohannon, Christopher, Engine	Ewing, Larry, Steward	Ivey, D. E., Engine	McFarland, James, Engine	Sanders, Darry, Engine	Wambach, Albert, Deck
Bolen, James, Deck	Farmer, William, Deck	James, Daniel, Deck	Mefferd, Michael, Engine	Sanger, Alfred, Deck	Washington, Eddie, Engine
Bolen, Timothy, Deck	Farragut, John, Deck	Jansson, Scott, Deck	Merson, Don, Deck	Scotten, Robert, Engine	Wass, Klaus, Steward
Boles, John, Engine	Farrell, Gerald, Steward	Joe, William, Engine	Milici, Robert, Deck	Shaw, Lex, Deck	Waugaman, Jerry, Engine
Bolling, Randolph, Deck	Fila, Marion, Deck	Johnson, M., Deck	Millard, David, Engine	Shaw, Lucien, Deck	Wayman, Lee, Deck
Brackbill, Russell, Deck	Fonville, James, Engine	Johnson, Oscar, Steward	Miller, Robert, Engine	Shaw, Ronald, Engine	Wells, John, Deck
Briordy, James, Engine	Foxvog, Mark, Deck	Jones, Leggette, Deck	Minix, R. G., Jr., Engine	Shuler, Jay, Engine	Westerholm, Gary, Engine
Brooke, George, Engine	Frak, Stan, Deck	Jones, Nelson Cory, Steward	Miranda, John, Engine	Silfast, George, Deck	Wilhelm, Mark, Engine
Bruschini, Mario, Steward	Freeburn, Michael, Deck	Jordan, Carson, Deck	Money-maker, Ernest, Engine	Simonetti, Joseph, Steward	Willisch, Edward, Deck
Burge, Bernard, Engine	Fried, Peter, Engine	Kanavos, Panagirtis, Engine	Moore, C. M., Deck	Simpson, Spurgeon, Engine	Wilson, Richard, Steward
Burke, Lee Roy, Engine	Frost, Stephen, Deck	Kegnoy, Thomas, Engine	Moore, George, Deck	Sisk, Keith, Deck	Wilson, Robert, Engine
Burke, Timothy, Deck	Fuentes, Luis, Steward	Keith, Robert, Deck	Moore, James, Engine	Smith, Craig, Engine	Wolfe, John, Deck
Burnette, Barney, Steward	Galka, Thomas, Engine	Kelley, John, Deck	Moore, Peter, Engine	Smith, D. B., Steward	Woodcock, Wayne, Steward
Butch, Richard, Engine	Gallagher, Patrick, Deck	Kelly, John, Deck	Moore, Thomas, Engine	Smith, George, Deck	Woodhouse, Ashton, Engine
Calo, Jose, Engine	Galliano, Marco, Deck	Kerney, Paul, Engine	Moore, William, Deck	Smith, Robert, Deck	Wright, Charlie, Engine
Cammuso, Frank, Deck	Gannon, Kevin, Deck	Kirksey, Charles, Engine	Mortier, William, Deck	Snyder, John, Engine	Zukier, Hans, Engine
Carhart, David, Deck	Garay, Stephen, Deck	Kittleston, L. Q., Deck	Mouton, Terry, Engine	Sowatzka, Brian, Deck	
Carruthers, Francis, Engine	Garcia, Robert, Deck	Knight, Donald, Engine	Mull, David, Engine	Spell, Gary, Engine	
Carter, Gary, Engine	Gaston, Thomas, Deck	Knoles, Donald, Steward	Neff, John, Deck	Spell, Joseph, Deck	
Caruthers, Russell, Deck	Gillette, Ronald, Deck	Konetes, Johnnie, Deck	Noble, Mickey, Deck	Spencer, Craig, Engine	
Castle, Stephen, Deck	Gilliam, Robert, Steward	Kunc, Lawrence, Deck	Nuotto, Ken, Deck	Spencer, H. D., Engine	
Cavanaugh, Jackson, Deck	Goethe, Freddie, Deck	Kundrat, Joseph, Engine	Ostrander, Duane, Deck	Springfield, Harry, Steward	
Clark, Garrett, Deck	Gomas, Glenn, Deck	Lambertson, Kamin, Deck	Painter, Philip, Engine	Stanfield, Pete, Deck	
Colangelo, Joseph, Deck	Goodin, Thomas, Deck	Lamphere, Thomas, Engine	Paloumbis, Nikolaos, Engine	Stark, William, Deck	
Conklin, Kevin, Engine	Gotay, Raul, Steward	Lance, Mark, Steward	Papageorgiou, Dimitrios, Engine	Stauter, David, Engine	



## 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.

**SEAFARERS POLITICAL ACTIVITY DONATION**  
675 FOURTH AVENUE      BROOKLYN, N. Y. 11222

Date \_\_\_\_\_ S.S. No. \_\_\_\_\_

Contributor's Name \_\_\_\_\_ Book No. \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

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 (SIUNA AGLIWD) or of employment. If a contribution is made by reason of the above improper conduct, notify the Seafarers Union or SPAD at the above address, certified mail within thirty 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.

(A copy of our report is filed with the Federal Election Commission and is available from the Federal Election Commission, Washington, D.C.)

Signature of Solicitor \_\_\_\_\_ **1976** \_\_\_\_\_ Port \_\_\_\_\_  
No. \_\_\_\_\_

**566 Have  
Donated \$100 or  
More To SPAD  
Since  
Beginning of '76**

The following Seafarers and other concerned individuals, 566 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 1976. (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.) Thirty-seven who have realized how important it is to let the SIU's voice be heard in the Halls of Congress have contributed \$200, nine have contributed \$300, three \$400, one \$500, one \$600, and one \$1,100. The LOG is running the SPAD honor rolls because the Union

(Continued on following page)

### Availability of Plan Documents

As all Union members have been notified, all documents relating to the various Welfare and Pension Plans are available for inspection, for free, at the Union Halls.

The documents are the trust document, which describes the rules by which the particular Plan is administered; the Plan regulations, which contain the rules concerning eligibility for benefits and the amount of benefits under the Plan; and the Plan description, which contains general information about the type of Plan.

If you want a copy of the documents for your own records, you should send a check for the proper amount to the Plan office (Seafarers' Pension Plan, Seafarers' Welfare Plan, etc.) at 275 20th St., Brooklyn, N.Y. 11215. By enclosing a check with your request, you will speed your order through.

You can order each item separately or you can pay \$30.70 and receive the trust document, Plan regulations and Plan descriptions for each of the following: Seafarers' Pension Plan; Seafarers' Welfare Plan; Seafarers' Vacation Plan; Great Lakes Tug and Dredge Pension Plan; Harry Lundberg School of Seamanship; UIW Welfare Plan; and UIW Pension Plan.

NOTE: As documents are amended, prices may change.



## Seafarers Welfare, Pension and Vacation Plans Cash Benefits Paid

Oct. 27-Nov. 24, 1976

SEAFARERS WELFARE PLAN	Number		Amount	
	MONTH TO DATE	YEAR TO DATE	MONTH TO DATE	YEAR TO DATE
<b>ELIGIBLES</b>				
Death .....	13	127	\$ 36,956.94	\$396,698.99
In Hospital Daily @ \$1.00 .....	245	5,328	245.00	5,328.00
In Hospital Daily @ \$3.00 .....	188	2,503	564.00	7,509.00
Hospital & Hospital Extras .....	18	146	2,317.38	23,195.71
Surgical .....	1	26	162.00	3,153.80
Sickness & Accident @ \$8.00 .....	5,523	58,631	44,184.00	469,048.00
Special Equipment .....	3	15	822.95	4,598.51
Optical .....	98	1,237	2,952.81	37,094.04
Supplemental Medicare Premiums .....	64	327	2,431.10	16,564.30
<b>DEPENDENTS OF ELIGIBLES</b>				
Hospital & Hospital Extras .....	524	4,436	176,914.93	1,298,120.76
Doctors' Visits In Hospital .....	87	844	3,451.76	34,632.32
Surgical .....	144	1,238	21,323.30	199,741.88
Maternity .....	18	187	7,800.00	67,700.00
Blood Transfusions .....	2	17	210.00	1,347.50
Optical .....	134	1,167	3,987.00	33,979.81
<b>PENSIONERS &amp; DEPENDENTS</b>				
Death .....	15	145	55,409.50	546,738.45
Hospital & Hospital Extras .....	230	1,854	43,220.23	330,198.70
Doctors' Visits & Other Medical Expenses ..	108	1,098	3,913.96	48,007.03
Surgical .....	13	123	2,410.00	23,935.00
Optical .....	63	657	1,780.75	18,652.69
Blood Transfusions .....	—	4	—	756.79
Special Equipment .....	4	36	1,195.00	6,451.32
Dental .....	1	8	450.00	2,266.00
Supplemental Medicare Premiums .....	2,108	20,835	15,537.80	153,062.40
<b>SCHOLARSHIP PROGRAM</b>				
	8	97	2,682.09	37,214.86
<b>TOTALS</b>				
Total Seafarers Welfare Plan .....	9,612	101,086	430,922.50	3,765,995.86
Total Seafarers Pension Plan .....	2,597	25,299	653,043.19	6,392,541.96
Total Seafarers Vacation Plan .....	1,556	15,844	705,299.60	7,556,736.30
Total Seafarers Welfare, Pension & Vacation	13,765	142,229	\$1,789,265.29	\$17,715,274.12

**Deposit in the SIU Blood Bank — It's Your Life**

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.)

# SPAD Honor Roll

- Abrams, R.
- Acevedo, V.
- Adams, P.
- Adamson, R. R.
- Adlum, M.
- Aguilar, J.
- Aguilar, A.
- Air, R.
- Alexander, G.
- Alexander, H.
- Alghabri, A.K.
- Algarin, M.
- Ali, N. M.
- Allen, J.
- Alonso, J.
- Alvarez, P.
- Amat, K.
- Ammann, W.
- Amper, P.
- Anderson, A.
- Anderson, A.
- Anderson, D.
- Anderson, E. C.
- Anderson, H.
- Anderson, R.
- Anderson, R.
- Anersono, C.
- Annis, G.
- Antici, M.
- Antonio, J.
- Aquino, G.
- Archibald, H.
- Aronica, A.
- Arnes, J.
- Arroyo, S.
- Atkinson, D.
- Aubusson, E.
- Auger, E.
- Avant, E.
- Babkowski, T.
- Badgett, J.
- Barry, D.
- Bartlett, J.
- Bean, C.
- Beeching, M. E.
- Bennett, J.
- Bergeria, J.
- Bernstein, A.
- Ejorasson, A.
- Blanton, M. J.
- Blonstein, D.
- Bluitt, J.
- Bobalek, W. J.
- Bonser, I.
- Bortz, C.
- Boudreau, R. J.
- Bousson, E.
- Boyle, D.
- Boyne, D. F.
- Bradley, E.
- Braggs, W.
- Brannan, G.
- Brown, G. A.
- Brown, I.
- Brown, I.
- Bryant, B.
- Bucci, P.
- Burke, P.
- Burke, T.
- Burnette, P.
- Burton, R.
- Buysee, T.
- Byrne, E.
- Byrne, W.
- Cabilda, S.
- Caffey, J.
- Cain, F.
- Camarillo, F.
- Campbell, A.
- Campbell, A. G.
- Campbell, H.
- Capella, F. J.
- Caraballo, R.
- Carbone, V.
- Carmeio, J.
- Chesire, J.
- Cirignano, L.
- Clark, J. W.
- Clifford, R.
- Cofone, W.
- Compton, W.
- Conklin, K.
- Conklin, K.
- Conner, S.
- Cookmans, R.
- Cooper, N.
- Cooper, W. D.
- Costanga, F.
- Costello, M.
- Courtney, J.
- Craig, J. L.
- Crawford, W.
- Crocco, G.
- Cross, M.
- Cruz, A.
- Dauocol, F.G.
- Davis, J.
- Davis, J.
- Davis, J.
- DeBarrios, M.
- DeChamp, A.
- Deguzman, F.
- Demetrios, J.
- Diaz, R.
- Dickey, W.
- Dilling, L.
- Doak, W.
- Dobson, T.
- Dolgen, D.
- Douglas, V.
- Dowd, V.
- Dragazis, A.
- Drake, W.
- Drozak, P.
- DuBois, N.
- Dunn, P.
- DuPaola, R.
- Dwyer, J.
- Dyer, A.
- Edan, A.
- Eddins, J.
- Ellis, P.
- Emidy, J.
- Escatona, D.
- Espinosa, R.
- Fagan, W.
- Fanning, R.
- Farmer, D.
- Farnen, F.
- Faust, J.
- Fay, J.
- Fayad, A.
- Feris, B.
- Ferrigson, M.
- Fgrshee, R.
- Fletcher, B.
- Florous, C.
- Forgeron, I.
- Foster, J.
- Foti, S.
- Fox, P.
- Franco, P.
- Frank Jr., S.
- Freeman, B.
- Fronfelter, D.
- Fuentes, H.
- Fugitt, W.
- Fulford, S.
- Funk, W.
- Furukawa, H.
- Galicki, H.
- Gallegos, P.
- Galliam, R.
- Gallen, M.
- Gannon, h.
- Garay, F.
- Garcia, P.
- Garcia, R. F.
- Garrigan, M.
- Gaskill, H.
- Gaufw, J.
- Gentile, C.
- Gifford, D.
- Goins, S.
- Glidewell, T.
- Goff, W.
- Gomez, M.
- Gonzalez, C.
- Gooding, H.
- Gorbea, R.
- Gosse, F.
- Greene, H.
- Grima, V.
- Ginnell, J.
- Gtöh, W.
- Guernsey, W.
- Guidry, F.
- Guillen, A.
- Gutierrez, C.
- Haber, E.
- Hagen, B.
- Hall, E.
- Hall, M.
- Hall, K. M.
- Hall, L.
- Hall, W.
- Hamble, A.
- Harris, J.
- Hart, R.
- Haskins, A.R.
- Hassan, H.
- Hassen, B.
- Hayes, K.
- Haynes, B.
- Hebert, T.
- Heimer, B.
- Heimila, E.
- Hendrick, R. G.
- Hernandez, E.
- Heroux, A.
- Hidais, A. A.
- Hines, T.
- Hintze, C.
- Hoitt, E.
- Holman, E.
- Homayonpour, M.
- Homko, S.
- Hoover, G.
- Houchins, C. M.
- Hudson, S.
- Huffman, R. I.
- Hufford, R.
- Hussein, M.
- Hutton, G.
- Iovino, I.
- Jacobs, R.
- Jamson, S.
- Japper, J.
- Johnson, A.
- Johnson, C.
- Johnson, R.
- Jones, J.
- Jones, J. R.
- Jones, T.
- Joseph, E.
- Kariak, W.
- Kastina, A.
- Kelly, J.
- Kendrick, D.
- Keomwe, S.
- Kerngood, M.
- Kerr, R. A.
- Kingsley, J.
- Kirk, J.
- Kitchens, B.
- Kizzire, C.
- Klein, A.
- Koffowitch, W.
- Kool, I.
- Koubek, T.
- Kouvardas, J.
- Kramer, M.
- Kusimoto, Y.
- Lambert, H.
- Langford, C.R.
- Lawrence, M.
- Lawrence, W.



## \$1,100 Honor Roll

Christenberry, R. A.

## \$600 Honor Roll

Pomerlane, R.

## \$500 Honor Roll

Richoux, J.

## \$400 Honor Roll

Dryden, J.  
Fansler, L.  
Lilledahl, H.

## \$300 Honor Roll

Brooks, S. T.  
Conley, M., Msgr.  
Apostleship of the Sea  
Cunningham, W.  
Ferrara, A.  
Hall, P.  
McFarland, D.  
Nielsen, K.  
Paczkowski, S.  
Pullian, J.

## \$200 Honor Roll

Algina, J.  
Alpeda, J.  
Bamman, G.  
Bellinger, W.  
Bergeria, S.  
Brand, H.  
Browning, G.  
Bru, R.  
Coker, D.  
Curtis, T.  
DiGiorgio, J.  
Drozak, F.  
Dudley, K.  
Echevarria, R.  
Foster, W.  
Lesnansky, A.  
Lomas, A.  
Lombardo, J.  
Maher, T.  
McCullogh, L.  
McKay, D.  
Morris, J.  
Olesen, C.  
Payne, O.  
Polk, E.  
Pulver, E.  
Quinter, J.  
Reck, I.  
Richburg, J.  
Sanaco, C.  
Sanchez, R.  
Saunders, I.  
Seabron, S.  
Stewart, E.  
Terpe, K.  
Whitsitt, M.  
Ziolkowski, W.

- Lender, W.
- Lebda, F.
- Lee, H.
- Lee, K.
- Legg, J.
- Lelonck, L.
- Leo, A.
- Lescovich, W.
- Lessard, A.
- Libby, H.
- Lightfoot, R.
- Lindsey, A.
- Lindsey, H.
- Lobodat, T.
- Log Staff
- Logue, J.
- Lolas, P.
- Lopez, R.
- Magruder, W.
- Malensky, G.
- Maldonado, O.
- Manafe, D.
- Mancini, R.
- Mandene, S.
- Marcus, M. A.
- Marinelli, P.
- Martin, J.
- Martin, J.
- Martin, T. J.
- Mask, W.
- Matson, J.
- Matthes, B.
- Matthey, N.
- Mansfield, L.
- Mavdone, S.
- McCartney, G.
- McClinton, J. I.
- McDellas, C. M.
- McElroy, E. L.
- McGinnis, A.
- McMillion, W.
- McVay, H.
- Mears, F. J.
- Melindez, A.
- Mercer, J.
- Mesford, H.
- Middleton, H.
- Mignano, B.
- Mize, C.
- Mollard, C.
- Mone, J.
- Money maker, E. C.
- Mongelli, F.
- Moody, O.
- Mooney, E. X.
- Mooney, S.
- Moore, W.
- Morris, E.
- Morris, E. W.
- Morris, W.
- Morrison, J.
- Mortensen, O.
- Munsie, J.
- Murray, R.
- Myerchak, J.
- Myers, H.
- Myrex, L.
- Napoli, F.
- Nash, W.
- Nelson, J.
- Newberry, J.
- Nielsen, R.
- Nielsen, V.
- Northcutt, J.
- O'Brien, E.
- Oettel, F.
- Okrogly, H. A.
- Olivera, W.
- Olson, F.
- Paladino, F.
- Palano, J.
- Papaisannou, D.
- Paradise, I.
- Paradise, R.
- Parnell, J.
- Patton, S. M.
- Pecquex, F.
- Peralta, R. L.
- Perez, J.
- Peth, C. L.
- Phaneuf, E.
- Pias, T.
- Pistak, S.
- Pollard, G.
- Pow, J.
- Powell, S.
- Praza, I.
- Prentice, R.
- Prevas, P.
- Prevatt, C.
- Prindle, D.
- Prott, T. L.
- Psaleh, A.
- Purgvee, A.
- Quannico, I.
- Quiles, R.
- Quinnonez, R.
- Ratcliff, C.
- Reed, A.
- Reinosa, G. A.
- Reinosa, J.
- Relile, J.
- Reynolds, H. T.
- Rhoades, O.
- Riddle, D. W.
- Ries, C.
- Riley, E.
- Ripoll, G. M.
- Rivera, A.
- Roades, O. W.
- Roberts, H.
- Roberts, J.
- Robertson, T.
- Robinson, J.
- Rodriguez, F.
- Rodriguez, J.
- Rodriguez, R.
- Roe, J. T.
- Rogers, G.
- Ronde, C.
- Rosario, P.
- Roy, B.
- Royal, F.
- Ruf, G.
- Russe, M.
- Ruzyski, S.
- Ryan, J.
- Ryan, N.
- Sacco, M.
- Sacco, J.
- Saeed, S.
- Salazar, H.
- Saleh, F. N.
- Salley, R.
- Sanchez, A.
- Sanchez, M. E.
- Sanger, A.
- Santos, F.
- Sapp, C.
- Schawbland, J.
- Schuffels, P.
- Schwarz, R.
- Scott, C.
- Scully, J.
- Seagord, E.
- Selix, F.
- Selzer, R.
- Selzer, S.
- Sengelau, B. J.
- Sepulveda, R.
- Serlis, M.
- Sgagliardich, A.
- Shackelford, W.
- Shaibi, N.
- Shurp, G.
- Sharp, T.
- Shaw, I.
- Sherman, R.
- Sholar, E. W.
- Sigler, M.
- Silva, M.
- Sipse, R. A.
- Skorupski, E.
- Statnar, K.
- Stussee, W.
- Smith, H. C.
- Smith, R.
- Smith, W.
- Snyder, J.
- Solomon, A.
- Somos, N.
- Soresi, T.
- Spence, B. R.
- Shepard, E. S.
- Spiegel, H.
- Staples, F.
- Stearns, B.
- Stephens, C.
- Stevens, R.
- Stevens, W.
- Steuer, H.
- Strauss, H.
- Stubblefield, P.
- Stubblefield, W.
- Stubblefird, B.
- Sullivan, W. J.
- Surmann, J.
- Surrick, R.
- Swiderski, J.
- Tanner, C.
- Taylor, F. E.
- Taylor, G.
- Taylor, L.
- Taylor, S.
- Telegadas, C.
- Teti, F.
- Thomas, J.
- Thompson, G.
- Tirelli, E.
- Towns, R.
- Troy, J.
- Troy, S.
- Turner, G.
- Ullisse, T.
- Underwood, G. W.
- Vallejo, A.
- Vanderlende, D.
- Velazquez, W.
- Velez, A.
- Venzon, R.
- Verano, J.
- Vogel, A.
- Vogel, C.
- Vukmir, G.
- Wagner, M.
- Walker, F.
- Walker, T.
- Walker, W.
- Wallis, J.
- Walters, H.
- Ward, C.
- Washington, E.
- Wass, K.
- Weaver, A.
- Welber, H.
- White, F.
- White, W.
- Wilburn, R.
- Williams, L.
- Williams, S.
- Wilson, B.
- Wilson, C. W.
- Winder, R.
- Wingfield, P. G.
- Winn, J.
- Winquist, G.
- Wolf, P.
- Worley, M.
- Worster, R.
- Wright, A.
- Yafai, K.
- Yakel, R.
- Yarmola, J.
- Young, J.
- Zeloy, J.
- Zielwinski, S.
- Zien, T.

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## High School Diploma Opens Door to Advancement

The High School Equivalency Program at the Lundeberg School has, to date, graduated 882 Seafarers. The program was established to meet the many different needs and goals of SIU members. It is one more example of what true trade unionism can achieve—a better life for each Union member because of the combined efforts of all members.

The Seafarers who have completed the program and earned their GED diplomas did so for a variety of reasons and achieved a variety of goals. For many Seafarers, the immediate goal was acquiring an academic background that would provide for job advancement and security. As Brother Robert Birdwell noted, "It's good for Seafarers to get their high school diplomas because in later years, as you advance, it will be necessary." GED graduate Wayne Champine also noted, "In most cases, a solid vocational and academic education will mean the difference between just any job and a good job."

For many Seafarers, the reason for wanting a high school diploma is less concrete but equally as important as job security—personal satisfaction. Seafarer John Sherpinske said, "I wanted to succeed for my own sake." Graduate Exequiel Liwag explained, "I wanted to better myself as a person and one sure way to do that was to better my education." Brother Horace Jones said, "I felt limited without it (a high school diploma)."



In the study lounge, students can discuss their homework and receive individual attention from the teachers.



Science teacher Cindy McCall helps a GED student with an experiment.

In addition to helping Seafarers meet their personal and career goals, the GED Program has opened the door to higher education for many SIU members. Several graduates have enrolled in college or trade vocational schools, and Seafarers Bill Lopez and Pierangelo Polletti, both of whom earned their high school diplomas at HLS, received scholarship awards through the SIU Scholarship Program.

The key to the success of the Lundeberg School's GED Program is caring—the teachers at HLSS are dedicated to helping each Seafarer achieve the goals that are important to him. Graduate George Taylor felt that "Everything at the Lundeberg School helps you learn and want to learn more... the teachers work with you as an individual and give you all the help you need." Brother John Barber added, "The teachers actually care about you. They're very easy to work with and will give you all the time you need to learn something."

Any Seafarer who feels that the GED Program at the Lundeberg School could be of help to him in achieving his goals should write to: Academic Department, Harry Lundeberg School, Piney Point, Md. 20674, and request an information kit. It's worth taking the time to write because, as Seafarer Phillip Eipp said, "The GED Program at Piney Point is the best around."

### Pensioner Richardson Terms 'Diploma From the Heart'

## Oldest Seafarer (76) Graduates From GED Program at HLSS

The High School Equivalency Program at the Harry Lundeberg School has graduated many Seafarers young and old from all parts of the country. Recently HLSS celebrated the graduation of its "Bicentennial student", 76-year-old Nils Richardson of Baltimore, Md., the oldest Seafarer to graduate from the program.

Brother Richardson, who is a retired Seafarer receiving an SIU pension, began shipping in 1915 in his native Norway. He first learned to speak English in 1917 when working aboard vessels manned by the English Seamen's Union. He began working aboard American vessels in 1938 and served in the merchant marine throughout World War II.

Richardson learned of the GED Program at the Lundeberg School through the *Seafarers Log*. He had never attended HLSS before enrolling in the High School Equivalency Program. Very impressed with the school, its surroundings and its educational offerings, Brother Richard-



Nils Richardson, the oldest Seafarer to get a high school equivalency diploma, proudly holds his special graduation certificate. With him are Margaret Nalen (l.), HLSS director of academic education, and Hazel Brown, School president. son termed the GED Program, "excellent and intensive."

He added that, "the time spent at Piney Point was so totally satisfactory. The teachers were superb and very sympathetic. My grammar

teacher, Mrs. Biady, guided me through the shoals of nouns and verbs. Miss Morehouse taught me about graphs and poetic feet. Miss Polak, of mathematics, helped me when sometimes I stumbled and she

had added labor to bring me back on the right track. Our science teacher led us through the intricacies of the human body, and now we know more about ourselves and the world about us.

Seafarer Richardson also enjoyed the young students who were his classmates in the GED classes. "When I read about the public schools in Baltimore and the disruptions caused by the students," he said, "... I wish that you could export some of the discipline at Piney Point."

At his graduation ceremony, which was attended by his wife and son, Seafarer Richardson was presented with a special graduation certificate from the academic staff members at HLSS. He termed this certificate "a diploma from the heart." He added, "I was overwhelmed, as was my wife and son, that so much labor, love, concern and affection was lavished on me. This graduation rates as one of the great occasions of my life."